



Notice of a public meeting of

Decision Session - Executive Member for Transport

To: Councillor Ravilious – Executive Member

Date: Tuesday, 18 November 2025

Time: 10.00 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 25 November 2025**.

*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 14 November**.

1. Apologies for Absence

To receive and note apologies for absence.

2. Declarations of Interest (Pages 7 - 8)

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].

3. Minutes (Pages 9 - 18)

To approve and sign the minutes of the Decision Session held on Tuesday, 21 October 2025.

4. 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 14 November 2025.**

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.

5. Residents Parking Bay and 'No Waiting at any time' Restrictions – Queen Street (Pages 19 - 34)

This report presents representations made following the statutory consultation for a Traffic Regulation Order (TRO) proposed Residents Parking Bay and 'No Waiting at any time' Restrictions – Queen Street.

Representations were received during the statutory consultation process therefore a decision is needed to progress the making of the order.

6. Residents parking and limited waiting restrictions advertised as 'R66 Wellington Street' (Pages 35 - 102)

This report considers the representations received to the statutory consultation and Notice of Proposal, advertised on 15 November 2024, along with further representations received when extending the statutory consultation for the amendment of the Traffic Regulation Order, on 4 July 2025, which proposed to implement Resident Parking (ResPark) restrictions (advertised as R66: Wellington Street) to include properties on Heslington Road (part), Wellington Street, Willis Street, Gordon Street, Wolsley Street, Apollo Street, Apollo Court, Alne Terrace, Belle Vue Street, Belle Vue Terrace and Barbican Road (part) along with mixed use limited waiting parking bays on Heslington Road and determine what action is appropriate.

7. Proposed diversion of public footpath Nether Poppleton 1 (Pages 103 - 150)

This report discusses diversion of a section of the public footpath Nether Poppleton 1 from the north side of the existing hedgerow to the south side.

The application to divert part of the public footpath was made by the land owner, to enable solar development.

8. Walker Lane, Wheldrake – Proposed One-Way Street (Pages 151 - 174)

This report is intended to review the responses from the Statutory Consultation for the proposed introduction of a one-way travel on Walker Lane from Main Street to North Lane and provide a recommendation option.

A property owner requested Walker Lane, Wheldrake, a two-way road, be changed to a one-way road. The decision is requested as damage was being caused to an adjacent residential property by vehicles failing to negotiate the adjacent junction into/out of the narrow roadway, and, because of the narrow width of the road, opposing vehicular conflicts could occur with an associated risk to any pedestrians also.

9. 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.

Alternative formats

If you require this document in an alternative language or format (e.g. large print, braille, Audio, BSL or Easy Read) you can:



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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 (ہولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

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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 Transport
Date	21 October 2025
Present	Councillor Ravilious – Executive Member
Officers in Attendance	Garry Taylor – Director of City Development Dave Atkinson – Director of Environmental and Regulatory Services Helene Vergereau – Head of Highways Access and Development Siavosh Mahmoodshahi – Highways Asset Manager Geoff Holmes – Traffic Projects Officer

13. Apologies for Absence (10:01am)

There were no apologies.

14. Declarations of Interest (10:01am)

The Executive Member was asked to declare, at this point in the meeting, any disclosable pecuniary interests, or other registerable interests she might have in respect of business on the agenda, if she had not already done so in advance on the Register of Interests. None were declared.

15. Minutes (10:01am)

Resolved: That the minutes of the Decision Session held on 16 September 2025 be approved and signed by the Executive Member as a correct record.

16. Public Participation (10:01am)

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

Mrs Wathsala Kuruppu Mudiyanseelage spoke on item 8, as a resident of the R67 zone. She discussed non-resident parking in her area causing

great inconvenience for her and her family and advised that residents regularly faced a dilemma of whether to drive and not be able to park on their return, or to take public transport or taxis to avoid stress. She felt that the report's recommendation of permit parking, along with limited parking for non-residents was therefore essential.

Cllr Fenton spoke on item 6, welcoming the review of the Res Park consultation and ballot arrangements. He expressed regret that this item had not come to predecision scrutiny but hoped that the scrutiny committee would have input going forwards. He noted that the phrase "detailed plan and timeline for expanding Res Park" in the report could be interpreted as indicating an intention on the council's part to expand to a citywide rollout of Res Park.

He referred to the current strategy for the implementation of off-street parking, with a proposed 2km radius of the city centre, and said wider discussions would be needed if Res Park were to be expanded into this zone. He suggested that while many residents would welcome this, consultation was needed to ensure residents' voices were heard.

17. Lendal Bridge Major Refurbishment (10:08am)

The Director of Environmental and Regulatory Services presented the report, supported by the Highways Asset Manager. They discussed the two phases of works – the first being maintenance and the second being painting. Officers explained that the paintwork was not just cosmetic but would also extend the lifespan of the works.

Officers advised there would be a planned 8-week closure period of the bridge to motor traffic. The bridge would remain open to walkers and wheelers, though the strategy for exactly how cyclists would be dealt with would remain open.

Officers noted that phase two would require approval from the Council Executive and that funding for the project was anticipated from the Highways Capital Programme.

The Executive Member acknowledged that this was both a 150-year-old bridge and also an essential part of York's transport infrastructure; that the bridge was last repaired 20 years ago and to not repair it now would likely result in a future closure at a time not of the council's choosing.

The Executive Member clarified that the work on Lendal Bridge had been planned so as not to coincide with the works outside York railway station, and therefore the proposed time of these works was easter 2026.

The Executive Member then

Resolved:

- i. To note that a procurement process for the award of a contract for all of the works is currently underway, and the works programme is to be delivered as laid out in the report.
- ii. To delegate authority to the Director of Environmental and Regulatory Services, in consultation with the Director of Governance and the Head of Procurement, to take such steps as are necessary to award and conclude the Contract for the works and to determine the provisions of any subsequent modifications and/or extensions thereto post award and to seek Executive approval for the re-prioritisation of Highways and Transportation funding to deliver the Additional Works programme.

Reason: Without completion of the works the risk of the biennial bridge inspection process identifying further deterioration is heightened considerably, this could lead to weight restrictions being enforced causing considerable impact on movement in the city centre.

18. Resident Parking Review (10:15am)

The Head of Highway Management presented the report, explaining that it was written in response to a motion presented to council in September 2024, and focused on the process by which Resident Parking (ResPark) was introduced and implemented. She explained that the report aimed to streamline this process, looking at different options to make the process as efficient as possible.

She explained that the recommended option introduced more officer decisions in advance of the statutory consultation process; widened consideration of other users of the highway when consulting residents and removed the guideline whereby officers have hitherto required a 50% response and 50% support threshold, instead looking at how the proposed strategy would align with local circumstances and the wider transport strategy. It also proposed increased use of digital tools for consultation to increase efficiency when analysing responses.

The Executive Member thanked officers for the work undertaken on the report and Cllr Whitcroft for introducing the motion. She acknowledged that this was a legal process, and there was ultimately a limit to how much it could be streamlined.

She recognised that there was currently a backlog of 2-4 years for ResPark requests to reach implementation and that under the current rules, given the number of rental properties and holiday lets in the city, it was virtually impossible for a 50% response rate to be achieved and for officers to thereby recommend Res Park options.

She noted that though the transport strategy had been approved last summer, the current system still did not allow opportunities to enhance neighbourhoods and use curbside space in ways beneficial to the community (e.g. cycle storage, bus lanes, pavement cafés).

She stated that this proposal allowed a broadening of possibilities for what can be done with ResPark; emphasising the need to increase accessibility, reduce car dependency and create healthy spaces.

She asserted that in approving this scheme, the council would still involve full consultation with the community, residents would still have their say, but the implementation process would be streamlined and frustration reduced in allowing residents to shape their neighbourhood.

Resolved: To approve

- a) The following changes to the process for the ResPark waiting list and of the decision to proceed to statutory consultation:
 - i. ResPark requests which are not submitted through a petition will be added to the waiting list by officers. An Executive Member decision will only be required where ward members and/or officers are opposed to the request being added to the waiting list. Once a proposal reaches the top of the waiting list, the first informal consultation will be undertaken without the need for a public decision; and
 - ii. Once the informal consultation has concluded, the decision to initiate the statutory consultation stage will be made by a senior officer (published Officer

Decision). This will apply unless ward members and/or officers are opposed to the scheme progressing to statutory consultation. In these cases, the decision will be made by the Executive Member at a decision session.

- b) Changes to the informal consultation process so that it can be linked to the implementation of the wider Council's Transport Strategy by consulting residents and businesses on options for alternative uses of kerbside space in their area/street if a ResPark scheme is implemented, to provide alternative kerbside uses and activities (such as car club cars, cycle hangers, providing more space pedestrians, cyclists, or buses, or planting trees, or retrofitting sustainable urban drainage solutions).
- c) Changes to the way officers consider the responses to the informal consultation to inform their recommendations, by removing the current officer guidelines (where 50% response rate and 50% of responses received in support are usually required for officers to recommend that the proposed scheme progresses to the statutory consultation stage).

Officers' recommendations on whether to proceed with a proposed scheme will be based on the applicable legal framework (see below), the Council's adopted policies and strategies, and a qualitative review of the feedback and objections received through the consultation process.

The Executive Member also noted that officers would aim to implement and encourage the use of digital tools for engagement and consultation, retaining the options of letters and emails to ensure that the process remains inclusive.

Reason: To respond to the motion presented by Cllr Whitcroft at the 19 September 2024 Council meeting, *entitled "Reforming Residents' Priority parking in York"*, streamline the ResPark process where possible, and support the implementation of the Council's Transport Strategy.

19. Decision Report: Informal Consultation of Annual Review of Traffic Regulation Order Requests (10:26am)

The Traffic Projects Officer presented the report, noting that it had been previously agreed to remove the requirement to present requests at a decision session, leaving approval to advertise statutory consultation to the director, if impacted ward councillors agreed. He went on to discuss the recommended options (A-D) and the objection to the proposed received from Cllr Warters.

Addressing the non-recommended options, he noted that the option of an urban clearway would not allow for exemptions (such as weddings and funerals) in the way that double yellow lines did, and that while bollards would restrict parking in the bollarded area, this would merely lead to displacement of parking to other areas.

The Executive Member thanked officers, and recognised the frustrations raised by Cllr Warters and Osbaldwick Parish Council. She acknowledged that while the suggested urban clearway was more discreet than double yellow lines, there was a need to also recognise needs of bus traffic and legal parkers, blue badge holders, and people needing to access schools and churches, including for weddings and funerals. Parking restrictions would address problems of bus access, footway access and legitimate parking across all times of the day. She conceded that any solution would ultimately push parking further down the road.

The Executive Member asked officers whether the proposed Tranby Avenue Traffic Regulation Order was intended to be implemented at the same time as these changes. The Traffic Projects Officer responded that he believed so. The Executive Member suggested that if this was the case, the two sets of restrictions should be implemented at a similar time.

The Executive Member stated that enforcement would be key here; she emphasised that it was more straightforward to ensure successful enforcement of parking on double yellow lines. She stressed that this was not a decision intended to force residents to adopt ResPark, but to find a balance which ensured prioritised parking for blue badge holders, prioritised access for walkers and wheelers and access for public transport. She also suggested the decision would dissuade parking on verges.

Resolved: To approve the advertisement of the proposed restrictions set out in the report.

Each of the areas and reasons are detailed below.

1. Osbaldwick Link Road:

Previously there were double yellow lines on Osbaldwick Link Road, these were removed, as it was considered they were no longer required due to the nature of the businesses and the available parking at each site. Following the redevelopment of some businesses off Osbaldwick Link Road and an increase in vehicle access to the sites, the issue of footpath parking started.

The proposed restriction will remove parking to the whole length of Osbaldwick Link Road.

2. Murton Way in the direction of Murton Village:

The parking in this location is occurring on the verge and footpath and removing access to the footpath for pedestrians. There is footpath to only one side of the carriageway.

The proposed Clearway restriction from the end of the existing No Waiting restriction to the village of Murton will remove all parking, including on the footpath and verge (with additional text signage).

3. Murton Way in the direction of Osbaldwick village:

During the previous consultation we received representations in support of the proposed restriction from residents, who also requested we extend the proposed No Waiting restriction (Double yellow lines) as the proposal would lead to vehicles parking close to the tactile crossing points and restrict visibility when exiting their driveways.

The proposed extension to the existing restriction will provide access to the tactile crossing points and improve visibility for pedestrians and vehicles using the Beckett Drive junction.

4. Osbaldwick Village/Osbaldwick Lane:

Our Sustainable Transport team have reported bus access issues in the area of the junction of Osbaldwick Village and

Osboldwick Lane, including the straight section and round the bend of Osboldwick Lane. They report the issues can be at all times of the day due to funerals/weddings at the church and parking opposite the church on Osboldwick Lane.

The proposed No Waiting restriction (double yellow lines) will remove parking close to the junction and along Osboldwick Lane. The Sustainable Transport team support the proposed restriction and have not reported access issues in any other location of the village.

20. Decision Report: Consideration of representations received during the Statutory Consultation for the proposed R67 Huntington Road Resident's Priority Parking Scheme (10:36am)

The Traffic Projects Officer presented the report, outlining the proposed scheme, the R67 zone covered and the proposed times of operation (24 hours Monday to Sunday).

He explained that officers had consulted 288 properties within the proposed zone and had during the consultation received 13 representations in objection to the proposal including staff at local businesses requiring staff parking. He noted that there was unrestricted parking outside the zone on Dorchester Avenue or Fossway and that a clear majority of respondents favoured the proposed 24:7 enforcement. The decision to take the scheme forward was based on 60% response rate.

The Executive Member thanked officers for their efforts. She noted the importance of buses and cycles having free passage unobstructed by parked cars. She stressed that a number of parking bays for 1-2 hours free parking would be retained on Hayleys Terrace under these proposals, with additional spaces on Foss Way and Dodsworth Avenue, outside the affected zone.

Addressing feedback from traders regarding poor bus services to the area, she suggested the bus service would improve when parked cars were no longer obstructing them. She emphasised the importance of assessing how best to use the space – expressing satisfaction that bus and cyclist access was being prioritised while still providing plenty of parking spaces.

Resolved: To approve the variation of the York Parking, Stopping and Waiting Order 2014 to implement the proposed R67 Huntington Road Resident's Priority Parking scheme as advertised.

Reason: This will remove commuter parking, increase accessibility for residents and during two public consultations has been the preferred option by the majority of respondents.

Cllr K Ravilious, Executive Member

[The meeting started at 10.01 am and finished at 10.46 am].

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Meeting:	Executive Member for Transport Decision
Meeting date:	18/11/2025
Report of:	Garry Taylor
Portfolio of:	Cllr Ravilious: Executive Member for Transport

Decision Report: Residents Parking Bay & 'No Waiting at any time' Restrictions – Queen Street

Subject of Report

1. This purpose of this paper is to present the representations made following the statutory consultation for a Traffic Regulation Order (TRO) proposed Residents Parking Bay & 'No Waiting at any time' Restrictions – Queen Street. Details of the consultation dated 4th July 2025 can be found in section 12 of the report.
2. Representations were received during the statutory consultation process therefore a decision is needed to progress the making of the order. (See Annex B)

Benefits and Challenges

3. The introduction of 2 residents only parking spaces for Queen Street residents provides the key benefit of improving the amenities and access for permit holders.
4. Prior to the Station Gateway schemes implementation the residents of Queen street had access to 8 parking spaces. In addition to this an informally marked bay exists outside of Fleetways taxis, there are no legal powers associated with parking within this bay. (See background for more details)

Policy Basis for Decision

5. York's parking strategy, outlined in its Local Transport Strategy 2024 – 2040 focuses on reducing car dependency by promoting sustainable travel and managing parking to support businesses while discouraging its use for inappropriate journeys.
6. Under Policy 7.6 – *“We will keep under review our Residents’ Parking Scheme to ensure it delivers our policy and works to the benefit of all residents. Residents parking schemes allow you to park in your community, and they could be extended to cover all areas of the city, with an aim to reduce non-residents using residential streets for long-stay parking.”*

Financial Strategy Implications

7. Any costs associated with implementing the residents only parking will be funded via the York Station Gateway scheme. There is no foreseen impact to long term operational, enforcement & administrative costs.

Recommendation and Reasons

8. The officer recommendation is as per the officer decision report dated 23 June 2025 and is to implement the proposed TRO and associated on street changes (See annex C)

Background

9. Prior to the implementation of York Station Gateway 8 residents parking spaces were available for residents of Queens St. Following the start of works on York Station Gateway, Queen Street residents requested an area of residential parking as close as possible to their properties to assist with access and loading.
10. The parking area marked on the highway as “Buses” exists directly outside of Fleetways Taxis and is proposed to be altered to accommodate the introduction of these 2 residents parking spaces. As this area was not a formerly designated bus stop or lined on the highway as such it was not previously enforceable.
11. An additional parking area in advance of the one described above marked as “Taxis” is specifically designated for use by Hackney carriages and is to be relocated to Blossom Street. There is, and

was previously, no provision for parking by private hire taxis in this area.

Consultation Analysis

12. A letter dated 4th July 2025 was sent to the occupiers of the following properties 9 – 22 Queen Street and 2 – 14 Blossom Street. A representation was made by a local business dated 24th July the details of this representation are summarised as follows.

- The introduction of residents parking makes no provision for the business to make use of these bays
- There will be no further parking in Micklegate
- Previously used “Taxi” bays are being relocated (See section 11)
- Changes to permits for Nunnery Lane Car Park (Made vehicle specific) have increased costs associated with long stay usage

13. Analysis

- With reference to the first bullet point above, the signage associated with the residents parking bays clearly describes 10-minute usage available to all for the provision of non-permit holders.
- With reference to the second bullet point above, there are no proposed changes to current arrangements for parking in Micklegate.
- With reference to the third bullet point above, as per section 11 of this report the bays marked as “Taxi” are for hackney carriages only and have no provision for private hire vehicles or employees.
- With reference to the fourth bullet point above, the council’s transport strategy and policy with regards to parking is to encourage usage of public transport and is applied to all businesses within the city. Permit holders for CYC car parks can change the vehicles associated with its usage online, this has since been described to the objector.

Options Analysis and Evidential Basis

14. The options available to members are as follows, Implement the TRO and associated road marking & signage changes to include 2 additional parking spaces within the existing residents parking provision.

A TRO may be made where it appears expedient to the Council to do so for any of the reasons set out in section 1(1)(a) to (g) of the Road Traffic Regulation Act 1984. The TRO also needs to meet the wider duty of the Council under section 122 of that Act.

The recommended option would meet the purposes in sections 1(1) (a) (c) (d) and (f) of the 1984 Act – namely for:

- (a) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such arising;
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
- (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; and
- (f) for preserving or improving the amenities of the area through which the road runs.

This option meets the Council's duty under section 122(1) of the Road Traffic Regulation Act 1984 as it would:

- a. Support the *"convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway"* (RTRA 1984, Section 122(1)). The changes proposed will provide parking amenity for the local residents in the layby, which will leave sufficient carriageway width, to not obstruct vehicular traffic in both directions.
- b. *"Consider the effect on the amenities of any locality affected"* (RTRA 1984, Section 122(2)(b)). The introduction of the residents parking bay, will improve the parking amenity for resident in the local area.

- c. Consider “*any other matters appearing to the local authority to be relevant*” (RTRA 1984, Section 122(2)(d)). Consideration has been given to the Council’s Local Transport Strategy and the consultation responses.

Having balanced the considerations identified in this report, it is considered that it would be expedient to progress this option to implementation.

15. Do not implement the proposed TRO changes leaving the marked bays on Queen St as they currently are (as detailed within paragraph 10 of this report).

Organisational Impact and Implications

16. *The report has the following implications.*

- **Financial**, Any costs associated with implementing the residents only parking will be funded via the York Station Gateway scheme. There is no foreseen impact to long term operational, enforcement & administrative costs.
- **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 have previously received reports of vehicles parked in the area and not currently able to enforce, which is creating work.
- **Legal**,

The Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply to the making of a TRO.

When considering whether to make or amend a TRO, the Council as the Traffic Authority needs to consider all duly made objections received and not withdrawn before it can proceed with making an order. Those objections are included for consideration in this report.

A TRO may be made where it appears expedient to the Council to do so for the reasons set out in section 1 of the Road Traffic Regulation Act. These are:

- (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).

In deciding whether to make a TRO, the Council must have regard to its duty 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) as well as the provision of suitable and adequate parking facilities on and off the highway so far as practicable while having regard to the matters specified below;

- (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 Council to be relevant.

The proposal detailed in this report is considered to align with the objectives of the above-mentioned duty.

The Council is under a duty contained in section 16 of the Traffic Management Act 2004 to manage their road network with a view to securing the expeditious movement of traffic on the authority's road network, so far as may be reasonably practicable while having regard to their other obligations, policies, and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination, or reduction of road congestion (or other disruption to the movement of traffic) on their road network. It may involve the exercise of any power to regulate or coordinate the uses made of any road (or part of a road) in its road network.

The proposals described in this report are considered to fulfil that duty.

made.

- **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

17. No foreseen risks to the authority, the bay itself existed within approved planning for the scheme, this decision seeks to assign its use.

Wards Impacted

18. Micklegate Ward

Contact details

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

Author

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Date:	09/10/25

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Date:	07/10/25

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Consultation document issued 4 July 2025:

Dear Occupier

Proposed Residents Parking Bay & 'No Waiting at any time' Restrictions – Queen Street

It is proposed to introduce a Residents Parking Bay for use by R15SC Permit holder a 'No Waiting at any time' restrictions in Queen Street to the extent described in the 'Notice of Proposals' (Notice) and as set out in the plan. This is proposed to minimise obstruction and maintain safety at the location, whilst also improving the parking amenity within the local area for qualifying permit holders. Should you require any further information in regard to this item then please contact the project manager, [REDACTED] telephone [REDACTED], email [REDACTED]

I do hope you are able to support the proposals, but should you wish to object then please write, giving your grounds for objection, to the Director of City Development at the address shown on the Notice of Proposals, to arrive no later than the date specified in the Notice.

Yours faithfully

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Representation made on 24 July 2025:

With reference to your letter dated 4th July, we are objecting to your proposals as you are reducing parking space for up to eight vehicles and replacing it with space for two. Your proposal to introduce resident priority parking for permit holders saying it is unlimited parking is not factual because there are only two spaces.

The alterations are impacting our business and have been since the start. We enclose a picture of when we purchased the property in 1985 where there is no parking at all.

You have indicated that we are not residents, so will not be given residents priority. You also said in our meeting there will be further parking in Micklegate. This is not stated in your proposals.

We also presented plans showing two bays for private hire vehicles which you informed us would no longer be provided.

You previously gave us parking at Nunnery Lane car park and allowed us to transfer the parking permit between cars. You have since made this car specific, tripling the cost to us.

You have made no consideration to our longstanding business in the area and consulting us as a last resort.

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Officer Decision Report:**Removal of Taxi Rank and bus stop on Queen Street to change to Resident Parking Bays and install a Taxi Rank on Blossom Street**

<https://democracy.york.gov.uk/ieDecisionDetails.aspx?Id=7449>

Decision Maker: Director of City Development

Decision status: Decision Made

Is Key decision?: No

Is subject to call in?: No

Decision:

Following the removal of eight residents' car parking spaces from Queen Street, the York Station Gateway project team is seeking approval for a TRO to change the current taxi rank outside Fleetways Taxis on Queen Street to a resident parking zone for two cars under zone R15SC. The existing Hackney taxi rank will be replaced by a new rank of similar dimensions on Blossom Street.

Comments/Observations: As part of the process the taxi rank previously on Queen Street will be relocated to Blossom Street as an evening only rank (after 6pm).

Decision: Resident parking – 2 resident parking spaces under zone R15SC for use of all R15SC permit holders and the installation of an evening only, after 6pm, taxi rank on Blossom Street.

Options Considered:

1. Replacement resident parking - Queen Street residents asked for a zone to be made just for the residents of Queen Street.
2. Resident parking – 2 resident parking spaces under zone R15SC for use of all R15SC permit holders
3. Blue Badge parking - The issue would be that the station charges for accessible parking at York Station and this would have the potential of encouraging people parking there all day and commuting. The issue would be exacerbated by the closure of the long stay car park at the station on the 14th March. Blue Badge holders can park in resident parking zones and on yellow lines, as set out within the national terms of use.

4. Loading/service bays - a bay at this location could be used by commercial properties on Blossom Street. The request by residents was on the basis that it could be used for residents' benefit for service loading for utilities and for carers.

5. Cycle Hanger – Resident feedback suggested this was not needed due to having space either inside or outside of your own properties.

Options Rejected:

Resident Parking - Queen Street residents asked for a zone to be made just for the residents of Queen Street. Small resident parking zones are not in the council policy, the council parking team are unable to create and enforce a zone just for Queen Street Residents.

-

Blue Badge parking - The issue would be that the station charges for accessible parking at York Station and this would have the potential of encouraging people parking there all day and commuting. The issue would be exacerbated by the closure of the long stay car park at the station on the 14th of March. Blue Badge holders can park in resident parking zones and on yellow lines, as set out within the national terms of use.

-

Loading/service bays - a bay at this location could be used by commercial properties on Blossom Street. The request by residents was on the basis that it could be used for residents' benefit for service loading for utilities and for carers. However, carers and trades people would receive parking tickets if they were to use these and were not actually loading. The double yellow lines outside the property can be used to load (at the times stated on the sign) if required however CEOs would issue a ticket if no loading was seen to be taking place after 5 minutes. We concluded that loading bays would not be of much benefit to residents based on the legals surrounding this

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Cycle Hanger – Resident feedback suggested this was not needed due to having space either inside or outside of your own propertie

Publication date: 23/06/2025

Date of decision: 23/06/2025



Meeting:	Executive Member for Transport Decision Session
Meeting date:	18/11/2025
Report of:	Garry Taylor
Portfolio of:	Councillor Ravilious Executive Member for Transport

Decision Report: Residents parking and limited waiting restrictions advertised as ‘R66: Wellington Street’

Subject of Report

1. To consider the representations received to the statutory consultation and Notice of Proposal, advertised on 15 November 2024, along with further representations received when extending the statutory consultation for the amendment of the Traffic Regulation Order, on 4 July 2025, which proposed to implement Resident Parking (ResPark) restrictions (advertised as R66: Wellington Street) to include properties on Heslington Road (part), Wellington Street, Willis Street, Gordon Street, Wolsley Street, Apollo Street, Apollo Court, Alne Terrace, Belle Vue Street, Belle Vue Terrace and Barbican Road (part) along with mixed use limited waiting parking bays on Heslington Road and determine what action is appropriate.

Benefits and Challenges

- 2 The benefits are that we have met our statutory obligation to consult with relevant stakeholders providing them with the opportunity to voice their opinions and take those into consideration when reaching a final decision. Any decision made may not be the desired results of all residents and may create other issues for residents or local business owners. Had we not consulted we would have breached our statutory obligations because of which we may have been considered to have acted unlawfully in respect of due process.

- 3 The options for consideration on how to proceed consider both 1; the limited responses and objections received from the local community along with 2; considering the City of York Councils Local Transport Strategy and adopted motion to streamline the residents parking process.
- 4 If the option to implement the advertised restrictions is approved, there is a legal duty for all objections to have been fully considered by the Executive Member before the decision is made to proceed to implementation.

Policy Basis for Decision

- 5 The option available not to progress the restrictions to implementation is in line with previous officer approach of not recommending the scheme to progress due to the low response rate received to the initial informal consultation and the subsequent low number of representations received to the statutory consultation and extended consultation.
- 6 Should a decision be made to implement the advertised scheme then this would comply with and support the Councils Local Transport Strategy, including the specific focus areas to: improve accessibility; improve walking, wheeling and cycling; shape healthy places; and reduce car dependency.
- 7 In addition, it would support the councils Climate and Health commitments as described in the Council Plan, in particularly prioritising sustainable transport: *"We will work with the city, partners, residents and businesses to change the way we move through and around the city, prioritising sustainable transport and discouraging non-essential vehicle journeys"*.

Financial Strategy Implications

- 8 Should the advertised scheme progress to implementation the additional signing and lining required will be funded from the department's signs and lines budget. The scheme would also put an additional pressure onto Parking Services for administration and Civil Enforcement Officers for ongoing enforcement.

Recommendation and Reasons

- 9 There are three options which the Executive Member is asked to consider when making a final decision on how to progress.
- 10 The first option to take no further action takes in to account the low response rate received to the informal consultation and acknowledges the objections received to both the statutory consultation and the extended consultation that have been undertaken within the area.
- 11 The second option acknowledges the higher number of responses received in support of the advertised restrictions during the extended consultation period and supports the Local Transport Strategy (LTS) approved by Executive on 18 July 2024 (see item 16 here:
<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&MId=14499>
- 12 The third option acknowledges the separate petition received from Belle Vue Street residents; however, this may lead to displaced parking in the surrounding area.

Background

- 13 A petition was received from the York Green Party in April 2019 who canvassed residents of Wellington Street, Wolsley Street, Gordon Street and Willis Street requesting that the Council consider implementing residents only parking restrictions to prevent commuter parking. The petition included signatures from 45 properties out of a possible 188.
- 14 In addition, whilst the above streets were included on the residents parking waiting list a further petition was received from residents of Apollo Court in December 2020. At that time 10 of the 13 properties signed the petition in favour of introducing residents parking restrictions. It should be noted that any ResPark restrictions implemented on Apollo Court would only be applicable to the adopted highway and would not include the three sections of private parking areas owned by CYC Housing which would continue to be managed separately by them.

- 15 Once the combined areas reached consultation stage, we collated and posted the relevant consultation documentation (informal consultation) to all properties included within the proposed R66 area in January 2024 requesting that residents and businesses return their questionnaires and preferences.
- 16 The results of the informal consultation were reported in October 2024 when a total of 485 consultation documents were posted via mail, of which 116 were returned with 72 in favour of introducing residents parking restrictions and 44 against any restrictions being implemented, and the decision was made by the Executive Member to progress to statutory consultation to enable further representations to be considered.
- 17 The proposed restrictions for both residents' priority parking and limited waiting restrictions were formally consulted (statutory consultation) by legal advertisement of the Notice of Proposal on the 15 November 2024, asking for any representations to be received within the 21-day consultation period.
- 18 During the statutory advertisement we received 13 representations against the restrictions (Annex A) and 11 responses in favour (Annex B) out of the 485 properties consulted.
- 19 The comments received against the restrictions advised that residents were concerned about the cost of permits and referred to the scheme being unnecessary due to the amount of residential vehicles which would still be required to park in the area. Concerns were also raised about the impact restrictions would have to local businesses.
- 20 Representations in support of implementing resident parking restrictions raised concerns about the amount of non-local parking taking place for a variety of reasons including commuting and visiting nearby amenities such as the Barbican, which caused a significant problem for residents to find parking and raised safety concerns. Residents stated the cost of permits was reasonable to

reduce congestion in the area and ensure space is available for residents.

- 21 In addition, after the original consultation period had expired several representations were received via email either directly or via Councillors expressing support for the scheme as residents were not aware that further representations should be submitted at the statutory consultation stage in addition to the initial consultation. It was also raised that some residents had not received the documents either at the initial consultation or at the statutory consultation stage.
- 22 The representations were taken to an Executive Decision Session on 13 May 2025 where the Executive Member approved an extension of the statutory consultation. This decision was made as the Executive Member considered that the consultation process had been confusing for residents, noting the very low response rate to both informal and formal consultations. By extending the statutory consultation period it was thought that this would allow those in the area to respond. It was also agreed that the subsequent documents would be hand delivered to ensure there were no discrepancies with the postal service previously utilised.
- 23 As such the advertisement to amend the Traffic Regulation Order was extended by a 21-day period commencing from the 4th of July 2025. Residents within the proposed R66 boundary were hand delivered documents which included a copy of the legal notice of proposals, plan of the advertised restrictions along with details on the updated permit costs. The information letter contained details about the extended consultation period and why it was being undertaken which tried to encourage residents to engage in the final process and provide written representations for or against the proposals for consideration.

Consultation Analysis

- 24 In addition to hand delivering documents to each resident located within the proposed scheme boundary updated notices for the extended statutory consultation were placed at several locations on street within the area and advertised again within the Press.

- 25 During the extended statutory consultation period, we received 20 written representations against restrictions being implemented (Annex D) from the 485 properties within the zone boundary, these are required to be considered in addition to the 13 representations received against the scheme submitted to the original statutory consultation. 61 written responses were in favour of the advertised proposals (Annex E), with an additional 45 signed letters being submitted which included a standard paragraph in support along with the residents' signature.
- 26 Written representation was submitted on behalf of York Green Party to support the proposals, this can be seen in full within Annex F. They sited that the advertised R66 area should be implemented as a whole, and the 60-minute limited waiting bays are important to support local businesses. In addition, they believe that several factors will add to the existing parking pressures if no restrictions are implemented including nearby developments, city centre parking charge increases and additional student accommodations in the vicinity.
- 27 On the 13 May 2025 transport decision session, a petition was presented to the Executive which read *'Please find attached two photographs of a request to the council signed by the majority of residents of Belle Vue Street, YO10 5AY. The request asks the council NOT to drop the proposed R66 parking scheme. This renewed interest in the scheme results from new information about the lack of parking provision for the proposed development of flats at the Barbican'*. The petition from Belle Vue Street residents requesting for restrictions to be implemented contained signatures from 22 properties from a possible 47.
- 28 Of the objections received during the extended consultation to the introduction of R66: Wellington Street ResPark scheme the majority of concerns related to the cost of permits and the effect the additional finance pressure would have on residents, in particular students who reside within the area. Concerns have also been raised relating to the digitalisation of permits particularly for residents who do not have access to electronic devices and feel that paper permits should be available without the need for attending an appointment at West offices.

- 29 Responses against the restrictions also suggested that some residents felt that there is no evidence or justification to proceed to implementation and there are no current parking issues to resolve, as such restrictions are not required and unnecessary. It has also been raised that if ResPark restrictions were implemented it was believed that there would be no benefit to residents as the parking situation would not change due to the vehicles currently being parked mainly belonging to residents and there would continue to be no guarantee of a parking space. Objections to the extended consultation are included within Annex D.
- 30 A high percentage of the representations in support of introducing restrictions on street state that they are in favour of the restrictions due to the lack of available parking within the area due to non-residents parking for accessing the city centre, attending nearby attractions and residents from neighbouring schemes who do not wish to pay for Res Park permits.
- 31 Residents responding in support are also concerned about nearby planning applications for residential purposes which could have an adverse impact on the proposed R66 area due to the lack of associated off street parking contained within the planning documents for the proposed scheme, which could increase the existing on-street parking pressures further.

Options Analysis and Evidential Basis

A TRO may be made where it appears expedient to the Council to do so for any of the reasons set out in section 1(1)(a) to (g) of the Road Traffic Regulation Act 1984. The TRO also needs to meet the wider duty of the Council under section 122 of that Act.

Option 1

- 32 The option not to progress to implementation address the objections submitted to the statutory consultation and the extended consultation. It also aligns with the low response rate received at each stage of the consultation process.

Option 2

- 33 Progress the advertised R66 resident's priority parking scheme and limited waiting restrictions on Heslington Road to implementation by amending the York Parking, Stopping and Waiting Order. This supports the CYC transport strategy and commitment to reduce traffic congestion by discouraging driving into the city centre. Making this location into a ResPark area would remove the ability for commuters to park whilst the limited waiting bays on Heslington Road ensures that businesses are not adversely affected maintaining short stay parking for customers. It would also increase parking accessibility for local residents. In addition, this would help reduce obstructive parking along a key bus route and a key cycle route (the orbital route) and improve access around the area for refuse vehicles.

Should this option be progressed to implementation then this would meet the purposes in sections 1(1) (a) (c) (d) and (f) of the 1984 Act – namely for:

- a. (a) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such arising;
- b. (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
- c. (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; and
- d. (f) for preserving or improving the amenities of the area through which the road runs.

Option 3

- 34 Introduce a residents priority parking scheme for Belle Vue Street only which would be operational 24 hours Monday to Sunday. This acknowledges the separate petition received from residents of the street however, if restrictions were implemented for Belle Vue Street only this would displace parking to the surrounding area increasing the existing parking pressures which could cause obstructions on Heslington Road itself which is a key bus route.

Organisational Impact and Implications

35 This report has the following implications:

- **Financial:** No financial implications would be presented by the first option outlined to take no further action, However, should the proposals progress to implementation 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.
- **Human Resources (HR):** If the advertised restrictions are progressed to be implemented on street, enforcement will fall to the Civil Enforcement Officers adding a new Resident Parking area and limited waiting restrictions. 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. If the advertised changes are implemented, as the proposals are for a new large ResPark area, the impact of the advertised measures on workloads are likely to be significantly increased.
- **Legal:**
 - Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996 apply.

When considering whether to make or amend a TRO, CYC as the Traffic Authority needs to consider all duly made objections received and not withdrawn before it can proceed with making an order.

A TRO may be made where it appears expedient to the Council to do so for the reasons set out in section 1 of the Road Traffic Regulation Act. These are:

- (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).

In deciding whether to make a TRO, the Council must have regard to its duty 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) as well as the provision of suitable and adequate parking facilities on and off the highway so far as practicable while having regard to the matters specified below:

(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 Council to be relevant.

The Council is under a duty contained in section 16 of the Traffic Management Act 2004 to manage their road network with a view to securing the expeditious movement of traffic on the authority's road network, so far as may be reasonably practicable while having regard to their other obligations, policies, and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination, or reduction of road congestion (or other disruption to the movement of traffic) on their road network. It may involve the exercise of any power to regulate or coordinate the uses made of any road (or part of a road) in its road network.

- **Procurement:** any change, or additional signage has to be procured in accordance with the Council's Contract Procedure Rules and where applicable, the Public Contract Regulations 2015.
- **Health and Wellbeing:** there are no Health and Wellbeing implications.
- **Environment and Climate action:** there are no Environment and Climate Action implications.
- **Affordability:** Should any restrictions progress to implementation residents required to park on street will need to pay for and purchase a residents parking permit (or other permits as applicable) along with visitor permits. The impact on residents is likely to be high as the area consists of terraced streets with limited access to off street parking. In addition, local businesses would, if eligible and necessary, be required to purchase a business parking permit which would allow one vehicle to park on street. However, on street parking would no longer be available for all current users, including staff. As such they would be required to seek alternative measures such as changing transport modes or paying to park in nearby off-street parking amenities. Drivers currently

utilising the area for commuting would have to make alternative arrangements, possibly at a cost (car parks, pay and display or Park & Ride), change transport mode or change destination. It should be noted that Blue Badge holders can park free of charge with no limits in ResPark areas and limited waiting bays.

- **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 - Neutral
 - Disability – Neutral. Blue Badge holders can park in ResPark areas and limited waiting bays free of charge for an unlimited duration of time.
 - 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
- **Data Protection and Privacy:** The data protection impact assessment (DPIAs) screening questions were completed for the recommendations and options in this report and as there is no personal, special categories or criminal offence data being processed to set these out, there is no requirement to complete a DPIA at this time. However, this will be reviewed following the approved recommendations and options from this report and a DPIA completed if required

- **Communications:** no issues have been identified.
- **Economy:** no issues have been identified.

Risks and Mitigations

36 In compliance with the Council's risk management strategy there is an acceptable level of risk associated with the options listed for consideration.

Wards Impacted

37 Fishergate

Contact details

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

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Date:	03/11/2025

Background papers

Consideration of results received from the consultation to introduce residents' priority parking restrictions within the Heslington Road area to be known as R66 Wellington Street

Consideration of the representations received to the formal consultation to implement residents parking and limited waiting restrictions in the Heslington Road area advertised as R66: Wellington Street

Annexes

- **Annex A:** Original representations against the advertised restrictions
- **Annex B:** Original Representations in support of the advertised restrictions
- **Annex C:** Additional comments received during the statutory consultation considered at the previous decision session
- **Annex D:** Representations against the advertised restrictions received during the extended consultation
- **Annex E:** Representations in support of the advertised restrictions received during the extended consultation
- **Annex F:** Green Party representation to support the restrictions
- **Annex G:** Petition received from residents of Belle Vue Street
- **Annex H:** Plan of advertised restrictions
- **Annex I:** Letter sent to residents for the extended statutory consultation
- **Annex J:** Notice of proposals

Abbreviations used in this report.

ResPark: Residents parking scheme

LTS: Local Transport Strategy.

Representation against the advertised restrictions for R66

I am writing to appeal against any change to the parking on Apollo Street, York.

There are many people who very clearly didn't want these changes to come into effect due to the lack of support the order got when it was originally drawn up. Us included.

I can only make the appeal from my point of view as a business owner who works at an office on Apollo Street. Our office is based on Apollo Street York and we work in the film industry but also use our office/studio as a space to hold private events and host film and photography shoots in. On top of this we have 8 people who also work in the building on a daily basis.

With film making as you may or may not know there is a lot of large equipment required and we store a lot of that here at our studio and thus need vehicles to transport it around. Due to that we currently have two vehicles registered at our work address and that park on Apollo Street when not working.

We also have 8 staff who work here and although we promote not using cars to commute to work - some of our employees live too far away for that to be possible and therefore must drive to work.

With renting our space to other businesses nationally we benefit from welcoming people here on a short basis to use our studio and park on the street outside which would be at jeopardy if this restriction was to come into place.

I will admit that during University term time the streets can become very congested and be restricting for residences, ourselves included. However myself and a lot of our neighbours all believe that having to pay for permits is an unnecessary costs and not in any way beneficial for us here.

As business owners I'm not sure what the cost would be to us but adding any cost to our business unnecessarily would be damaging - especially when the whole country is currently in a financially difficult time.

I would like to urge you to not implement the parking changes to Apollo Street and the surround area in order to help the residence and businesses not have to pay out unnecessarily.

I am writing to you to express my thoughts against the proposal for the R66 Parking Restrictions. I live on Belle Vue Street and believe there is no need for the street to be permitted, we are always able to find a space and this is just another financial and administrative commitment that is will be a struggle to fulfil during this economy.

I wish for this to be taken into account upon the decision making.

In January this year, residents in the Heslington Road area (R66: Wellington Street) were asked to respond to a questionnaire regarding parking. Our options were to vote Yes in favour of permits or No against. We were also told that if fewer than 50% of residents responded, the proposed scheme would fail. Therefore, for tactical purposes, many people against the scheme chose not to respond.

Fewer than 50% of questionnaires were returned but instead of the scheme failing (as we had been told it would), the Council undemocratically decided to push through an Executive Decision 'to minimise obstruction and congestion and improve road safety'.

We residents are now faced with a situation that is far from satisfactory. Any streets not in the scheme will become the destination for 'free parkers'.

However, I'm also concerned that your proposed solution will provide little, if any, improvement for vehicle owners who live on the side streets.

The Executive Decision sets out changes to Heslington Road in a format that is hard for normal citizens to understand.

Instead of telling us 'between a point 20 metres east from blah blah' please let us know how many vehicles can currently park on both sides of Heslington Road from the Bison to St Lawrence School, and how many will be able to park there once your scheme is pushed through. What will be the net loss of parking spaces between those points? That really important piece of information was surprisingly omitted from the Proposal document.

The Executive Decision 'to minimise obstruction and congestion and improve road safety' is incorrect. Effective parking enforcement would have deterred obstruction and improved road safety on Heslington Road. As for congestion, where do you expect the residents of Heslington Road to park when all available bays between the Bison and St Lawrence School are occupied? They will head straight for the side streets, resulting in further issues for residents there. You have simply shifted the problem, not minimised it.

The only winner here will be York City Council, receiving many thousands of pounds annually from residents who are likely, in my opinion, to gain nothing at all.

To be clear, I (reluctantly) accept the proposal for parking permits on Belle Vue Street because, if my street is the only one to reject it, we will be listed on one of the many 'free parking' apps and it will be harder than ever for residents to park. It seems that we have been placed in a lose:lose situation

I am writing to make representations against the proposals entitled:

'Proposed residents only parking restrictions for the Heslington Road Area to be known as R66: Wellington Street'

The proposals state that scheme is intended to "minimise obstruction and congestion and improve road safety".

I live in the area of Heslington Road and Belle View Street. I have lived here for over 25 years and have rarely experienced any difficulty in parking in Belle View Street –

perhaps two or three times during that whole period. Of course one cannot always park next to the house, but that is not to be expected, and such a freedom would not be delivered by a residents' parking scheme.

Has the Council undertaken any investigation into who parks here?

This area is rarely used by inward commuters or visitors because it is too far from the City Centre, and from the University, for this purpose. It is about 15-20 minutes' walk to either of these destinations.

In my opinion, and from my observation over the time I have lived here, most parking in this area is largely by local residents, their visitors, and Contractors who have business at their houses - such as builders, gardeners, or care workers. The volume of parking has of course increased over this period (the last 25 years) because more people have cars, and more people, who may not be able to afford to move, use builders to upgrade their houses. Therefore, the need for this volume of parking will NOT be reduced should residents' parking be introduced. Since there is no alternative off-street parking available, the volume of parking required will remain the same, but the only difference will be that local residents will be charged for using their own streets for parking. At the time of a cost of living crisis this seems an unnecessary additional financial burden for people, especially when there is very little benefit.

The proposals we have been sent are not transparent about the levels of fees that people will have to pay for parking their own cars, visitors' cars, or for using contractors. In fact, the proposals do not mention charges at all. The proposals therefore do not fully inform people about the consequences for them of introducing such a scheme.

Congestion on Heslington Road occurs most frequently during term time when commuters to and from the University are travelling to and from work. Periods of congestion generally last for a very limited time – and local parking restrictions would not affect this at all.

There was an informal consultation by the Council followed by a decision session on 8/10/24 where the recommended option was that no further action should be taken, and the areas should be removed from the residents parking waiting list. In my view, this recommendation should now be followed. The scheme is unnecessary, a financial burden on residents and would be ineffective in relation to its stated aims.

As a long-time resident and owner of Belle Vue Street, I am writing to confirm my objection to the proposed Heslington Road area parking restrictions.

However, if the majority of residents across the whole area are in favour of the restrictions, then I support the 24 hr 7 days a week proposal.

Thank you for the updates, it may not make any difference as the decision has already been made however, we are personally opposed to the decision because most likely those people who voted for the permit are the ones with no cars. We know for a fact that some people with no car in this area do not understand the bigger picture of local economy.

Most of the people living in this area are students and professionals and many of them do not own a car either. Unfortunately, the decision will impact minority poor students and local businesses around.

As business owners and local residents of the area, we would like to highly suggest you reconsider the decision.

Objection

I have spoken to many neighbours about the proposal for a residents parking scheme and no one is in favour, no one wants to pay to park outside their own home. We always manage to find a parking slot, although not always outside our own home. So my main objection is the price we will have to pay!

I object to the proposed residents only parking restrictions for the Heslington Road area to be known as 'R66: Wellington Street' because it will put too high a financial burden on Students who reside in the area.

From living on the street since September I have been at time frustrated on how congested the area is, finding it difficult to park my car on the road I live on - Willis Street. At some points I have had to park on adjacent streets such as Gordon Street or Wolsley Street which can make things difficult after coming back from the grocery store with a full car. While I do support some form of scheme that would prioritise parking for residents, I do not support this proposal due to the significant costs that come with it.

From looking at the current prices for the Resident Parking Permit costs on the York City Council website (<https://www.york.gov.uk/ParkingPermitCosts#household>) if all student properties were classed as HMO's that would be an additional £202.50 to have the privilege of parking a car outside your house. This cost is significant, especially on top of already high student rent. Student rent in York has been increasing at significant rate over the past 4 years out pacing any increase in the student maintenance grant.

Currently I pay £170pw for a shared house between 3 people, £9,135 per year, I have the maximum grant that you can receive £9,978. Meaning that to live on throughout the year I only have £843 left for food, clothes and transport. An additional cost of £202.50 would mean I would only have £640.50 remaining of my maintenance grant.

With my weekly rent cost compared to friends being very cheap, there's are upwards of £185pw, and many not being eligible for the maximum maintenance loan - the average loan for students in England is £7,950 - any additional cost to live in York is a direct additional cost that is not covered by any loan or grant.

While there are discounted rates available for individuals who have electric or LPG cars, a minority of students have these type of cars therefore the majority wouldn't be eligible - especially for low income individuals. The cheapest EV car money can buy currently is the Dacia EV at £14,995. More would be eligible if the discount included hybrid cars, however that would still be the minority due to the cost to buy them used or new and the poor infrastructure on the streets to charge plug-in hybrids or electric vehicles.

Some may see having a car at university a privilege not a need, especially as there are direct links to cities likes Manchester, Leeds, Edinburgh or London. However while this is true not all students live in these cities. Public transport sometimes is just not feasible to use. For myself where home is in the West Midlands, to take public transport it would be

4.5 hour trip as opposed to a 2.5 hour car journey. While there are quick links to York to London, faster than it takes for me to travel half the distance, that is not the case everywhere. Additionally I also use my car as a means to earn money to cover additional costs my maintenance grant doesn't cover, otherwise I would not be able to pay all my bills. Making a car for me not a privilege but a necessity to living in York.

If this scheme did go ahead I would also be concerned about how it displaces individuals who park in this area who are not residents. There is already a limited capacity generally for car parking space in around the university, either on the university estate or on public roads, so extra capacity needs to either be made available or advertised to ensure that this problem is not just displaced elsewhere. I know a good chunk of individuals park in this area for free parking who either work at the university or use it to take the bus in to the town centre.

I hope you take into account my objections before proceeding with any parking restriction

I am emailing to categorically reject the proposal for the proposed residents only parking restrictions for the Heslington Road area.

I believe that this will penalise residents, cause increased parking congestion in the area outside of the Heslington Road area, and result in people like me who do not drive but have friends and family who like to visit to no longer have this as a feasible option.

The existing situation in the Heslington Road area is not a problem, but this proposed 'solution' will cause increased congestion problems.

I implore you to withdraw this proposal.

Belle Vue Street Resident

I don't think we should have to pay for permits, especially as the majority of the people living in the area are students, who are already disproportionately affected by the current cost of living crisis. Similarly, I do propose that each address should be provided a number of visitor permits to allow guests to come. I've seen in London visitor permits where you get about 6 per address per year and people can use them for up to a week max if they're visiting.

free permits that are temporary, for visitors of residents, should be made available. I do find the costs of the second and third rather extensive too.

I would like to reiterate my very strong objection to the scheme. There is usually plenty of space for residents, and our visitors and tradespeople, to park on Heslington Road and the nearby side streets. This has been the case throughout the 20 years that I have lived here, and continues to be so. So the scheme is unnecessary.

Furthermore, the scheme seems to require residents to purchase digital permits with no paper-based option. This would make parking impossible for people who do not have an email address, and difficult for those of us who do not use 'smart' devices.

The scheme seems to be a way for the council to charge residents for something that currently costs us nothing. It would create problems for some people and would bring us no benefits.

I strongly urge the council to reject the proposal

Representation in support of implementing the advertised restrictions for R66

We are in full support of the proposals and would like to provide/reiterate the following comments.

We have lived on Wellington Street for almost 20 years and the use of the street parking by non-residents is a significant problem and has been for a long time, resulting in street parking often not being available to residents within close proximity to their properties, in addition to causing problems regarding safety, congestion and cleanliness.

As a result of the area's close proximity to the city centre, non-residents park on Wellington Street and the surrounding streets to walk into the city centre for work and leisure/shopping etc at all times of the day, seven days a week. The area also experiences significant problems with non-residents parking to attend events at York Barbican and parking for other nearby sites, for example, construction sites on James Street.

The number of vehicles parked on Wellington Street and the surrounding streets is completely disproportionate and not representative of the number of residents with vehicles. For example, we are a household of two with one shared vehicle; the one resident on one side of us does not have a vehicle; none of the four residents on the other side of us have vehicles; the couple opposite us do not have a vehicle; the resident to the side of them does not have a vehicle; none of the three residents on the other side of them have vehicles. Therefore, the congestion on Wellington Street and the surrounding streets is clearly caused by non-residents using the area for free parking. This is supported by our observations of non-residents continuously leaving/returning to their vehicles throughout the day/week. For example, at around 5.30pm on a weekday, we recently observed a group of three commuters return to their vehicles and drive away in each of their individual vehicles (so not even car sharing); this is just a snapshot of the constant use (or rather abuse) of the street parking, including disabled bays, on Wellington Street and the surrounding streets.

As residents near the Barbican Road end of Wellington Street, we repeatedly observe drivers not accustomed to parking on the area's narrow streets attempting 3-point turns to exit the street, risking/causing damage to property, and parking inconsiderately and illegally on double-yellow lines and obstructing the highway and private access. For example, a car believed to be a non-resident's was parked across the alleyway behind Willis Street/Barbican Road from the early evening of Friday 27 September 2024 to midday on Saturday 28 September 2024, on double yellow lines and completely obstructing private access for residents. While such illegal and obstructive parking might be reported by residents and consequently issued with a penalty charge notice by the council's Civil Enforcement Team, residents are still prevented from obtaining private access until the offending vehicle is moved. The same illegal and obstructive parking across private access and on junctions additionally poses a significant risk to pedestrians and cyclists and to emergency services if private access was required.

The abuse of street parking on Wellington Street and the surrounding streets by non-residents also creates problems in maintaining and cleaning the streets for council services. Non-residents do not receive, or do not see/ignore, notification of scheduled cleaning and prohibition to park, therefore the streets cannot be maintained and cleaned properly. This was evident as recently as Thursday 07 November 2024 when a significant number of vehicles remained parked on Wellington Street during scheduled cleaning and prohibition to park, preventing the street from being properly maintained and cleaned.

We note point 35 of the initial Decision Report dated 30 September 2024 states *"The drivers which may currently park to utilise free on street parking for commuting purposes would be likely to have to find somewhere else to park, possibly at a cost (car parks, pay*

and display bays or Park & Ride)". This can only be a good thing and we note the Decision Report also acknowledges that implementing residents parking restrictions to restrict the number of vehicle movements looking to find on street parking will consequently 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 (point 33).

While we appreciate the potential additional costs incurred in purchasing ResPark permits, particularly for lower income households, we do believe the scheme is reasonably priced with one standard rate annual permit equating to less than 28p per day, and it is a cost we are willing to meet in order to reduce congestion and illegal/obstructive parking, improve safety and cleanliness of Wellington Street and the surrounding streets and to be able to park within close proximity to our property. Finally, we would like to highlight the importance of enforcing the residents only restrictions in the period immediately after implementation and regularly thereafter by the presence of the council's Civil Enforcement Team to ensure non-residents do not continue to abuse parking in the area.

We look forward to the implementation of the proposed residents only parking restrictions at the earliest opportunity.

We have lived at Willis Street for around twenty three years and the situation regarding parking has progressively got worse over that time. We are therefore really pleased and very grateful that, on this occasion, the consultation process and views of local permanent residents has progressed beyond the initial voting stage.

We own one car and regularly experience problems trying to park not only on the street where we live but in the immediate surrounding area. Willis Street is the closest street to the city centre with no parking restrictions and this results in visitors to the city using it as free parking before walking into the city for work, shopping and events at the Barbican Centre. We witness this regularly and it results in residents being unable to park close to their property. As council tax payers it is incredibly frustrating and annoying to waste hours and hours (over the years) driving around looking for a parking space, sometimes with a boot full of food after a supermarket shop (for example), not to mention trying to negotiate a way around inconsiderate drivers who have parked their vehicles outside of designated parking bays, on double yellow lines and either in or across the entry to the alley ways. Over the years this has resulted in several scratches and dents to our own car as well as having wing mirrors knocked off.

While we feel, as residents of Willis Street, that this street experiences the worst of the problems, it is a daily problem for all of the area and affects all residents with cars as well as visitors to residents, delivery drivers and trades-people. As you will be aware, a lot of the properties in this area are student lets and every year landlords require access to work on their properties particularly during the University holidays. This results in the surrounding streets being even busier than usual with vans and extra cars struggling to find parking bays close to the properties that they are working in and often they either park out of the bays or in the alley ways making access very difficult.

Introducing residents' parking in the Heslington Road area would definitely help towards the Council's wish to reduce the number of vehicles coming into the city and although we only use our car when necessary we fully support the move towards residents' parking and would be more than happy to provide any further information if required.

I can only express my gratitude to York City Council for having approved the R66 Wellington Street proposal. Many residents in the area support it.

Those of us who have a car and drive do it mostly because we need to transport to work and especially, those with children, like in my case, require the car to take them children to school or after-school activities. Having a family of four also implies doing supermarket shopping regularly. And yet, with the current parking arrangements in the area, we seriously struggle to find parking when we have to move our car to run a caring related or work errand. Being left with no place to park significantly adds to the stresses of life. Every day we experience tremendous anxiety as we do not know whether we will find parking when returning home from work or from any activity that requires using the car. When the full area (my street and those around) are full with cars and with no parking spaces left, I need to drive around for about 15-20 minutes until a car becomes available, and having little children becomes the task unfair and exhausting. In the last few years, there has been two occasions where I had to return home after 10pm, I have had to drive back to work and park my car there overnight. This situation is unfair and highly stressful for residents.

I am pleased about this proposal and fully support it.

I wish to register my support for the proposal, and welcome it, as a long-term resident of Wellington Street (10+years).

The plans look very comprehensive, particularly along Heslington Road, where the number of poorly parked cars sometimes makes it dangerous.

I am more than happy to pay a nominal annual fee to be able to park on the street I live on, & hope that this will be the first stage to the City of York becoming more sustainable by generating income for the council (parking fines for illegally parked cars, increased car park fees, residents parking permit fees, etc.), which can be reinvested into charging points, etc., for all of the EVs/hybrid vehicles we are being encouraged to buy.

In Addition, I wanted to demonstrate that if ever there was a case for a resident's parking scheme, then the R66 subject streets at this time of year are it.

You can see from the attached photos, that during the holidays, when most non-residents/commuters/tourists are on leave from work, when the Christmas Market has finished, etc., hardly anyone, except for 'real' residents, parks here, which means we actually get to park easily & don't spend ages driving around trying to find a space every single day.



I am writing in support of the introduction of Resident Parking Permits in the proposed R66: Wellington Street area.

I am an owner-occupier who has lived on Willis Street for 7 years and it has become increasingly difficult to find anywhere to park my car. Quite often I have to go round and round the whole of the R66 area looking for a parking spot and it can take up to 20 minutes to find anywhere and/or have to park up to half a mile from my house.

I am aware of some vehicles currently being parked in the R66 area are by people who are not residents or visitors of residents but people who want to go in to the town centre and avoid paying a car park fee.

I welcome the creation of resident parking permits as this should result in deterring non-residents from parking in the designated R66 area and allow residents to park their cars more easily near their home.

I appreciate this will incur a new permit cost for car owning residents like myself but if this means I can more easily find a parking place near my home then this cost would have some value.

We fully support the proposed Residents Parking Scheme - R66 - on the following grounds. We believe it will alleviate the significant parking issues in the area, more specifically this area is used as a 'free to park' area by shoppers, visitors, city center workers, and building contractors etc. We also support the Heslington Road proposals as it will alleviate the congestion on what is the main route to the University. The parking issues on Heslington Road often render the road dangerous due to parking across the cycle paths and on the pavements. To be fully effective the newly established parking restrictions must be enforced by regular Traffic Enforcement patrol to ensure that the practice of parking on the corners of the streets and across alleyways within the zone does not continue.

I have no objections over the scheme and I hope it'll get the go ahead as soon as possible.

My only comment would be that I respect that everyone should have a voice however local businesses must not dictate the decision over the residents choice.

As a resident of Wellington Street I continue to **support** the proposal for residents only parking restrictions for the Heslington Road area to be known as 'R66: Wellington Street'.

My reasons remain the same as previously submitted and presented in the decision making session, see below. However I would also like to add that on the 7th of November the planned street cleaning works were unable to take place due to non-residents failing to remove their vehicles and continuing to park in the area despite the

council workers best efforts to prevent them from doing so on that morning - this is not the first time this has happened and the streets remain filthy with drains blocked, broken line markings and damaged surfaces.

I have been a homeowner on Wellington Street for 8 years.

Over that time the scale of **non resident parking in this whole area has significantly increased.**

Reasons for this include;

1. People parking to go to work or shopping in the city
2. Long Term residents of StayCity
3. People attending events at the Barbican
4. People working on nearby construction sites
5. People who live in nearby area who do not have resident parking pass for their own area as well as those who have multiple vehicles in these areas

This is despite there being an NCP and QPark in close proximity, as well as regular bus services including park and ride.

My request for ResPark is not one of convenience, as I appreciate parking right outside your own home is a luxury not a right, it is driven by Safety, Climate and Community reasons.

Firstly **Resident Safety** - Every morning I witness the scale and aggressive nature of people rushing to find spaces with no regard for pedestrians, cyclists and other road users. My daughter bikes to school and I fear for her everyday. The area also has many elderly residents as well as young families who have to risk crossing the road with people speeding and poor vision being created by the volume of vehicles in a small space.

Secondly **Climate**, allowing non residents to continue to drive and park in residential areas is a clear contradiction of the Councils climate ambitions. It is inconsistent with other areas and along with Farrar Street remains one of the last areas not to have ResParking in place.

Lastly **Community**, previous low response rate to the proposal - this is due to the significant increases in Homes With Multiple Occupancy and residents of these only having a short term focus. However the majority of those who responded were in favour. I encourage you to think of those actually call this area home and want to enjoy this place safely today and in the future.

For anyone in doubt as to what the correct decision is I encourage you to visit the area and see first hand the scale of this issue and risk.

I'm writing in this email in support of this proposal. As a resident for over 20 years, this is now needed more than ever.

I have 2 small children and we walk to Primary school and around these streets, there are so many dangers with over-parking. This causing cars to drive erratically trying to over take others, and buses struggling to get past.

Where we live on Gordon Street, I have had numerous issues with not being able to get parked, family unable to park in order to drop off my children in car seats when they were tiny.

I've struggled to have emergency plumbing, house works and they have had damaged caused to their vehicles by cars trying to squeeze past and bad parking.

I'm very concerned for cyclists, and pedestrians.

I know, with absolutely no question, that ALL true residents to this area are in support of this proposal. Despite the return numbers to the questionnaire sent round. This has been continuously brought up at Community and Council petitions.

I'm ecstatic to finally see this come to fruition.

I've had people knock in my door to ask if this street is free parking as they planned to leave their car here whilst christmas shopping for the weekend, Barbican events, going to B&B's. This happens continuously, where cars park in a morning, they get out their bikes then cycle to work - they park all day. It's ridiculous that these streets so close to the centre is a free for all. There is Park and Ride and Car Parks only a few minutes away!

Please proceed with this proposal as planned. I followed the meeting on-line and was thrilled with this outcome.

My neighbour at no._Gordon Street. He is unable to communicate in written format due to significant reading issues- he has asked me to put his name down on my email - in support of this proposal.

Please note that I am in favour for the proposed parking restrictions in my area and I wish to be part of representation in favour of this scheme in case you require somebody to challenge the opposition to the scheme.

I hope I understand the purpose of this email.
Apollo Court resident

Additional comments

As Councillor for this ward, I understand and strongly support the residents of Roadgroup R66 in their request for a dedicated parking scheme. The current parking situation is clearly unsustainable, causing significant stress and inconvenience to residents. Implementing a controlled parking zone will prioritise resident access, improve road safety, and enhance the overall quality of life in our community. I will continue to advocate for this scheme to be implemented as swiftly and efficiently as possible.

I am once again frustrated at the painstaking approach to achieving residents parking in city centre wards that need it much like Fishergate. This piecemeal approach and the 50% threshold should have been abolished as a part of my motion to full council last year - I am surprised that this continues to be an impediment. I remain committed to ResPark in R66 and a wider expansion of ResPark to all residents that want it.

Objection

I will not be able to attend the meeting on 13th May, and wish to record my continued strong objection to the proposed scheme. Concerning this, I have not yet received any response to the questions in my email of 18th November last year (pasted below for your reference). I would appreciate some answers and also wish these points to be considered at the meeting on 13th May.

Further to your letter (dated w/c 11 November) and email (14 November) about the proposed R66 Res Park scheme, I would like to reiterate my very strong objection to the scheme as set out in my email of 17 September (pasted below). And I would appreciate responses to the following questions:-

(1) If the proposed scheme is to be imposed upon us, what systems will be put in place to enable residents to purchase permits for visitors and tradespeople?

The scheme seems to require residents to purchase digital permits, with no hard-copy option. I do not have a 'smart' portable device, and mostly only use my desktop computer for basic email as I find it difficult, time-consuming and stressful to do anything else online - I know I am not unique, or even particularly unusual, in this. The proposed scheme would effectively exclude some of us (mostly older) residents from ever having visitors or employing tradespeople to work on our properties. This cannot be right! If the scheme is to be implemented, it is essential that residents are able to buy hard-copy visitor permits (e.g. scratch cards) without having to negotiate any online system.

(2) What evidence do you have that the proposed scheme would make significantly more parking spaces available to residents, our visitors and tradespeople? By 'evidence' I mean numerical data, not just a few people getting annoyed when they see what they think are non-residents parking near their houses. How many parking spaces in the R66 area are typically occupied by vehicles belonging to residents, our visitors, our tradespeople, or 'commuters'? What are these figures for daytime Monday-Friday, overnight, and at

weekends? And what are these figures as a % of the total number of parking spaces in the area?

(3) How much revenue is generated by existing residential parking schemes in the city of York? And how much revenue is expected to be generated by the proposed R66 scheme?

Finally, your letter refers to 'congestion' and 'improving road safety'. It should be noted that, while parked vehicles do indeed reduce traffic speed, in a residential area such as Heslington Road/Wellington Street this is in fact highly desirable and helps road safety. Rather than referring to 'congestion', this should be regarded as 'traffic calming' achieved without expensive measures such as speed bumps or chicanes.

Having read through Annex B I note my initial comments in my email to yourself on 25th January 2024 were not included in Annex B, which I believed were to be included based on the email received from Jessica Green on the same date.

Support

I note from the documentation (Decision Report: Consideration of the representations received to the formal consultation to implement residents parking and limited waiting restrictions in the Heslington Road area advertised as 'R66: Wellington Street'.) (item 13) there were 72 votes in favour, and 44 against.

It would also appear from the same document that it is a foregone conclusion that the scheme will be rejected, based on the fact that 13 representations were made in Annex A, against 11 in Annex B.

A majority vote of 28 were in favour of the introduction of the scheme. Democratically the scheme should be implemented. If I don't vote in the local elections but then don't like the outcome I cannot suggest another election.

It would be interesting to know how many of the people objecting to the scheme failed to return the initial questionnaire.

With regards to the objections in Annex A in numerical order. (Highlighted items see summary).

1. A business compounding the issue wanting free parking for Staff and people renting their studio – they also require parking for two vans – they should possibly relocate to a unit with parking, or like most people do when they drive to work park in nearby car parks. The park and ride bus from the designer outlet stops within a 5 min walk of Apollo Street.
2. Belle Vue Street residents are lucky they always find a space – whilst there is a cost (as long as they only have one car not overly excessive).
3. Paragraph 3 highlights the issue – this area is a destination for “free parkers.” The final paragraph indicates in favour once the scheme is passed. Also is on Belle Vue Street and they are lucky as they always find a space.

4. **Belle Vue Street** residents are lucky they always find a space. The remainder of the statements are incorrect. People do walk into the City Centre / place of work. As for the university a short walk up the hill to Thief Lane and you can get the free bus to the university.
5. **Belle Vue Street** residents are lucky they always find a space. The final sentence indicates in favour once the scheme is passed.
6. **Absolute pointless comment, and incorrect** – I have a car and did not vote against it. This comment should be removed as the statement is incorrect.
7. This sounds like a local resident that rents out numerous (HMO) homes in the area, who also has a business.
8. Judging from the comments I'd guess a Belle Vue Street Resident.
9. Student – short term resident (at best probably only another 2 years until leaves York. The University does not endorse students bringing their cars.
Although the penultimate paragraph is the reason why we need Respark in the area. Maybe should consider long term residents who pay council tax at £1800.00 per year.
10. **Absolute pointless comment, and incorrect.** The whole Respark scheme does move parking congestion to other areas, however other areas should not be local residents' reasons to object.
We have friends and family who also like to visit, and they can either park behind the Sky Blue restaurant, Q Park or the park and ride at the designer outlet. **Belle Vue Street**
11. Does it matter if the majority of people in the area are students – The University does not endorse students bringing their cars.
12. **Incorrect statement. This comment should be removed as the statement is incorrect. (72 votes in favour, and 44 against).**
13. **Incorrect statement. This comment should be removed as the statement is incorrect. (72 votes in favour, and 44 against).**

I would also like to make the following additional comments for consideration at the meeting on 13th May 2025:

- a. When planning permission is granted on the Barbican Site , and no provision for extra parking spaces is required by the Planning Officers, where will the additional cars park? In the original scheme for the Barbican Site (Application reference 03/0407/GRG4 the 240 flat / apartment residential accommodation was to have 144 spaces in a basement car park. This is no longer in Persimmons application.
- b. To progress the site at the time free & subsidised residents permits were in the proposals.
- c. If ResPark is not implemented where are the construction workers going to park – the same place the construction workers are parking for the Fawcett Street and Blue Bridge Lane developments – Area R66!

To add to item c, I also note from the planning applications for the two construction sites there is limited / no parking spaces included for these flats – where are they going to park as some people will no doubt bring cars – Area R66!

Summary

Out of 13 objections five are from Belle Vue Street (possibly a sixth (item 8)). One comment is a business on Apollo Street. Three statements (ignoring incorrect statements from Belle Vue Street) are also incorrect.

In favour 11 + my statement not included = 12 in favour. (plus how many others of the 72 were not included?).

13 Objections minus 4 incorrect statements = 9 objections.

Travelling from the Victoria Hotel towards Thief Lane – If all streets to the right of Heslington Road were excluded from the proposed R66 area the objections would number 4. (13 minus 6 minus 3 incorrect statements). However, you can also remove two further objections (items 3 and 5) as they are in favour if the proposed R66 area is implemented.

Options Analysis and Evidential Basis

Option 1 or 2 should not be the recommended option – Option 3 not considered, should be the recommended option.

Option 3 would be to omit the roads to the right as stated above with an option of inclusion to the scheme when the issue they appear not to currently have an issue with moves to these streets due to ResPark in adjacent areas!

Support

I had voted in favour of the scheme in the original consultation and therefore had nothing to add in the subsequent one.

I was however extremely concerned to find out this week about the Persimmon development likely to go ahead by the Barbican, with 240 flats being built astonishingly WITHOUT any parking provisions on site for future residents.

The parking implications for neighbouring streets are only too clear if residents' parking is not implemented. In my view, the proposed development changes the picture quite dramatically, even for those who were originally opposed to the introduction of R66. The fact that other areas around already have residents' parking makes it all the more important that we in Belle Vue Street and surrounding streets should not be the only local area left without any restrictions on parking for outsiders.

I hope that you will give careful consideration to the fact that the information about the Persimmon development, which was not available at the time of the original consultation, changes the overall picture and the way people will view the introduction of the proposed R66 scheme.

Against R66

I wish to express my objection to the proposed residents parking scheme on Wellington Street and surrounding streets, for a number of reasons.

The area is a popular one for students and young renters such as myself. The price of rent and bills is high and increasing, and the proposed scheme has the potential to force some residents out of the area or further increase the already high costs of living in York.

I am a resident of Gordon Street, an incredibly narrow street which is a hotspot for broken wing mirrors, scratches, and dents. Paying an additional fee to park on a street which carries such a risk of damage to a car seems highly unfair.

There has never been a problem in finding parking on my own street or those adjacent. I appreciate the scheme is being proposed in part due to additional housing being built next to the Barbican. I ask why has such accommodation been allowed to go forward without an appropriate plan for where its residents will park?

Thank you for taking the time to read my concerns. I'm happy to discuss further or add any additional detail you may require.

I feel that i have to write on behalf of the largely student based population of that area. I myself work at the University and have seen first hand what effect the cost of living crisis is having on students. As i understand it you are seeking to introduce the need for parking permits in this area thus forcing the many students in that area to pay to park at the temporary accommodation they are staying in whilst choosing to study at York. I understand the main reason for the introduction of this scheme is to prevent commuters, Barbican visitors, those visiting the city centre and indeed those working at the university from parking in this area as residents are 'struggling' to find a place to park. This is simply not true or correct. If you were to walk down Heslington road, as i do on a daily basis, you would notice a wide selection of empty spaces, especially outside of term time both in the daytime and of an evening. Yes, there is seemingly less parking available when the students are here, but that still doesn't lead to cars being abandoned and parked illegally.

So i have to say that I am strongly against this scheme which does seem to be another money making exercise. This time you are trying to take away money from students, who don't have much of it to start with. As well as expecting residents to have to pay to park outside there own homes.

I have no doubt that you'll do as you please anyway, however, i just hope that you can take into account the reality of things in the Heslington Road area before making your decision.

I strongly object to the proposed R66 ResPark scheme for the following reasons.

1 *Lack of evidence*

In November last year I asked whether the City of York Council (CYC) had any numerical data to indicate whether that the proposed scheme would make significantly more parking spaces available to residents, our visitors and

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tradespeople - eg number of parking spaces in the area, % occupancy in daytime, evenings, weekdays and weekends, and any data on whether vehicles belonged to residents, our visitors, tradespeople or others.

In May I finally received a response: CYC have not gathered any such data. The council response said that *"residents are given the respark information to enable an informed decision to be made on if they wish for restrictions to be implemented or not"*. But the 'respark information' referred to does not include any actual data needed for an informed decision.

Searching for evidence, I have counted the numbers of parked vehicles and available spaces on Heslington Road, Wellington Street and some sidestreets, on different days at various times. The total number of spaces on any street is generally close to the number of numbered buildings on that street, and the % of those spaces that are unoccupied ranges from about 6% to 30%. That is, there are usually spaces available and the scheme appears to be unnecessary.

2 Exclusion of some residents

The scheme expects residents to purchase digital permits. This would effectively exclude those (mostly older) residents, such as myself, who do not have portable 'smart' devices, from ever having visitors or employing tradespeople to work on our properties.

In May I received a response from CYC to my query (last November) about this *"There is an option for residents who struggle with online transactions to be an offline customer, they would need to make an appointment to come into west offices for this happen though, they would then be able to buy physical visitor permits although the main household permit would be digital"*

The proposed procedures would make it extremely difficult for some residents to obtain a household permit or visitor permits. This cannot be right!

I understand that, until this year, people living in respark areas could request booklets of tickets by post, in person at the council offices (no appointment needed), or online, and they arrived in the post.

If the scheme is to be implemented, it is essential that residents have the option of a non-digital household permit and that there is a simple procedure for obtaining visitor permits that does not require either a digital purchase or a an appointment and trip the council offices. In other words, the previous system should be reinstated.

3 Finance

It is essential that information about costs and revenue is circulated to residents in order for people to make an informed decision. To date, no such information has been provided.

At the meeting on 13th May it was stated that the 'standard price' of a household permit is currently £115 per year. This information has not yet been circulated to residents. I can find no information about the cost of visitor permits either in the notes from the meeting on 13th May or anywhere on the CYC web pages.

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The CYC annual parking report shows that in 2023-24 the total income from on-street parking was £1,972,000. Of this, £857,000 was from Resident Parking (the rest was from other on-street parking and from penalty charges).

It is difficult to escape the conclusion that revenue generation is the main reason for introducing respark schemes, rather than any benefit to residents.

I strongly urge that the proposed scheme is rejected.

We wish to formally **object** to the introduction of this scheme, and we respectfully submit our representation **in objection** for the following reasons:

1. **Negative Impact on Holiday Let Businesses**

Wellington Street's central and convenient location has made it suitable for short-term holiday lets, which generate significant income for property owners and contribute to the local and national economy through tax payments. Many holidaymakers travel by car and require nearby parking. Where no parking is available at the property, the lack of accessible on-street parking will inevitably reduce bookings, directly affecting the viability of these businesses. With the rising cost of living and increasing overheads, many landlords may be forced to close their holiday lets, resulting in a loss of income not only to the owners but also to the Council through reduced tax revenues.

2. **Lack of Justification for the Scheme**

There is no demonstrable need for a Priority Parking Scheme on Wellington Street. Residents and visitors have historically parked responsibly and considerately. The introduction of a scheme in a well-functioning area seems unnecessary and could lead to unintended consequences, such as illegal or obstructive parking by those unable or unwilling to purchase permits.

3. **Unfair Financial Burden During Difficult Times**

Implementing charges in a quiet, non-congested residential area is unjustified. The presence of non-resident vehicles is the result of broader city planning issues, and it is unfair to impose financial penalties on local residents and visitors as a solution. People park to visit friends, family, or local shops—basic, everyday activities. Penalising them financially during a time of economic hardship is unreasonable and disproportionate.

4. **No Benefit to Local Residents**

The proposed scheme offers no clear benefit to Wellington Street residents but imposes additional financial strain. Many local people are already dealing with the effects of rising living costs, and adding permit fees would only worsen their situation. We believe the scheme will be viewed as an unnecessary burden by the majority of residents.

5. **Disproportionate Effect on University Students**

A significant portion of Wellington Street residents are university students, many of whom do not own cars. Those who do often rely on their vehicles for part-time jobs, including positions located outside the city. Several students we've spoken with have expressed concern over the cost of living and shared that they are already working multiple jobs to make ends meet. The introduction of parking permits would only deepen their financial difficulties.

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We respectfully urge the Council to reconsider this proposal. It risks harming both residents and small local businesses while offering no substantial improvements. We trust that our views will be carefully considered when making a final decision on the future of this scheme.

We are writing (as requested) in response to the proposed introduction of resident's permit parking in the Wellington Street area.

We have very mixed feelings about this. Whilst there are undoubtedly some issues with parking by non-residents and we are concerned that forthcoming changes in the area (e.g the housing developments on Kent Street which will have restricted parking) may add to this; we are mindful that this 'non-residential' use of the parking in the area is not necessarily the full picture.

Many of the houses in the area are multiple occupancy meaning the streets may well often be accommodating more than 1 car per property. We do not personally need to use the side streets for parking much as a neighbour very kindly allows us to use their parking place most of the year. However, we lived on Willis Street/Gordon Street for many years and always found that, once the University holidays started, parking became a lot easier.

One of your councillors fairly noted that the scheme would offer increased charges for second cars to help combat this. He noted the scheme in general could also support the council's environmental targets, I think in terms of discouraging the use of second cars and encouraging the use of public transport.

Whilst we fully support more environmental transport our concern is this is not something that is yet fully joined-up to support this. Many of the bus routes seem to stop by the early evening meaning getting home if you work later hours or want to go out to see friends/family of an evening is not really practical by bus alone. The bike lanes are limited in York to offer safe cycle routes. Public transport also cannot, understandably, go to all the locations a car user may drive to. including longer distances if you have family who live or work away from home.

So, our point is that we completely understand why people may still need a car despite their city centre living. It seems a little unfair, therefore, that those people choosing to live in this type of housing (as opposed to those in the villages where driveways/garages are more readily available) are faced with the additional costs of a permit/penalised for using a car in ways that residents outside of the city will not be.

We should highlight that we only run one, small car that is very infrequently used. York is hugely easy to walk around and we go on foot wherever we can. We walk or cycle to both of our jobs. However, we do need a car to get to elderly relatives in South Wales and for very occasional journeys not available via bus, something that still costs less to achieve by running a car than hiring a car for a week at a time or taking the train. We can manage with one car because we are hugely fortunate that both of us have jobs locally.

We chose to live in this area as it was one of the more affordable options in York. We are concerned that, with a cost attached to the permits, residents in the areas

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close to the city centre are being asked to bear the cost of car reduction. Especially where they may genuinely need two cars per house as they are not single family units or cannot reach their destinations by public transport.

If the permits could be offered for free and/or practices (such as the Barbican using AA signs to advertise the areas as suitable free parking for its venue guests) be prohibited, it would feel a more fair system. It would also seem more practical if a better network of joined-up, affordable public transport was available. Our concern is it will add increased costs to households that are not (in the main) very affluent whilst not offering a guarantee to solve the issues of space or offer reliable, affordable alternatives.

I do NOT agree with residents parking in any form.
This is just a money making scheme for the council.
Why would I want to pay for a non guaranteed parking space? I can already have one of those for free????

We object to the Council's proposal to introduce Priority Parking Scheme: R66 Wellington Street. The reasons for our representation IN OBJECTION are as follows:

1. There is simply unnecessary and no ground for the existence of a parking scheme. The neighbourhoods and drivers who park on Wellington Street have been very self-conscious and considerate. We cannot see any benefits from the scheme especially on the residents' side. We worry the scheme may bring an unwanted outcome which may cause people to obstruct the streets if they are not willing to pay for a permit.
2. The idea of charging (punishing drivers for parking in a "non-busy residential area" is wrong. Non-residents coming to park on Wellington Street is a consequence of poor city planning and it is ridiculous to make us pay the price. People need to drive and park for visiting their family and friends, or shopping. These are basic needs and people are finding their own ways to cope without complaining. It is too harsh to punish people with money during this hard time.
3. Negative impacts on residents of Wellington Street are expected. We hope the council would understand local people have been facing very difficult times when living costs have been rising, this scheme which brings no benefit to the residents but incurs extra spendings will surely be unwelcome.
4. Most residents who reside on Wellington Street are University students who often don't have cars and of the few that do implementation of the Scheme will only increase their financial burden. Of the few students we have spoken to they have raised concerns that they are struggling to pay living costs and have had to find extra jobs to cover costs; some jobs require them to use their car to travel far out of the city. This Scheme will only exacerbate their financial situation.

We trust that our views will be taken into consideration when deciding the future of this scheme.

As a resident and house owner at Belle Vue Street, York, I would like to express my objection to the R66: "Wellington Street" parking scheme in any form. I do not

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own a car and I don't see why I should be penalised and inconvenienced in having to pay a charge when I have visitors who wish to temporarily park outside my house. Having to set up a parking scheme only encourages more people to depend on cars when policies should be enacted to discourage car ownership. Also, by bringing in a parking scheme, this will encourage residents to concrete over their existing front gardens to avoid the parking charges, which leads to an increased possibility of local flooding due to run off. This is especially the case in Belle Vue Street where many houses have front gardens. Perhaps Belle Vue Street can be excepted from the parking scheme for those reasons.

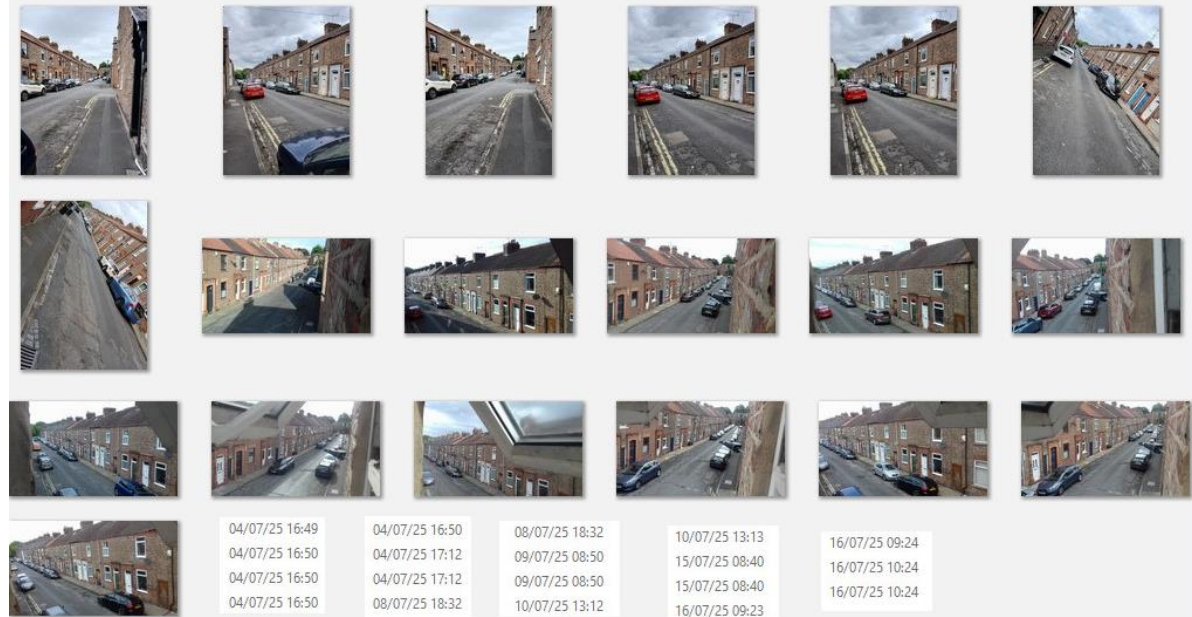
Myself and my housemate would like to state that we are against the parking permit and restrictions that have been suggested for Heslington Road/Wellington Street - we live at Belle Vue Street and we do not feel we need permits, we always find somewhere to park and already have to compete with the rise in rent and cost of living, adding an extra cost to living on this street to park would just be unnecessary in our eyes.

As the owner of _ Willis St I wish to register my wish for this scheme not to proceed. There would be no guarantees of a parking space even if I purchased a permit. Just another money grabbing scheme from York council! Deal with the real problem of outrageous parking charges in York City centre!!!!
Much of the property in this area is rented out to students that can ill afford yet another tax on their existence!

I am against this proposal. I do NOT feel it necessary to implement priority parking in this area.

I am firmly against such a scheme. I've lived in this street for nearly 30 years and I can say quite certainly that there is no problem of 'inconsiderate parking due to the level of non-resident parking'. The problem is simply that there are many residents wanting to park. The increased number of residents is due to it being a student area and most of them having cars. There is a very, very marked difference when the students leave for their holidays.

I attach a picture with snapshots from various days and times throughout July. You can see that in nearly all the pictures there is free parking somewhere on the street throughout the day. There is no problem at all with 'inconsiderate parking due to the level of non-resident parking'.
Creating a resident only parking zone will therefore not in any way improve parking for residents, as there isn't a problem of that nature to be cured.

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I do not think these restrictions are needed at the current time in the part of the proposed area where I live. I park regularly in Belle Vue Street and only occasionally have difficulty finding a parking space. Most of the parking in this street is by local residents, their visitors or contractors, so I do not see how a permit system will reduce the amount of parking. However, it would add to everyone's cost of living.

Currently therefore, I think the doubtful benefits would not outweigh the cost. Thank you for including information about costs this time.

I realise that this situation may change, particularly if the Barbican development goes ahead with insufficient parking for all its residents. I know this prospect has influenced some of my neighbours to change their minds from being against the scheme to being in favour. However, I would prefer to wait and see whether a residents' parking scheme is actually needed in the future. I assume we could apply to be included later if the situation does change.

As a long term resident of Belle Vue Terrace I am against the introduction of the proposed new residents parking scheme.

In short I do not believe the residents will be any better off for the introduction of the scheme. I have parked my car outside or close to my property for over 20 years without issue. So has my partner who has also had a car for most of that time.

The streets are heavily parked because of the number of residents cars with some families having 2 street parked cars, and not because there is a large representation of uninvited visitors.

A new scheme would not alter this fact.

Whilst we may get the odd chancer visitor, most people recognise and accept these are residential streets, not free car parks.

A new scheme would merely introduce an annual cost and administration to what is currently free parking for residents. A new scheme "cannot guarantee a space will be available" for residents, it only claims to give priority. I therefore do not see

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any compelling case for improvement by introducing the proposed scheme over the current arrangement.

I sympathise with anxieties of supporters of the proposed scheme. However, I think they would end up disappointed with any impact, and hundreds of pounds out of pocket to boot.

I am writing to register my opinion about the proposed ResPark R66.

I do not want the scheme to be implemented.

I would like to lodge my objection to the above proposed.

I have lived in Belle Vue Street for over 25 years and in that time, the only difficulties with parking have been due to:

1. Poor parking by residents - leaving half gaps, parking crookedly, leaving vehicles over the white lines
2. HMOs where students all seem to need cars, despite the heavy subsidies given at the residents expense, not to mention the lack of council tax paid by the profiteering land lords of these properties
3. Houses let by absentee landlords let out on AirB&B to companies with several vans, causing obstructions to residents.

The issue with parking doesn't apply during the day, when possible visitors to York may use the street, but in the evenings when residents who need vehicles to travel to work are affected by the issues raised above.

My husband has a van which is necessary for his business. I have an elderly mother who is at the early stages of dementia and who's car I share in order to get her to appointments etc. The proposed permits will cause us financial difficulty without providing any benefit, i.e. guaranteeing us parking spaces as residents.

This is another ploy by the council to make money out of already stretched York residents and is of no benefit to us whatsoever. It is also not the way to discourage people using cars rather than public transport. Try improving the public transport system to do this, not penalise the residents.

I hope you will see sense and actually listen to those of us who live, work & care for people in York and NOT allow the proposal to go ahead.

In reference to the consultation re the above scheme, we strongly object to the proposals for the following reasons:

- there is no evidence provided to suggest that there will be any significant benefit to residents
- it is simply another tax on residents.

I have not yet had a satisfactory response to my concerns about procedures for obtaining hard-copy visitor permits. Until recently, residents in other Respark areas could obtain these by phoning or writing to council offices. We have now been told that we would need to make an appointment and visit the offices in person. This is not acceptable. Surely the best way forward would be to revive the previous system. Unless this is to be done, I feel unable to support the proposed scheme - and I know that I am not alone in this

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I would like to register my views on the introduction of resident parking.

My choice is to make no changes, i.e. keep parking unrestricted as it is currently.

There may be occasional pressure on places, particularly in term time, on Heslington Rd, but it is always possible to find a place and of my neighbours on Heslington Rd this seems to be their experience also. I am unsure what this proposal is designed to fix other than raising money for the Council. I would like to continue with free parking, which was my expectation when I bought my house.

I am writing in response to the letter I received regarding the proposed residents only parking restrictions in "R66".

I would like my views to be considered:

I live on Apollo street and I am opposed to the changes as I feel they would be unhelpful to residents of my street, and an extra expense we can do without.

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Support R66

I am emailing to support the proposal for parking restrictions around Wellington street.

I support the proposal to turn Wellington street area into a permitted area.

I'm actually getting in touch on behalf of my Mother, who's in her eighties and has lived at .. since the 1960's. Quite remarkable, really.

She doesn't drive but as I call in to see her several times during the week, we're both very interested in the R66 Proposal.

She's also not online but did want her opinion noted on the parking restriction proposal, which she is in favour of. Her main concern (and mine) is how the restrictions will impact my need to call around. I've read the proposal information and can see the Permit/Visitor Permit options. As the vehicle I drive is obviously not registered at her address, I'm hoping I'll still be able to apply for a Permit on her behalf if that makes sense.

No doubt, there will a solution but the main point of this message is to express her opinion of being in favour of R66

Yes support proposal of parking restrictions ONLY if 24 hours.

7 day a week restriction full time 24 hours.

I am writing in support of the proposed ResPark (R66) in the Wellington Street area.

My wife and I live, with our daughters, on Gordon Street, where we have lived for the past 13 years. We consistently struggle to find parking due to our street (and neighbouring streets) being used as free parking for access into the City centre and, during the academic year, student cars - sometimes multiple cars per house (our street has a lot of student housing).

We use our car regularly to shuttle our children to various clubs and activities, such as dance and exercise, theatre shows & rehearsals, as well as school extra-curricular activities. We regularly find it difficult to park, often parking in different streets or circling the area multiple times in the hope that somebody vacates a spot. Every house on our street should have one guaranteed parking space, it is only fair.

My partner and I purchased our first home in the area last summer, and since then, I've been driving a van for work. While I've always been able to find parking nearby, the issue of inconsiderate parking by non-residents has become a concern.

It is not uncommon for vehicles to be left for several days, often directly in front of our house. This not only takes up parking space, but it regularly forces me to park several streets away, making it inconvenient to access my vehicle. Sometimes this

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issue is exacerbated further when vehicles are not properly parked in bays, making it challenging to drive down the street.

What has been particularly frustrating is that our area seems to be one of the few in York that is not a designated permit zone. As a result, our street experiences an unusually high volume of traffic, especially on weekends and during major events like race days.

On one occasion, I witnessed a car hitting a parked vehicle and driving off without stopping. The car involved was unfamiliar, and I've never seen it again. This incident, along with the ongoing parking issues, has raised concerns about the safety and security of my vehicle.

From discussions with other residents, it's clear that there is significant support in the community for the implementation of a permit zone. Many of us are surprised that this has not been addressed sooner.

I appreciate your time and consideration of my concerns, and I would be grateful for any steps you could take to help resolve this issue.

I would like to submit my Representation in favour of the R66 Wellington Street Residents Only Parking Restrictions.

Attempting to park in the proposed R66 area has become increasingly difficult over the years, and we need the scheme approving as a matter of urgency to improve our quality of life.

Going out in my car is always a worry as on return it is difficult to get parked due to people parking in the area to avoid paying for a car park / park and ride and walking into York to go to work / go shopping – this can be witnessed every morning.

I also believe people park in the area to avoid paying for resident only permits in other local areas who have been lucky enough to be granted Resident parking.

Matters will get even worse when development the proposed Barbican site commences.

I hope this email finds you well. I am writing as a resident of Wellington Street, postcode YO10 5BB to express my approval for the proposed parking permit scheme on my street and surrounding.

I am writing to express my support towards the R66: Wellington Street Residents' Priority Parking Scheme. As I have written before when the consultations took place, residents go through horrendous struggles to find parking, not only outside our houses but around the area.

As a resident I have spent up to 45min some days driving around waiting for a space to be freed, and on occasions, I have to ask a friend living near Fulford to let me use her driveway overnight behind their own car, meaning I have to collect my car very early the next day.

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It's difficult to leave and do grocery shopping or go to places as there is the constant fear of not being able to find parking around the area.
In particular, residents in vulnerable positions, e.g., those with children or with disabled family members struggle with the limitations and challenges around finding parking near our home. It is a daily and constant stress we face.

In addition, we know that the new building project around the Barbican will bring in tradesmen and future residents, etc., adding to the already horrendous pressure. We don't deserve to live like this.

Ideally residents should benefit from full-time parking (24 hours), especially for families or single parents with children and in general.

Thank you for extending the consultation period.

I am in favour of the introduction of the ResPark scheme R66: Wellington Street.

The scheme will provide a number of benefits for local residents:

- enabling them to park closer to where their house/apartment is.
- help reduce congestion from visitors to York that know this area is one of the closest that provides 'free all day parking'
- help reduce the number of vans and commercial vehicles that 'tag park' on the end of the parking bays, half on double yellow lines and half in the bay.
- help reduce the number of vehicles 'temporarily parking' on double yellow lines close to the vehicular alleys, and often blocking access/egress to/and from the alleys on the road, often for much longer than the permitted 10 mins unloading allowance.
- help reduce the number of 'student vehicles' parked up in the area for the duration of each term, but being rarely being used/moved.

This is to confirm that, given the fact that we are surrounded by other Respark areas and the ongoing concern about the potential impact of the Barbican development, I wish to vote in favour of this scheme.

I fully support the proposal for the residents parking permit in Wellington Street.

I whole-heartedly support the proposal to introduce the residents only parking restrictions.

We are writing in support of the residents Parking scheme R66 Wellington Street.

Our street is already used by university parking, and shoppers. When the housing scheme at the Barbican is built, our street will be even more badly affected. We support 24hr Residents Only parking.

Support R66

I'm writing to show my support for the parking restrictions R66.

After years of struggling in congested streets to get my car parked not only near my house but in my own street or neighbouring streets. I'm happy to support the proposal.

The amount of residents, including students that own cars in the area keep the streets busy enough, not to mention the constant flow of public who park in the area and head off into town, makes the streets more than over crowded. Some student house holds could have up to 5 cars which would take nearly a fifth of one of the terrace streets alone. This, along with general residents cars is more than enough footfall for such a small area in my opinion. Which is why I agree strongly for the restriction to be accepted.

I strongly vote for residents parking in these areas.

Shoppers and workers park here making it difficult for residents like myself to park their cars.

It would be highly beneficial to the council to make these people pay to park in Q park or town and keep them off our streets and parking for free..it just doesn't make sense when all the other streets around here are res parking but not ours! Many of them also park on yellow lines and the disabled bay on Wellington Street which I have reported numerous times and no one seems to come out and check even though I've give full car details and registration numbers..this makes it so difficult for my disabled mum when I bring her to visit my home and cannot park my car anywhere near my home.

I would like to, once again, express my SUPPORT for the proposal, having reviewed the latest information.

As previously advised:

- I am a long-term resident of Wellington Street (10+ years), and am more than happy to pay for an annual Household parking permit.

- the additional income that the scheme will generate for the council should be reason enough to have the scheme approved, along with all of the other positive improvements the scheme will bring.

- the illegal and, frankly dangerous, parking I have witnessed, just during the past couple of months when the students leave, and the builders move in to repair the vastly excessive amount of HMOs in the subject area, is extremely concerning, therefore, implementing a ResPark scheme, would hopefully, overcome this historic and ongoing issue.

- it is sometimes miserable being an actual resident who is unable to park anywhere near their own property, when commuters and tourists park for free, despite there being a Q Park in the vicinity.

- There is also a concern, with the sheer volume of student housing currently being built nearby, and the development proposed on the land adjacent to the Barbican, which appears to have entirely inadequate parking provision, where these

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occupants will park their vehicles, which will only make the situation worse for residents of R66.

- I am comforted to see that there is a discounted rate for low emission vehicles, as sustainability is important moving forward, and I hope that the next stage might be to install charging points along our streets, for resident's use only.

I am an owner-occupier who has lived on Willis Street for over 8 years and it has become increasingly difficult to find anywhere to park my car for most of the year. Quite often I have to go round and round the whole of the R66 area looking for a parking spot and it can take up to 20 minutes to find anywhere and/or have to park up to half a kilometre from my house.

I am aware of some vehicles currently being parked in the R66 area are by people who are not residents or visitors of residents but people who, understandably, want to go into the town centre and avoid paying a car park fee. I am also aware of new accommodation blocks being built nearby with limited parking capacity that could add to the number of non-residents parking in the R66 area.

I welcome the creation of resident parking permits on the hopeful assumption that this will result in deterring non-residents from parking in the designated R66 area and allow residents to park their cars more easily near their homes.

I appreciate the introduction of this scheme will incur a new permit cost for car owning residents like myself but if this means I can more easily find a parking place near my home then this cost would have some value.

Can I add the point that many of the houses in this R66 area are occupied by students who tend to only reside in the area for about 9 months of the year so have, understandably, a relatively short-term perspective on any issue related to parking permits and may not be very motivated to respond to any related surveys. In addition, these 'student' properties will have many landlords/owners who do not live in the R66 area. I do hope York Council when making its final decision will value the more long term view of the permanent residents who actually live in the proposed R66 area.

I would like to confirm my support for a Resident Parking Scheme in the R66: Wellington Street area.

I am fully in favour of a resident permit scheme for the area. It is about time this was introduced to resolve the massive problems we have. I live on Apollo Court and unfortunately we receive all the overspill from other streets. One residence on Belle Vue Street sometimes has three cars on our St, mix this with a student flat who has five cars you can imagine the issues, especially as we only have room for eight cars at best. My wife has mobility issues and I know we can use the yellow lines with her badge this is restricted to three hours.

May I also add we have builders vans from the Fishergate development parking here, and we regularly have a scaffold wagon parking at weekends. Since the decision was delayed and published in the paper this has further compounded the issue as it basically advertised free parking for going into town and the Barbican.

As a permanent resident and homeowner on Willis Street in the proposed R66 respark scheme, I am emailing in SUPPORT of the full proposal.

Support R66

Our area is now used most commonly as a free car park for city centre workers or shoppers. Equally, our narrow streets become clogged with cars during shows at the Barbican due to people again dumping their cars on our roads. No other area along the inner-ring road has unlimited free parking like our streets. This situation will only escalate with new student developments in the area.

How is this conducive to the council's aims of reducing car use and air pollution?

Please put the interests of local residents first and continue with this permit parking proposal, which has overwhelming support from permanent residents in the area.

We wish to agree to the proposals for the scheme. Wolsley street where we live is often congested through the day where people park to save paying for car parks to go to work, around 8am till 9am there are lots of cars trying to park and after 5pm there are lots leaving. While the majority down our street are student lets there are young children around. The scheme will make the street safer. Often people ignore the bays and park on the double yellow areas causing obstructions to the pavement drop downs, as a person in a mobility scooter this is a hindrance for me to safely cross the road sometimes.

Also we often have vehicles that block access to the rear alleyway, which is a public highway and as such is still not supposed to be blocked. Again as I have no access to leave the house using the front with my scooter I would hope that the inclusion of the rear alley for R66 will reduce the times I am unable to go out to get food/ appointments etc. I have had care workers that have been unable to park close to the house which has a knock on effect to their busy work schedule as well.

I'd like to state my support for a residential parking permit scheme on Heslington Road. We often see lots of non residents parking on the street limiting our access and expect it to worsen with the new Barbican flats.

As previously stated I am fully in favour of resident parking as these are the only streets left in York that allow people to park for free to go to work, shopping or appointments. The area is used for parking for events at the Barbican at all hours and days of the week. The streets are also now being used by builders working on the Barbican land and other projects in the area. The restriction's need to be for all the streets off Heslington road and surrounding areas. Can you please clarify exactly which street are being proposed for residents parking. The parking restrictions have to be 24hrs 7 days a week as these areas are used not just during working hours but weekends and evenings by people using Barbican or going into York for a variety of reasons. Free parking for non residents is totally unacceptable. The council are supposed to be trying to make York a clean air space and a safer area for pedestrian's yet you are allowing free parking therefore encouraging cars into York. This has a massive impact on residents who come home from being out to find nowhere at all to park. It seems the residents are not listened to or considered the amount of time this has been in consultation is ridiculous. Residents should come first and be listened to students who come and go or owners of hmos who don't bother to have a say as it doesn't bother them seem to be having more of an impact with regard to the votes, than the actual people who live here permanently and who's lives it effects daily. How long is this

Support R66

going to take this time ? We are just going round in circles it's ridiculous and effects my life daily. I have my small grandchildren to stay and am unable to park. I go to work can't get parked when I come home. I can't even move my car on a weekend to go out as I actually worry about being able to park. I don't think you realise the impact this has on me on a daily basis.

Please add my support for the proposed residents parking scheme. I moved to this area 30 years ago and have witnessed the neglect from the council from pavements to multiple HMO's and loss of shops. No idea what the Town Planners were smoking but this area has been allowed to descend into a HMO ghetto and allowing what few shops we had to be converted to flats has caused a loss of community.

Parking pressure has increased over this time from town workers and shoppers and university students and from multiple developments surrounding R66 with inadequate parking. From talking to permanent residents over the last few days there is a growing understanding that we'll need to move on without some form of protection from parking and HMO's.

I am writing in support of the scheme, Though it pains me that we now have to pay for something that others get for free.

I have been a resident for 31 years at _ Belle Vue Terrace and more recently it has become very difficult to park on the street or nearby because this area is now used as one of the only free parking areas for those visiting or working in the city This has been exacerbated as parking fees within the city have increased substantially. The impact on the local "community" is severe,

We now have people parking here and getting Ubers or using foldable bikes to go to town. Using Social media apps etc which highlight this area as free parking. We also have people for relatively new residencies off the Hull road and elsewhere (with dedicated parking) coming to this area to park. Which makes a mockery of planning for those new residences which deliberately grant a small number of parking spaces for new developments. Knowing they will over spill to adjacent areas and severely impact the daily life of the existing community.

The agreed plan for another 240 residence on the Barbican site with only a few parking spots is of much concern. It will have a serious impact on daily life here. Impossible to use the car for work, caring responsibilities or daily life and sends a message that the Council prefers for our community to be sacrificed at the expense of new development.

I have concerns that the actual number of responses will be low in proportion to the number of residences because R66 has so few permanent residents which in itself has been very detrimental to the area. Our views must be properly taken into account against that background.

The area always had some student residents within an existing community but the university numbers expanded significantly and the area was allowed to succumb to HMO on market forces basis rather than any clear plan on the impact

Support R66

on permanent residents or the community. Community has been impacted as shops closed turned into lucrative HMO and the percentage of permanent residents diminished.

Recent informal exercise to gauge views in R66 showed probably one in 10 houses are permanently occupied. With many of the houses in the area being used for business purposes as HMO or air B and B (with those temporary residents having an entirely different agenda to the permanent residence). You cannot apply the same expectations for the response rate.

I believe that it is now law for these HMO but not Air B and B should be listed with the Council, so you should already have this evidence to properly evaluate the responses,

In conclusion we need Residence parking because the area we live has been changed beyond recognition and recent planning and parking decisions have exacerbated the issue, this is severely impacting our daily life. Visitors should be encouraged to use the park and ride or public transport to visit the city.

Thanks you for this opportunity to comment

I have owned a property in this street since 2017. Originally it was easy to park and for tradesmen to park. However, this has drastically changed in the last few years. In my opinion more people have found and regularly use this 'free' parking area. Cars are parked by people working in York, arriving about 7-8am and leaving about 6pm. People attending events at the Barbican and in town leave their cars. Many of the properties are let to students who increasingly own cars. Some cars are parked for a week or more leading me to think they are using this when using the train station. I believe they are looking at building next to the Barbican with very limited parking which would put a huge pressure on our streets. If people have to pay for permits they might be more responsible. Saturday and Sundays particularly around Christmas are very busy. People do worry they might not be able to find a space near their homes.

The low response rate may be due to a lot of the properties being let with a turnover of tenants and the letters not being passed on to the owners of properties. I support the introduction of 24 hour residents priority parking.

Thank you for all your hard work on this.

I live at _ on Belle Vue Terrace and am fully supportive of the R66 Residents Parking Scheme.

I wish to express the view that I am in full support of A Residents Priority Parking Scheme for R66 Wellington Street. Specifically, I am in support of the regulations for 24hrs per day rather than for a restricted period of the day.

I am the owner and landlord of _ and am fully supportive of the R66 Residents Parking Scheme.

Support R66

I am the owner and landlord of _ and am fully supportive of the R66 Residents Parking Scheme.

I am writing this email in the support of this planned Residents Priority Parking Scheme.

I have been surprised that there has been a delay, especially when there was a significant support in the local area - of which are residents, who responded (you may consider this a low response - but it is high for the area).

The last 2 informal consultations were not clear. I felt, having watched the Web cast of the 1st meeting that this proposal was a 'no brainer'. Therefore expected to hear more positive news.

These letters do not offer people an envelope with expectations to tick a box and return. I know my neighbours didn't have a clue what to do.

I have watched the web cast of the 2nd meeting, i saw an overwhelming support for this proposal and I wholly support it.

This residential neighbourhood requires the council to push forward the transport committee with this proposal now.

Please think about the needs of the residents, and families, please. I'm sick of non residents using this as a dumping ground for their cars, free parking all day, weekend groups parting in town sleeping in their car. Its unjust.

I live at _and am fully supportive of the R66 Residents Parking Scheme.

I am attaching all the previous emails that I have sent to the Council detailing our views, experiences and full support of the introduction of residents only parking in this area.

The parking situation here remains the same and continues to be as bad as ever. It is a daily struggle for residents trying to park on the street where they live and it is a constant concern to me, as the only driver in our family, on the occasions when we need to use our car as I know that there will be nowhere to park on our return either on our street or on any of the surrounding ones. Now that the University has broken up for the summer and many of the students have returned home there are several vans here every day visiting the student houses to attend to work before the new tenants arrive. If they are unable to park outside the house that they are working on they will park across or in the alleyways, obstructing access particularly for pedestrians, making it potentially hazardous for them to use the pavements, or at the end of the streets (not within a designated parking space) making it even harder than normal to drive around and again blocking access for both vehicles and pedestrians. We are also experiencing, on a daily basis, visitors and tourists parking in the street as well as the regulars who park here and then walk into the city centre for work or shopping, visitors to events at the Barbican Centre and builders who are working on the numerous construction sites in our local area.

We have recently been made aware that certain people have been using social media to inform other users that there is "free" parking in this area and encouraging them to take advantage of this when visiting the city. We do not use any social media

Support R66

personally but are very aware of how quickly messages can be viewed and shared and are very concerned as we fully appreciate how this will have contributed to the worsening local parking situation.

The proposed redevelopment of the Barbican site will also have a huge impact on and place even greater pressure on the parking situation both during the work itself as well as on completion as the streets in question are the closest to the site. Another consideration for us looking ahead is whether or not we would be able to have an electric car while living here and as things currently stand we have decided that it would not be practical or feasible given that we are never guaranteed a parking space on our street never mind outside our house for recharging. We are also concerned of the hazard of having cables crossing pavements etc for pedestrians.

We are aware that some of the HMOs around here rented by students often have more than one vehicle per property which is another additional pressure on the availability of parking spaces.

In conclusion, we would be grateful if you would take all this into consideration as part of the statutory consultation - we fully support an introduction of residents only parking and would request that it be in place twenty-four hours a day seven days a week. Please do not hesitate to contact us if you need any further information or if we can help in any way.

(It seems that the parking situation during the day, in particular, in the Willis Street, Gordon Street, Wolsley Street and Wellington Street area has become even worse than usual. I spent thirty five minutes driving around looking for somewhere to park yesterday morning (the second time that this has happened to me recently) which was very stressful and a complete waste of time and fuel as well contributing to air pollution in the local area. During this time I passed other cars on several occasions driving around in the same area, clearly also looking for somewhere to park which resulted in cars and vans either parked outside of marked parking bays usually on the end or corners of the streets or in the alleyways.

In addition to all the usual daily problems associated with the parking situation we are now also battling with a resident on Gordon Street who drives a converted stretch-type car which takes up at least the same space as two average sized vehicles and who leaves a bike and cone joined with a rope on the street whenever he leaves the area so that there is ample room for him to park on his return. Whilst I realise that there is probably little that can be done about this by the Council the complete lack of consideration shown for other residents is contributing to a parking situation which is difficult at the best of times. I am aware that another resident has also contacted the Council about this along with photos highlighting the issue, I apologise for getting in touch again as I realise that a date for the session has probably not been arranged yet but I just wanted to make you aware of the deteriorating situation and to add these comments to all previous communication to help when reaching a final decision.

With thanks for your help and best wishes,)

I am the owner and landlord of _ YO10 5AX and am fully supportive of the R66 Residents Parking Scheme.

Support R66

We **support** the introduction of a residents permit scheme as outlined for R66 Wellington street to:

- Reduce the incentive for drivers to park in central York and increase the incentive for them to use Park and Ride services and other existing carparks.
- Reduce congestion and pollution and have visitors to contribute funding via parking charges to support more sustainable transport options.
- Encourage residents to consider whether they need to own a vehicle, or more than one vehicle.
- Encourage students to consider whether they really need a car during their time in York
- Via our parking permit charge, contribute to council funding to hopefully support development of sustainable transport options and infrastructure including better cycling infrastructure.
- Reduce the likelihood of the streets in the R66 zone becoming even more congested with vehicles from local property development, including the site next to StayCity/Barbican.

We do support the scheme as parking can be difficult due to university students and staff parking on the road. This is also a concern regarding upcoming work at the Barbican. While we do support it, we understand the price is high for something we already use for free.

Thank you for the further consultation on parking restrictions within our area. We are residents of Belle Vue Street and are in favour of introducing residents' only parking restrictions. We would prefer a 24 hour, 7-day per week, (i.e. full time) scheme.

I vote in favour of the res park consultation. My address is _ Belle Vue Terrace.

We are **in favour** of the introduction of residents parking restrictions on our street
We are **in favour** of a full time scheme

I am writing to offer my full support on the proposed 24 hour resident's priority parking restrictions for this area.

I would like to support the parking restrictions going ahead on Belle Vue Street.

I'm writing as a resident living on Gordon Street to express my support for the introduction of the R66 parking permit scheme in the surrounding area.

Parking in this part of York has become increasingly difficult over recent years, largely due to non-residents using the streets for long-stay or commuter parking. It often means that those of us who actually live here struggle to find space near our homes. The new permit scheme is a welcome change—it feels like a fair way to give residents priority access to limited parking.

I also appreciate that the scheme supports wider aims, such as reducing traffic in residential streets and cutting down on unnecessary vehicle emissions. As a local, I

Support R66

value cleaner air, quieter streets, and a neighbourhood that feels safer and more accessible.

The potential approval of new housing developments at the Barbican makes the introduction of this scheme even more timely. Increased housing density in the area will inevitably bring further pressure on local parking infrastructure. By establishing the permit system now, the Council is taking a proactive step to manage demand and protect the availability of residential parking as the community grows.

While there may be differing opinions, I believe the benefits of the scheme far outweigh any initial inconvenience. It promotes responsible parking, prioritises residents, and encourages more sustainable transport habits across the city. With good communication and planning, any impact on visitors or local businesses can be managed without compromising the positive impact the scheme brings to our community.

Thank you for taking steps to address a long-standing issue in a way that puts the needs of the local community first.

I would like to say ,I am very much I favour of the residents only parking area for wellington street and the surrounding area .in my opinion .the amount of cars parked now make the area dangerous. With no access for emergency vehicles .and as an elderly resident of 87 .and having lived in Wellington street for 60 years. I now find myself isolated due to friends and family not being able to visit due to there being zero available parking spaces .nearly all of this area is student accommodation. And as such there are now 3 or 4 cars to each house .these streets were not built for such traffic .and something needs to be done about it

In response to the proposed residents parking scheme, above; and as resident of 11 Belle Vue Street, I would like to register my support.
Please add my name to the list of those in favour of the scheme.

Hi I'm - from - Wellington Street York, YO10 5BD, I would like to confirm that I'm happy about !R66 residents parking area ! In that map showing from council letter ! My street includes to.

If you need any assistance please feel free to contact me on!

I am resident of - Gordon Street, York, YO10 5BG, and I would like to support the introduction of a permit scheme for my area. I was informed that Friday, July 25th is the deadline to express my support.

With very best wishes

I am emailing my support for the proposed residents parking area in R66. I live on Wolsley Street and a majority of the time it is very difficult to park, or in cases even drive down the street due to the bad parking.

While a lot of residents do not have vehicles, the issues are non-residents parking on the streets during the week. It makes it incredibly hard to drive places and not know

Support R66

there is going to be a space. Simple things like going to the supermarket or appointments are difficult when you have to park on a different street, or on Heslington Road which has a restriction time window. Similarly to this when appointments are at my house such as services or fitters they are often late trying to secure spaces.

It seems very unfair that as a homeowner I am unable to park on the street because people who don't live there have taken the spaces. Having permits is a good idea as it will detour these people who should be using public transport (which York is trying to encourage!!!) or the nearby car parks (there are lots).

My next point about the street is the WAY people park. I have commented before at people parking over white lines - making it difficult to get up the street, and cars are being damaged. I was told white lines are only "advisory", but this needs better thought because the streets are narrow and collisions are happening. I have also witnessed people clipping cars and just driving off - making it residents only will reduce this happening, surely? Similarly to this - people are driving way over 20mph. Residents do not do this. Any way to detour these bad practices is necessary.

Other areas of York have this in place so I don't understand why this has been an ongoing issue. I am also frustrated about the process of this consultation and the repeats of it. The Green Party have worked tirelessly to support and move this on and I feel the Council have not been respectful about this, or residents' views.

The reason why there were low numbers is that a lot of houses are multiple occupancy and the landlords will not get the notifications - please consider the residents who live here permanently and their experiences.

We are very much **in favour of the introduction of a parking permit scheme**, to be implemented as soon as possible.

At present, too many car-drivers (visitors) are parking in our street and walking or taking the bus into the city centre. Some even leave their cars for 2 weeks or more while they are away on holiday. Also, university students park here for days on end, when they have no real need for a car while attending the university.

With the added competition for parking spaces resulting from the 5 large developments which are either in progress or about to be started in the immediate district, the situation will become intolerable if the current free-for-all is allowed to continue.

We are the joint residents of - Belle Vue Terrace and we would wish to register our full support for the proposed scheme as outlined in your letter, and attached documentation, dated 04 July 2025.

We believe this to be essential given the plans for a major residential development on the corner of Barbican Road and Kent Street, as well as further extensive developments locally of student accommodation.

We hope our views will be duly considered.

Support R66

I am writing to confirm I am in support of the permit scheme proposed for the area around Heslington Road and surrounding side streets. I am currently a resident of Barbican Road.

I am writing to express my strong support for the introduction of parking permits to the R66 Wellington Street area. I believe this is a very positive and much-needed step toward prioritising residents' ability to park near their homes.

As a local resident, I have repeatedly experienced the difficulties of trying to find a parking space on my own street, largely due to the high volume of day tourists and commuters who use the area for free or convenient parking during working hours. This is a daily challenge for many residents, and one that has worsened in recent years.

As a paramedic working shifts, the issue is even more impactful. There have been numerous occasions when, after finishing a long and often emotionally demanding shift, I have been unable to find parking anywhere near my home. On some occasions, I have had to spend up to 30 minutes driving around the area before securing a space adding unnecessary stress at the end of an already challenging day.

The introduction of permit parking would help alleviate this ongoing problem and restore a sense of fairness for those who live and work in the area. It would go a long way in supporting key workers and local families who simply want to return home and park safely and reliably.

Thank you for considering the needs of local residents. I hope this policy is introduced swiftly and with the necessary support to ensure it delivers the intended benefits.

Do let me know if I can be of any further assistance or if you need in person representation.

As owner\occupier of _ Wellington Street for 45 years my wife and myself wish to support the introduction of a permit scheme.

Parking throughout this area is a nightmare so much that my wife became so emotionally stressed that she forfeited her driving licence.

Students' vacation would normally provide some relief but today parking is full to capacity.

It is critically important that residents parking is introduced soonest possible.

I am writing to confirm what I said at the last survey, and also during the petition in 2019: that I support the provision of a permit scheme for this area.

I live in Wolsley Street and have my business on Heslington Road and I have seen over the years how many people who don't live or work in this area are parking here.

They often park on my street and then walk off into town, sometimes for the whole day.

I am not a car owner but I do occasionally hire a car and find it very difficult to park outside my own house when I need to pick something up.

I would be happy to purchase permits for my visitors.

Hi, just to let you know that I fully support the proposed R66 residents parking scheme and I hope it is introduced soon. Thanks

I am emailing my support for this Priority Parking Scheme. Please proceed with these plans, the community needs this action.

I would like to confirm my support of the proposal R66 Wellington Street.

Support R66

This is for all the reasons previously submitted and presented to you plus noting the issue is further compounded by the lack of parking offering on the planned Barbican site development.

We fully support the proposed Residents Parking Scheme - R66 - on the following grounds. We believe it will alleviate the significant parking issues in the area, more specifically this area is used as a 'free to park' area by shoppers, visitors, city center workers, and building contractors etc. We also support the Heslington Road proposals as it will alleviate the congestion on what is the main route to the University. The parking issues on Heslington Road often render the road dangerous due to parking across the cycle paths and on the pavements. To be fully effective the newly established parking restrictions must be enforced by regular Traffic Enforcement patrol to ensure that the practice of parking on the corners of the streets and across alleyways within the zone does not continue.

We would also like to draw attention to the issue of people parking in access alleys behind the terraces, specifically tradesmen carrying out maintenance of the many **many** HMO's in the area and the students/residents of the HMO's,. We request that provision is provided by the Transport Executive to ensure that if ResPark 66 is approved the access alleys will not become the next 'free to park' location in this area as it would appear that the access alleys are outside the jurisdiction of Traffic Control. At the very least there needs to be clear No Parking, and Parking Prohibited signage in all the alleys in addition to the access points.

I am writing to express my full support of a 24hour residents priority parking scheme for R66 Wellington Street.

I have lived in the area for 20 years and I have witnessed the parking situation become almost impossible for its residents. In addition to the problems for residents to park near their homes, the situation is now so extreme that it is impossible to invite any people into the area for visits and this is especially difficult with elderly family members.

Thank you very much.

I am writing in support for the R66: Wellington Street residents parking scheme. Please proceed with these restrictions. Parking is extremely challenging for myself, dangerous roads and driving down these narrow roads. I support these changes whole heartedly.

I Fully support this scheme. Do not let this scheme dissolve, residents need this to proceed to support and protect the local community.

Letters signed by residents received by post

I live at the above address (Heslington Road) and would like to add my acceptance of and support for the proposed Residents Parking Scheme.

I live at the above address (Heslington Road) and would like to add my acceptance of and support for the proposed Residents Parking Scheme.

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I live at the above address (Heslington Road) and would like to add my acceptance of and support for the proposed Residents Parking Scheme.

Support R66

[illegible]

Support R66

I live at the above address (Willis Street) and would like to add my acceptance of and support for the proposed Residents Parking Scheme.
I live at the above address (Belle Vue Terrace) and would like to add my acceptance of and support for the proposed Residents Parking Scheme.
I live at the above address (Wolsley Street) and would like to add my acceptance of and support for the proposed Residents Parking Scheme.
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I live at the above address (Belle Vue Terrace) and would like to add my acceptance of and support for the proposed Residents Parking Scheme.

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I am writing on behalf of York Green Party to support implementation of the R66 proposal in full as a coherent approach, consistent with the council's latest adopted Transport Strategy. It should be noted that the consultation period fell within the University summer break meaning that many student properties will be empty and thus very unlikely to respond. On that basis alone it would be appropriate to discount registered HMOs from the non response rate calculation.

Secondly the order should be implemented as a whole, since any streets left as pockets of unrestricted parking will quickly become a magnet for residents unwilling to pay for a permit. Residents of Dower Court may want to implement a private permit scheme in parallel for this reason.

The 60min max visitor parking on the south side of Heslington Rd is important for passing trade for local businesses and should be monitored to ensure that spaces are still available for this, if needed excluding residents permit holders from longer term use of these spaces. For longer term parking by any local workers it should be pointed out that public parking is available at Q Park and the increased cost involved would be consistent with council policy to incentive use of public transport and active travel by which the area is well served.

Thirdly I should point out that there are several factors which will add to the pressure on the area and supports the urgency of making this order now:

The recent steep rise in city centre parking charges will mean more workers and visitors looking to park in this area.

The planning application for residential development of the Barbican site if approved will firstly result in contractor/ workers parking in the area and then new residents of the flats.

From this September hundreds more students will move into the two new student blocks on Fishergate with no on site parking and residents parking schemes covering the surrounding streets. The Wellington St area is the nearest remaining area where any staff or students might try to park.

For all these reasons we strongly urge the Executive Member to approve the order in full as a coherent and consistent policy to address the many problems which residents in the area have faced for many years. Once the order has been implemented the council should proactively survey remaining streets outside the scheme with a view to extending it to cover Barbican Mews and Farrar St., using a fit-for-purpose process that doesn't disadvantage long term residents because of non response from registered HMO student properties in the area. The council does need to implement the process review called for by the council motion passed in 2024.

Regards

York Green Party

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Petition presented on the 13th of May Transport Executive Member Decision Session signed by residents of Belle Vue Street as follows:

'Please find attached two photographs of a request to the council signed by the majority of residents of Belle Vue Street, YO10 5AY. The request asks the council NOT to drop the proposed R66 parking scheme. This renewed interest in the scheme results from new information about the lack of parking provision for the proposed development of flats at the Barbican'.

This is an urgent request on behalf of the residents of Belle Vue Street *not* to drop the proposed R66 parking scheme, but instead to refer it back for further consultation.

The consultation process for this scheme was implemented and concluded before anyone knew about the proposed development next to the Barbican for 240 new flats - which, as you can imagine, has potentially significant parking implications for the surrounding streets.

In our street, for example, the balance of opinion among several residents between support and opposition to the scheme has now largely swung in favour of the scheme due to the extra pressure on parking that we now know is likely to occur. Provision has only been made in Persimmon's planning application for 62 residents parking spaces, which amounts to 28% of the standard provision of one parking space per dwelling within York City Centre.

This is based on a) an estimate that only a small proportion of residents will want to own a vehicle, and b) the Council's Planning Officer's view that 'a car-free development would be fine'. No evidence is presented to support either of these assumptions and they seem to be wishful thinking more than anything else.

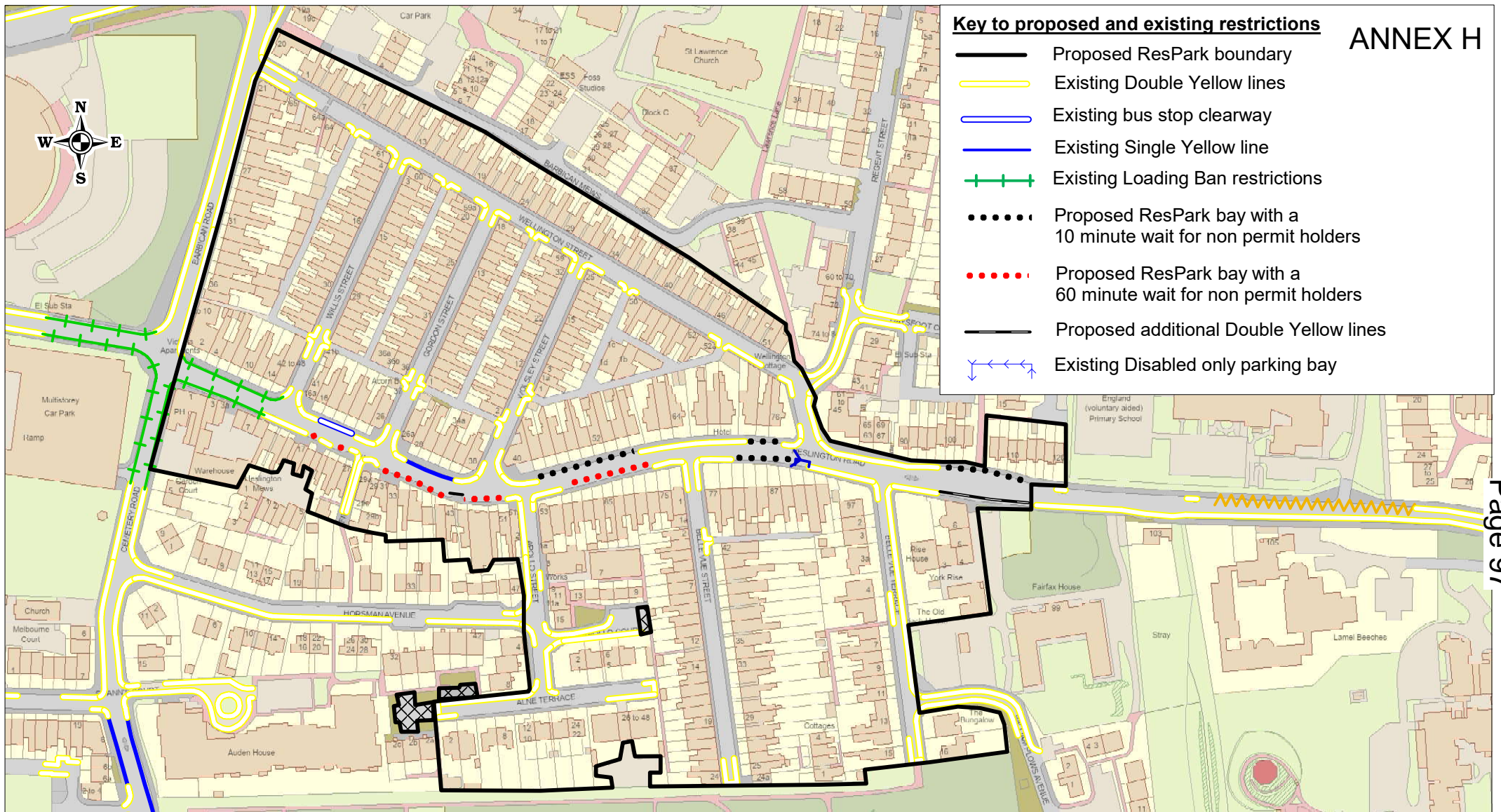
If they are wrong, and the very possible reality occurs that a greater proportion of residents will have a vehicle, then the pressure on the surrounding streets, which is already a cause for concern, could become intolerable.

We urge you, therefore, to keep the proposal for the R66 parking scheme open and to consider re-consulting residents in the light of these new and emerging developments.

NAME	BVS NUMBER
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Signatures from 22 properties out of a possible 48 dwellings located on Belle Vue Street.

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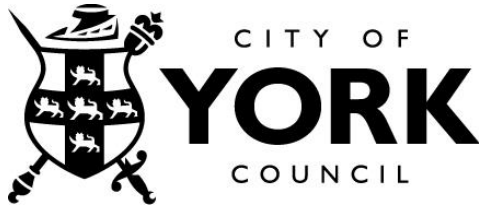


CITY OF
YORK
COUNCIL

R66 proposed boundary and restrictions on Heslington Road

SCALE	1 : 2300
DATE	July 2025
DRAWING No.	
DRAWN BY	
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To the owner/Occupier

Place Directorate

West Offices
Station Rise
York
YO1 6GA

Contact: Annemarie Howarth
Tel: 01904 551337
Email: highway.regulation@york.gov.uk

Date: 4th July 2025

Dear Sir/Madam

Response required for the advertised residents only parking restrictions in the Heslington Road area to be known as 'R66: Wellington Street'.

Further to the recent formal advertisement for the introduction of 24hour residents' priority parking restrictions in your area to include Heslington Road (part of), Wellington Street, Willis Street, Gordon Street, Wolsley Street, Apollo Street, Apollo Court, Alne Terrace, Belle Vue Street, Belle Vue Terrace and Barbican Road (part of) and subsequent Decision Session meeting which formally reviewed the representations received it was decided by the Executive Member to extend the consultation period, this is to ensure residents who have views on the proposals are aware that representations need to be made at this stage in addition to the initial consultation.

During the initial informal consultation stage, which took place at the end of January beginning of February 2024, we received a low response rate, however as the majority of those were in favour of taking the scheme forward a decision was given for the proposed scheme to progress to Statutory Consultation, which is the formal advertisement stage of the consultation process. During this stage, which was progressed in November 2024, the response rate was lower still, suggesting that many residents who had responded to the initial information consultation didn't realise that they also needed to respond to the Statutory consultation. As such the decision was made to extend the Statutory consultation period to give residents a chance to provide their final views on the resident parking proposals and ensure an informed decision can be made.

If you have any views for or against the introduction of residents parking restrictions these need to be provided as part of the current Statutory consultation. All views expressed during the Statutory consultation will be considered at a

further decision session where a final decision will be made dependant on the responses received at this final consultation stage.

We therefore ask you to consider the attached information, which includes updated permit costs, and if you have a view on the scheme, we encourage you to engage in the final process and provide your representations to us.

If you wish to make any representation to the proposals, in support or against, please respond by email to highway.regulation@york.gov.uk or in writing to the Director of City Development at the above West Offices address, no later than the 25th July 2025. If you require any additional information or clarification, please contact me by email on: annemarie.howarth@york.gov.uk or telephone: 01904 551337.

Yours faithfully

Annemarie Howarth

Annemarie Howarth
Traffic Projects Officer

Enc. Notice of proposals

Plan of the proposed R66 boundary and limited waiting restrictions
ResPark information and current permit costs

CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/63)
TRAFFIC ORDER 2024

Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4, 32, 35, 45, 46, 53 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act, proposes to make an Order which will have the effect of:

1. Introducing 'No Waiting at any time' restrictions in Heslington Road, York, on its south side:
 - (i) between points 23 metres and 28 metres west from the projected western kerbline of Apollo Street,
 - (ii) between a point 21 metres east from the projected eastern kerbline of Belle Vue Terrace (terminal point of the existing 'No Waiting at any time' restrictions) and a point 14 metres west from the projected western property boundary line of St Lawrence's Primary School (terminal point of the existing 'No Waiting at any time' restrictions).
2. Introducing a Residents' Priority Parking Zone (Zone) for all classes of Residents' Priority Permit Holders comprising of **Alne Terrace, Apollo Court, Apollo Street, Belle Vue Street, Belle Vue Terrace, Fitzroy Terrace, Gordon Street, Wellington Street, Willis Street, Wolsley Street and Heslington Road** between its junction with Barbican Road and a point 14 metres west from the projected western property boundary line of St Lawrence's Primary School, York the said Zone to be identified as Zone 66, that Zone to include all properties adjacent to and having direct private access to the said road.
3. Designating the existing unrestricted lengths of **Alne Terrace, Apollo Court, Apollo Street, Belle Vue Street, Belle Vue Terrace, Fitzroy Terrace, Gordon Street, Wellington Street, Willis Street, and Wolsley Street**, York within the proposed Zone described in paragraph 1 as a Residents' Priority Parking Zone for use only by Zone R66C 'Permit Holders' thereby providing unlimited parking for Permit Holders, the said lengths being identifiable by the placement of upright traffic signs at the Area 'entry' and 'exit' points (as opposed to the placement of Residents' Parking signs and road markings adjacent to the kerb).
4. Introducing 24-hour Monday-Sunday Residents Parking Places, providing unlimited parking for all classes of R66C permit holder and a limited parking period for none permit holders of 10 minutes with 60 minutes 'No Return' period, on Heslington Road, on its:
 - (i) north side, between the projected eastern property boundary line of No. 40 Heslington Road (terminal point of existing 'No Waiting at any time' restrictions) and a point 4 metres east from the projected eastern property boundary line of No. 56 Heslington Road (terminal point of existing 'No Waiting at any time' restrictions),
 - (ii) north side, between a point 3 metres east from the projected eastern property boundary line of No. 70 Heslington Road (terminal point of existing 'No Waiting at any time' restrictions) and a point 7 metres east from the projected eastern property boundary line of No. 74 Heslington Road (terminal point of existing 'No Waiting at any time' restrictions),
 - (iii) north side, between a point 20 metres east from the projected western property boundary line of No. 90 Heslington Road (terminal point of existing 'No Waiting at any time' restrictions) and a point 14 metres west from the projected western property boundary line of St Lawrence School,
 - (iv) south side, between the projected western property boundary one of No. 81 Heslington Road and a point 3m west from the projected western property boundary line of No. 93 Heslington Road.
5. Introducing 24-hour Monday-Sunday Residents Parking Places, providing unlimited parking for all classes of R66C permit holder and a limited parking period for none permit holders of 60 minutes with 60 minutes 'No Return' period, on Heslington Road, on its south side:
 - (i) between points 60 metres (terminal point of existing 'No Waiting at any time' restrictions) and 67 metres (terminal point of existing 'No Waiting at any time' restrictions) east from the eastern highway boundary line of Barbican Road,

- (ii) between points 71.5 metres (terminal point of existing 'No Waiting at any time' restrictions) and 81 metres (terminal point of existing 'No Waiting at any time' restrictions) east from the eastern highway boundary line of Barbican Road,
- (iii) between points 94 metres east from the eastern highway boundary line of Barbican Road (terminal point of existing 'No Waiting at any time' restrictions) and a point 28 metres west from the projected western kerbline of Apollo Street,
- (iv) between points 5 metres and 23 metres west from the projected western kerbline of Apollo Street, thereby revoking the existing 60 minute 10am - 4pm Monday – Friday parking place from within that length,
- (v) between the projected eastern property boundary line of No. 55 Heslington Road (terminal point of existing 'No Waiting at any time' restrictions) and the projected western property boundary line of No. 75 Heslington Road (terminal point of existing 'No Waiting at any time' restrictions).

A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 25th July 2025

Dated: 4th July 2025

Director of City development
Network Management, West Offices, Station Rise, York, YO1 6GA
Email: highway.regulation@york.gov.uk



Meeting:	Decision Session – Executive Member for Transport
Meeting date:	18 November 2025
Report of:	Garry Taylor - Director of City Development
Portfolio of:	Councillor Ravilious - Executive Member for Transport

Decision Report: Proposed diversion of public footpath Nether Poppleton 1

Subject of Report

1. Diverting a section of the public footpath Nether Poppleton 1 from the north side of the existing hedgerow to the south side.
2. The application to divert part of the public footpath has been made by the land owner to enable solar development.

Benefits and Challenges

3. Diverting a section of the footpath will enable maximum use of the field to the north of the existing hedgerow for solar development and therefore maximise agricultural diversification for the land owner.
4. The proposed new section of footpath will have a recorded, legal width of 2 metres which is wider than the current recorded, legal width of 1 metre.
5. The total length of the new section of proposed footpath (379 metres) will be approximately 10 metres longer than the current section of footpath (369 metres), therefore there will be no appreciable increase in travel time and distance for users.
6. The proposed new section of footpath will have a similar, arable surface and gradient to the current section of footpath.

7. The proposed new section of footpath will direct users away from the solar farm construction activities.
8. All costs associated with this proposed diversion will be met by the land owner. This includes the costs associated with administering the diversion order process and any works required to bring the new section of footpath into a fit condition for use by the public.

Policy Basis for Decision

9. The proposals included in this report relate to the Council Plan for 2023-27 commitments and priorities, specifically:
 - a. Commitment: Climate, which states, “prioritise safe active travel in our Movement Plan and in routes to school”.
 - b. Commitment: Health, which states, “encourage healthy travel options to maintain healthy lifestyles”.
 - c. Priority: Health and Wellbeing, which states, “All York residents (young, old and future residents) will...be able to actively participate in their communities.”
 - d. Priority: Transport, which states, “York’s transport networks will be inclusive and sustainable, connecting neighbourhoods and communities”.

Financial Strategy Implications

10. The financial implications of the recommended option are set out below.
11. The Local Authorities (Recovery of Costs for Public Path Orders) Regulations 1993 (S.I. 1993/407), amended by regulation 3 of the Local Authorities (Charges for Overseas Assistance and Public Path Orders) Regulations 1996 (S.I. 1996/1978), permit authorities to charge applicants the costs of making orders under S119 of the Highways Act 1980. Therefore, there are no financial implications as the land owner will meet all the costs incurred by the diversion process, from initial application to completion (minor levelling and grass seeding) of the new section of footpath on the ground.
12. If objections to the making of the order are received during the statutory consultation and these are unable to be resolved, this removes the power of the Council to confirm the order. If the council

considers it appropriate, the matter can either be referred to the Secretary of State for Environment, Food and Rural Affairs to consider the objections and make a final decision or the council must abandon the order. The council are not permitted to charge the applicant for sending an opposed order to the Secretary of State for confirmation. However, unresolved objections from the public may suggest that the proposal may not meet the legal criteria to be applied at the confirmation stage and the matter would be reported to the Executive Member for a decision to be made whether to abandon the order.

13. The current section of footpath is highway maintainable at public expense. The proposed new section of footpath will continue to be highway maintainable at public expense. The council currently cuts the surface of the existing footpath as part of the public rights of way (PROW) annual cutting programme. The path will continue to be included in the annual programme, and as there will be very little change in the footpath's length and surface, there will be no appreciable increase in maintenance costs. The land owner will continue to be responsible for cutting back any overgrowing vegetation.
14. There will be no cost incurred by the council moving the existing public footpath signs as the starting point and termination point will stay the same. Way-marker posts may need to be installed initially to signpost users to the new route, for which the council are responsible, but this cost will be minimal.
15. Compensation can be claimed for the making of Diversion Orders, under S28 of the Highways Act 1980. However this proposal is at the request of the owner of the land over which runs the section of footpath to be diverted and they have agreed to defray any compensation which becomes payable in consequence of the coming into force of this order and any expenses which are incurred in bringing the new site of the path into fit condition for use by the public. This will be laid out in the Order. The owner of the land over which runs the diversion route has also agreed to defray any compensation.

Recommendation and Reasons

16. That the Executive Member authorises:

- (1) The making of a public path order under S119 of the Highways Act 1980 to divert part of the public footpath Nether Poppleton 1 by creating a new public path and extinguishing the current public path as illustrated on the map attached to this report on the grounds that it is expedient in the interests of the owner of the land crossed by the path.
- (2) Public notice of the making of the order be given and if no objections are received within the period specified, or if objections received are subsequently withdrawn, authorises the confirmation of the order.
- (3) In the event the order is confirmed to authorise the making of a legal event modification order to change the Definitive Map.

Reasons

17. The council is satisfied that the proposed diversion order meets the legislative requirements for making an order as set out under S119 of the Highways Act 1980, on the ground that it is expedient to divert the path in the interests of the owner of the land crossed by the path.
18. If the order is unopposed, it is considered that all the legal tests referred to in paragraph [33] below for confirming a diversion order are satisfied. The proposed new section of footpath is not considered substantially less convenient to the public than the current route, as it will be wider, of similar surface and with no significant increase in travel time and distance.

Background

19. S119 of the Highways Act 1980 gives City of York Council (CYC), as local highway authority, the power to divert public footpaths, bridleways, and restricted byways by making a public path diversion order where it is expedient to do so and in the interests of either:
 - a. the owner, lessee or occupier of land crossed by the path or way or,
 - b. the public,

but only where the diverted route would be substantially as convenient to the public.

20. Additionally, any diversions made under S119 of the Highways Act 1980 shall not alter a termination point of a path or way:
 - a. If that point is not on a highway, or
 - b. (where it is on a highway) otherwise than to another point which is on the same highway, or a highway connected with it, and which is substantially as convenient to the public.
21. As the proposed diversion of public footpath Nether Poppleton 1 does not alter the termination points of the way these conditions do not apply to the proposal.
22. Under S119(A) of the Highways Act 1980, the council must consider any material provisions of their Rights of Way Improvement Plan (ROWIP). The ROWIP is intended to be a mechanism for improving the network of public rights of way (PROW) and other non-motorised routes in light of the needs of all types of users. It is not designed to provide detailed solutions to access problems in every locality, but to take a strategic approach to managing public access. York's ROWIP is currently in draft format. The council are satisfied that the proposal meets the aspirations of the draft ROWIP.
23. Planning permission for Poppleton Solar Limited (23/02254/FUL) was approved on 5 September 2024, which included the planned diversion of the footpath as mitigation for visual impacts.
24. An eastern section of the footpath, which is not included in this diversion, was previously diverted in 2005. The alignment, before the 2005 diversion, ran closer to the farm buildings.
25. Both the current section of footpath and proposed new section of footpath are shown on the map attached to this report.

Consultation Analysis

26. An initial consultation was carried out between 4 August 2025 and 5 September 2025. Responses were received from Northern Powergrid, York Consortium of Drainage Boards, Councillor Hook, CYC Natural Environment, Nether Poppleton Parish Council, National Highways, Northern Gas and The Ramblers.

27. Northern Powergrid, York Consortium of Drainage Boards, CYC Natural Environment and Northern Gas had no objections.
28. Councillor Hook, Nether Poppleton Parish Council and The Ramblers supported the proposed diversion.
29. The Ramblers commented that the proposed diversion was 'Much appreciated compared to no hedge twist path and solar farm'.
30. National Highways had no comment.
31. There will be a second, formal consultation if the Executive Member authorises the making of an order. This is required by the Highways Act 1980.

Options Analysis and Evidential Basis

32. Option 1. That the Executive Member authorises the making of a public path order to divert part of public footpath Nether Poppleton 1 by creating a new public path and extinguishing the current public path as illustrated on the map attached to this report, that public notice of the making of the order be given and if no objections are received within the period specified, or if received objections are subsequently withdrawn, authorises the confirmation of the order.
33. If objections are received and not withdrawn, then the matter will be referred back to the Executive Member to decide whether the proposal is abandoned or sent to the Secretary of State for a final decision.
34. This option is recommended as it is expedient in the interests of the land owner and the council is satisfied that the legislative requirements referred to in paragraph 18 of this report for making an order have been met. Those in support of the order have commented that it does not change the overall length of the route (there is an increase of 10 metres) and the wider footpath will make the diversion more comfortable for walkers. Supporters have also commented that the separation of the footpath and solar development by the hedgerow will be appreciated. There have been no objections at pre-order initial consultation stage.

35. In the event the Order receives no objections or any objections that are made are subsequently withdrawn, the council has the power to confirm the Order. Before doing so the council must be satisfied the order is expedient as referred to in paragraph 18 above. It must also be satisfied that the path will not be substantially less convenient to the public as a consequence of the diversion and consider whether it is expedient to confirm the order considering:

- i. The effect the diversion would have on the public's enjoyment of the whole path. The responses to the initial consultation indicate that the diversion will increase the public's enjoyment of the route.
- ii. The effect of the Order on the land crossed by the current route and the new route. The land owner have agreed to defray any compensation that may become.
- iii. material provisions of the council's ROWIP.

It is considered that the proposed diverted path will be a satisfactory alternative to the current one and that the legal tests for the making and of a diversion order are satisfied. Subject to any matters that may be raised should the order be made and advertised, it is also considered that the proposal meets the legal criteria for confirming the order .

36. There will be a no practical change in maintenance costs to the council as we are still responsible for the annual cutting of the footpath.

37. Option 2. That the Executive Member does not authorise the making of the diversion order.

38. This option is not recommended. Although the making of a diversion order is a power that the council can choose to exercise, the application to divert the path has been made by the land owner.

39. as it is their interest that the path be diverted. The new alignment will have a wider recorded, legal width, similar surface and length.

40. As this meets the requirement of the legislation for both making and confirming the order (subject to any matters that may be

raised should the order be made and advertised) the application can be progressed to statutory consultation.

Organisational Impact and Implications

41. **Financial** - There are no financial implications to the Council. All costs associated with this proposed diversion (from initial application to completion) will be met by the land owner. This includes the costs associated with administering the diversion order process and any works required to the new section of footpath.
42. **Human Resources** - There are no HR implications contained within this report.
43. **Legal** — In accordance with Section 119(1) of the Highways Act 1980 it is within the Council's discretion to make the order if it appears to the Council to be expedient to do so in the interests of the public or of the owner, lessee or occupier of the land crossed by the path.

The confirming body for the order must also be satisfied that the diversion is expedient, as described above, and that the path will not be substantially less convenient to the public as a consequence of the diversion. The confirming body must also be satisfied that it is expedient to confirm the order having regard to:

- The effect the diversion would have on public enjoyment of the path as a whole
- The effect on other land served by the path
- Any provisions for compensation
- Any material provision within a Rights of Way Improvement Plan and the effect of the path or way on the needs of agriculture, forestry and biodiversity.

The Council has the discretion not to make an order if it does not consider that the statutory criteria to enable it to confirm the order can be met.

The footpath diversion will not be effective unless the order is confirmed by the confirming body (ie the Council or if there are unresolved objections, the Secretary of State). The effect of a

confirmed order is to create a new right of way and extinguish the old.

If the order is confirmed it will be necessary to modify the Definitive Map & Statement. The Council have a statutory obligation to continuously review the Map & Statement.

- 44. **Procurement** – No comments received.
- 45. **Health and Wellbeing** - There are no implications from a public health perspective.
- 46. **Environment and Climate** – There are no implications from an environment and climate perspective.
- 47. **Affordability** – There are no affordability implications of the report.
- 48. **Equalities and Human Rights** - In this instance I have nothing further to add.
- 49. **Data Protection and Privacy** - The completion of data protection impact assessment (DPIA) screening questions evidenced there would be no processing of personal data, special categories of personal data or criminal offence data processed, so there is no requirement to complete a DPIA.
- 50. **Communications** - There are no specific corporate communications implications, as the change is very localised. We will be able to assist with any response to media interest, should this occur.
- 51. **Economy** - Just to confirm no implications from my side/service area.

Risks and Mitigations

- 52. No additional risks identified other than those stated in Options above.

Wards Impacted

53. Rural West York.

Contact details

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

Author

Name:	Garry Taylor
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Service Area:	Environment, Transport and Planning
Telephone:	1263
Report approved:	
Date:	

Co-author

Name:	Molly Kay
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Service Area:	Transport/Rights of Way
Telephone:	4654
Report approved:	
Date:	

Annexes

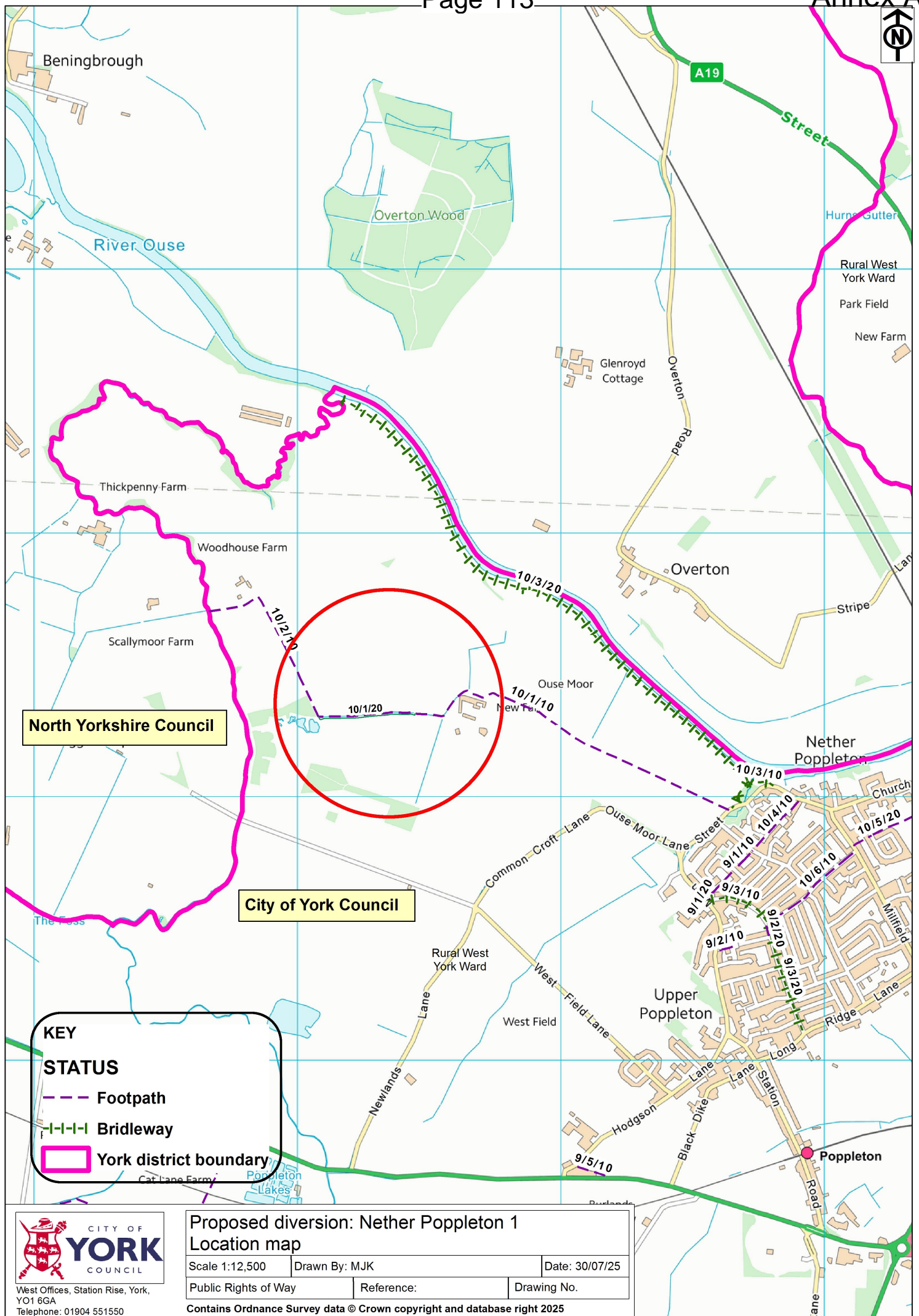
Annex A Nether Poppleton 1 proposed diversion location map

Annex B Nether Poppleton 1 proposed diversion route

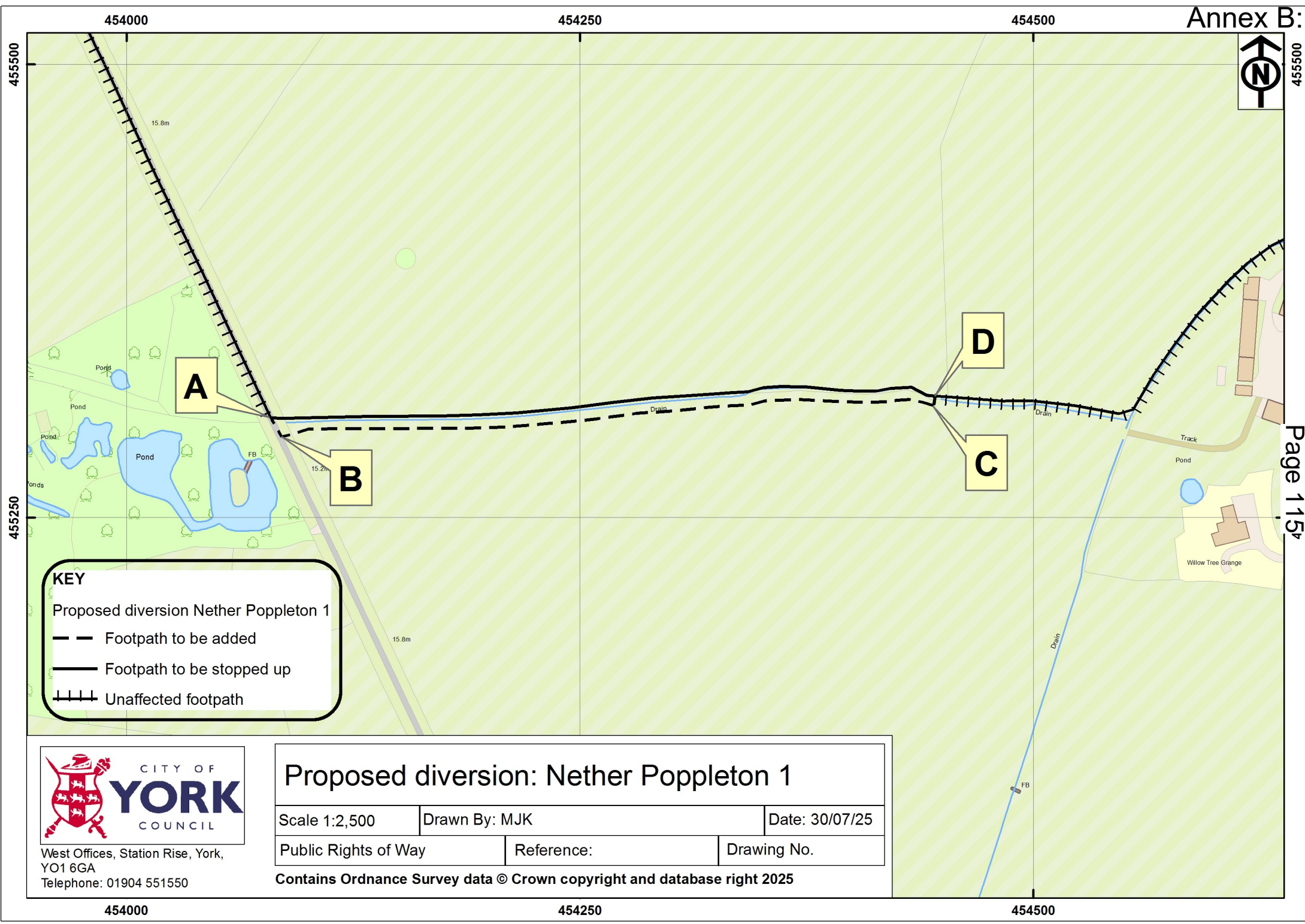
Annex C Nether Poppleton 1 Equalities Impact Assessment

Appendices

Appendix 1 23/02254/FULM – Approval for Planning Permission



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West Offices, Station Rise, York,
YO1 6GA
Telephone: 01904 551550

Proposed diversion: Nether Poppleton 1

Scale 1:2,500	Drawn By: MJK	Date: 30/07/25
Public Rights of Way	Reference:	Drawing No.

Contains Ordnance Survey data © Crown copyright and database right 2025

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City of York Council

Equalities Impact Assessment

Who is submitting the proposal?

Directorate:		City Development	
Service Area:		Rights of Way	
Name of the proposal:		Proposed diversion of public footpath Nether Poppleton 1	
Lead officer:		Molly Kay	
Date assessment completed:		4 September 2025	
Names of those who contributed to the assessment:			
Name	Job title	Organisation	Area of expertise
Laura Williams	Assistant Director of Housing and Communities	City of York Council	Equalities and Human Rights
David Smith	Access Officer	City of York Council	Accessibility

1.1	<p>What is the purpose of the proposal?</p> <p>Please explain your proposal in Plain English avoiding acronyms and jargon.</p>
	<p>This proposal relates to the proposed diversion of a section of the public footpath Nether Poppleton 1 from the north side of the existing hedgerow to the south side.</p> <p>The application to divert part of the public footpath has been made by the landowner to enable solar development.</p> <p>This Equalities Impact Assessment investigates the impact the above proposal will have on the accessibility of the path for people who have a protected characteristic.</p>

Step 1 – Aims and intended outcomes

1.2	Are there any external considerations? (Legislation/government directive/codes of practice etc.)
	<p>The diversion will be made under S119 of the Highways Act 1980. The making of a diversion order is a power that the council can choose to exercise. There is no guarantee that the order to divert the footpath will be successful. If there are strong, unresolved objections to the order to divert the path, the proposal may be referred to the Secretary of State for determination, however in this scenario it is likely that the council will abandon the order. It is the officer's opinion that the diversion meets the statutory tests, which is that it is expedient to divert the path in the interests of the owner of land crossed by the path.</p> <p>Under S119(A) of the Highways Act 1980, the council must consider any material provisions of their Rights of Way Improvement Plan (ROWIP). The ROWIP is intended to be a mechanism for improving the network of public rights of way and other non-motorised routes in light of the needs of all types of users. It is not designed to provide detailed solutions to access problems in every locality, but to take a strategic approach to managing public access. York's ROWIP is currently in draft format. The council are satisfied that the proposal meets the aspirations of the draft ROWIP.</p>

1.3	Who are the stakeholders and what are their interests?
	<p>City of York Council – The Highway Authority. Duty to assert and protect the use of the public footpath for members of the public and to maintain the surface. Powers to make the required Public Path Order to divert the footpath.</p> <p>The landowner– The owner of the land over which the footpath passes.</p> <p>Current and future users of the routes – Health and recreational use by walkers and runners.</p> <p>Other stakeholders – Statutory utilities who may have services, access points, pipework, telecommunications poles or cabling near or along the route.</p>
1.4	What results/outcomes do we want to achieve and for whom?
	<p>Links to Council Plan: Two of the key outcomes are: Climate and Health.</p> <p><u>Climate – Environment and the climate emergency</u> The diversion of the existing footpath will continue to allow use by pedestrians, and to provide a convenient off-road, active travel and sustainable means of travelling.</p> <p><u>Health - Health and wellbeing</u> The diversion of the footpath will continue to help the city meet the 10 ‘big goals’ of the current Council Plan’s Health and Wellbeing Strategy, in particular:</p> <p>2. Support more people to live with good mental health, reducing anxiety scores and increasing happiness scores by 5%</p> <p>5. Reverse the rise in the number of children and adults living with an unhealthy weight</p>

	<p>9. Reduce sedentary behaviour, so that 4 in every 5 adults in York are physically active</p> <p>10. Reduce the proportion of adults who report feeling lonely from 25% to 20% of our population</p> <p>Leisure users and commuters will continue to benefit from improved physical/mental health and wellbeing for example dog walking, jogging and enjoyment of green space as a place to relax and meet up with others.</p>
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Step 2 – Gathering the information and feedback

2.1	What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights?	
	Source of data/supporting evidence	Reason for using
	Application from the landowner	This helps us understand the needs of the individual landowner and their reason for applying for the diversion, which is to enable solar development. It allows us to understand what impact their day-to-day working activities can have on those with a protected characteristic.
	Responses from initial consultation	To gauge public opinion on the proposed diversion. An initial consultation was carried out between 4 August 2025 and 5 September 2025. Responses were received Northern Powergrid, York Consortium of Drainage Boards, CYC Natural Environment and Northern Gas, all of whom had no objections to the proposed diversion. Councillor Hook, Nether Poppleton Parish Council and The Ramblers all supported the proposed diversion. Please note there will be a second consultation if the Executive Member authorises the making of an order. This is required by the Highways Act 1980.
	Data from the council's rights of way management systems	Records of reports and comments taken from members of the public regarding the condition of the current footpath. There have been no reports from the public regarding the state and condition of the section of footpath except for a report in June 2025. This was a report of overgrowth along the path but this was due to a delay in the council's annual maintenance cutting programme, therefore this was not the responsibility of the landowner.

Previous diversion in 2005	An eastern section of the footpath, which is not included in this diversion, was previously diverted in 2005. The alignment, before the 2005 diversion, ran closer to the farm buildings.
Information gathered from PROW Officer's site visits and correspondence with the landowner	To give an indication of the use of the path and by whom. The suitability of the proposed diversion has been assessed by officers and discussed with the landowner. This assessment included discussions regarding the alignment of the proposed diversion, increasing the available width to all users, effectively separating users from the solar farm development and any surface improvements that are required. There is no furniture on the current or planned section of footpath.
ROWIP (draft under review)	Examines, in detail, the needs of users, ensuring we consider the accessibility for disabled people. Information was gathered from various publications and a wide consultation, including a 'Talk About Panel' survey. The survey was carried out in the local area, to help the council take the first steps towards improving the rights of way network.
Countryside for All Good Practice Guide (2005) The Fieldfare Trust	Provides a series of tools and outlines suggested processes which can lead to better countryside access for disabled people, with due regard to economic and environmental constraints.
The Ramblers	Provide advice and recommendations on how to make footpaths more accessible for all users.

Step 3 – Gaps in data and knowledge

3.1	What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.	
Gaps in data or knowledge		Action to deal with this
If the proposed section of the footpath will be used as frequently as the current section of the footpath is used		As there is only a minimal increase in travel time and distance (approximately 10 metres) and the surface will remain the same, there will be no appreciable difference to users. It will also provide users with an increased recorded, legal width from the current 1 metre to 2 metres. There are minimal works required to the new section of footpath to bring it up to a satisfactory standard (minor levelling and grass seeding at the western end of the footpath). Nevertheless, we will monitor use of the new route.

Step 4 – Analysing the impacts or effects.

4.1	Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments? Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.		
Equality Groups and Human Rights.	Key Findings/Impacts (Think about these in terms of physical, operational and behavioural impacts)	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
Age	<p>Length The proposed new section of footpath (379 metres) will be approximately 10 metres longer than the current section of footpath (369 metres), therefore there will be no appreciable increase in travel time and distance for people with this protected characteristic.</p> <p>Width The proposed new section of footpath will have a recorded, legal width of 2 metres which is wider than the current recorded, legal width of 1 metre. This may provide some benefit for people with this protected characteristic.</p>	<p>0</p> <p>+</p>	<p>L</p> <p>L</p>

	<p>Surface (terrain) The proposed new section of footpath will have a similar, arable surface and gradient to the current section of footpath.</p>	0	L
	<p>Furniture The current and proposed section of footpath do not include any furniture such as gates or stiles.</p>	0	L
	<p>Personal safety There is a generally agreed perception that older people are more fearful of crime and anti-social behaviour, so they may be wary of using a field-edge path for personal safety reasons however this would be applicable to the current and proposed footpath.</p>	0	L
Disability	<p>Length The proposed new section of footpath (379 metres) will be approximately 10 metres longer than the current section of footpath (369 metres), therefore there will be no appreciable increase in travel time and distance for people with this protected characteristic.</p>	0	L
	<p>Width The proposed new section of footpath will have a recorded, legal width of 2 metres which is wider than the current recorded, legal width of 1 metre. This may provide some benefit for people with this protected characteristic.</p>	+	L

	<p>Surface (terrain) The proposed new section of footpath will have a similar, arable surface and gradient to the current section of footpath.</p>	0	L
	<p>Furniture The current and proposed section of footpath do not include any furniture such as gates or stiles.</p>	0	L
	<p>Signage The new section will be clearly signposted to make users aware of the change in route. After a recent review of timber signposts on York's public rights of way, a decision was made to implement a change in service and to install metal signposts on the network going forward. Feedback from visually-impaired people is that these signs are much easier to read and consequently encourage use of the right of way.</p>	+	M
	<p>Noise The solar development in the field to the north of the proposed diversion may cause temporary noise disturbance whilst construction activities are ongoing. This may cause anxiety for neurodivergent people and for those who are sensitive to noise.</p>	0	L

	<p>A preliminary noise assessment has been undertaken by ITP Energised for the proposed solar development which modelled the inverters and solar arrays and determined that the predicted noise levels arising from the proposed development are sufficiently low that the proposed development would give a negligible contribution to the background noise level. This assessment concludes that noise impacts associated with the proposed development will be low. The difference between the predicted operational level and the assumed background levels are such that it is likely that the proposed development will be inaudible at all noise sensitive receptors, i.e. nearby residences.</p> <p>However, the above impacts identified are a consequence of the solar development and not the proposed diversion. The proposed diversion will divert users away from construction activities and the solar development once completed.</p> <p>Impact Some disabled people, especially those who are neurodiverse, blind or visually impaired, ambulant disabled, use a wheelchair (whether powered or manual) or other mobility device will continue to have difficulty using the footpath. The terrain of the footpath remains as before but accessibility will be improved by the slightly wider footpath.</p>	<p>0</p> <p>0</p> <p>+</p>	<p>L</p> <p>L</p> <p>M</p>
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Gender	Lone females, especially at night-time, may feel vulnerable and prefer to stick to well-lit, busier areas. They may be wary of using an unlit field-edge path for personal safety reasons however this would be applicable to the current and proposed footpath.	0	L
Gender Reassignment	No effects identified		
Marriage and civil partnership	No effects identified		
Pregnancy and maternity	Length The proposed new section of footpath (379 metres) will be approximately 10 metres longer than the current section of footpath (369 metres), therefore there will be no appreciable increase in travel time and distance for people with this protected characteristic.	0	L
	Width The proposed new section of footpath will have a recorded, legal width of 2 metres which is wider than the current recorded, legal width of 1 metre. The increased width of the route may make the path more accessible to people with pushchairs.	+	L
	Surface(terrain) The proposed new section of footpath will have a similar, arable surface and gradient to the current section of footpath. Those with pushchairs will have difficulty crossing either route as they are both equally as uneven.	0	L

	Furniture The current and proposed section of footpath do not include any furniture such as gates or stiles. Therefore there is no risk to small children or toddlers getting their fingers caught or trapped in gates. Those with pushchairs will not need to struggle with the additional effort required to manoeuvre pushchairs around and through gates. The above also applies for people whose pregnancy means they are less mobile.	0	L
Race	No effects identified		
Religion and belief	No effects identified		
Sexual orientation	No effects identified		
Other Socio-economic groups including:	Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?		
Carer	<ul style="list-style-type: none"> Carers could personally have the same characteristic as any other group listed above and would therefore experience the same benefits. Carers who look after others who have a protected characteristic, may experience the same benefits/ issues as those with that protected characteristic. 	+/-	L
		+/-	L
Low income groups	The diversion order continues to benefit the rights of way network, meaning there are still opportunities for free	+	L

	access to the countryside and the health and well-being benefits that brings.		
Veterans, Armed Forces Community	No effects identified		
Other	No effects identified		
Impact on human rights:			
List any human rights impacted.	No impacts identified		

Use the following guidance to inform your responses:

Indicate:

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

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

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

Step 5 – Mitigating adverse impacts and maximising positive impacts

5.1	Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?
<p>As there is no significant difference between the current footpath and proposed footpath, there is not any unlawful prohibited conduct which has been identified or unwanted adverse impact. There will be a minor increase in width from 1 metre to 2 metres, which may benefit people with certain protected characteristics.</p> <p>Any unwanted adverse impacts identified are a consequence of the solar development and not the proposed diversion. The proposed diversion will divert users away from construction activities and the solar development once completed.</p>	

Step 6 – Recommendations and conclusions of the assessment

6.1	Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:
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- **No major change to the proposal** – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.
- **Adjust the proposal** – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance equality or to foster good relations.
- **Continue with the proposal** (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty
- **Stop and remove the proposal** – if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed.

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

Option selected	Conclusions/justification
No major change to the proposal	There is no potential for unlawful discrimination or adverse impact and officers have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.

Step 7 – Summary of agreed actions resulting from the assessment

7.1	What action, by whom, will be undertaken as a result of the impact assessment.		
Impact/issue	Action to be taken	Person responsible	Timescale
To enable solar development on the applicant's land, whilst providing users with an alternative route which is not considered less convenient than the current one.	To authorise the making of the order to divert Nether Poppleton 1 using S119 of the Highways Act 1980.	Director of City Development	Executive Member Decision Session to be held on Tuesday 18 November 2025

Step 8 - Monitor, review and improve

Monitor use of the proposed route and requests for action received by the rights of way team, paying particular attention relating any to equality of access and enjoyment.

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**Approve Planning Permission****TOWN AND COUNTRY PLANNING ACT 1990****To:**

Mrs Pippa Gardner
David Bell Planning Ltd
26 Alva Street
Edinburgh
EH2 4PY

Application at:

Land To The South Of New Farm Lords Lane
Nether Poppleton York

For:

Installation of a solar farm with associated
infrastructure, access, security fencing and
landscaping

By:

Mark Wood, Poppleton Solar Limited

Application Ref No:

23/02254/FULM

Application Received on:

6 December 2023

CONDITIONS OF APPROVAL:

1 The development shall be begun not later than the expiration of three years from the date of this permission.

Reason: To ensure compliance with Sections 91 to 93 and Section 56 of the Town and Country Planning Act 1990 as amended by section 51 of the Compulsory Purchase Act 2004.

2 The development hereby permitted shall be carried out in accordance with the following plans:-

Drawing Refs: Conceptual Elevation Details AMPYR-Poppleton-DWG-AL-002
Site Layout Plan Fig 4.1a)
Solar Panel Cross Section and Elevation. Drawing 1
MV Station Elevation Fig 4.3

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CCTV Security Camera Elevation Fig 4.8
Submission Design with Grid Connection Rev 1
PROW footpath diversion Rev 1
Distance to Drains/Watercourses FRDA-XXX-01
Landscape Mitigation Plan 0562_Fig 5 Rev 5
Fencing Detail Fig 4.5 Rev R0
Access Gate Elevations Fig 4.6 Rev R0
Location Plan Drawing 3.1

Reason: For the avoidance of doubt and to ensure that the development is carried out only as approved by the Local Planning Authority.

3 No development shall take place (including enabling works) until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority.

The CEMP: Biodiversity shall include, but not be limited to the following:

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of 'biodiversity protection zones' (additional plans/drawings could be provided to highlight areas to be avoided).
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction.
- d) Programme of pre-commencement checking surveys (e.g., Badgers, Otters, nesting birds, etc.).
- e) The location and timing of sensitive works to avoid harm to biodiversity features.
- f) Use of directional lighting during construction, which will not shine upon the site boundaries, hedgerows, or trees within the site.
- g) The location of all storage of materials and parking and manoeuvring of vehicles during works.
- h) Details of pollution prevention measures to avoid harm to watercourses/water bodies.
- i) Measures to protect deer, Badgers, Brown hares, Foxes and Hedgehogs who might otherwise access the site for foraging and commuting purposes including and not limited to, precautionary working methods to prevent accidental harm or injury to animals, removal of tree or shrub cuttings from the site and the covering of trenches and capping of any open pipes.
- j) Measures to protect amphibians and reptiles.
- k) Details of biosecurity measures to stop the spread of Invasive Non-Native Species.
- l) The times during construction when specialist ecologists need to be present on site to oversee works.
- m) Responsible persons and lines of communication.
- n) The roles and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.

- o) Use of protective fences, exclusion barriers and warning signs (including watercourse, trees, woodlands and hedgerow protection).

Reason: To facilitate the protection of notable/sensitive ecological features and habitats on the application site and within the local area.

4 Construction works, including ground clearance and enabling works, shall not in any circumstances commence unless the local planning authority has been provided with either:

- a) A licence issued by Natural England pursuant to Regulation 53 of The Conservation of Habitats and Species Regulations 2017 (as amended) authorising the specified activity/development to go ahead; or b) A statement in writing from the relevant licensing body to the effect that it does not consider that the specified activity/development will require a licence; or
- c) Confirmation that the site is registered on a Low Impact Class Licence issued by Natural England; or
- d) A countersigned IACPC certificate issued by Natural England is provided, stating the site is eligible for District Level Licencing.

Reason: To ensure Great crested newts and their habitat are protected during the proposed works. Great crested newts and their habitat are protected by the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2017 (as amended).

5 An updated Landscape and Ecological Management Plan (LEMP), shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the development.

The content of the LEMP shall include, but not be limited to the following:

- a) Description and evaluation of features to be managed, including all newly created habitat and enhancement features (i.e., bat and bird boxes, invertebrate hibernacula, etc.).
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions, including reinstatement/enhancement of work areas, haulage/access roads and site compounds.
- f) Preparation of a work schedule (including an annual work plan, to include the lifespan of the solar farm).
- g) Programme of ecological surveying, management and protection measures to support decommissioning works.

- h) Details of the body or organisation responsible for implementation of the plan.
- i) Ongoing monitoring and remedial measures.
- j) Establish BNG monitoring and reporting programme - to be submitted to the LPA. As a minimum, the monitoring programme should include:
 - o Confirmation of the number of Biodiversity Units present based on a survey at an appropriate time of year and how this compares to the target units.
 - o Where target conditions for habitats/units are not yet met provide an assessment of time to target condition for each habitat and any changes to management that are required.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The approved LEMP will be implemented in accordance with its terms.

Reason: To take account of and enhance the biodiversity and wildlife interest of the area, and to be in accordance with Paragraph 180 (d) of the NPPF to contribute to and enhance the natural and local environment by minimising impacts on, and providing net gains for biodiversity, including establishing coherent ecological networks that are more resilient to current and future pressures.

To ensure wildlife mitigation, compensation and enhancements measure are managed and maintained appropriately.

6 No development shall take place until there has been submitted and approved in writing by the Local Planning Authority a detailed landscape scheme which shall include the species, stock size, density (spacing), and position of trees, shrubs and other plants; and seeding mix and sowing rate where applicable. It will also include details of tree pits and ground preparation. This scheme shall be implemented within a period of six months of the start of on-site development operations and shall be completed by the end of the next planting season. Any trees or plants which within the lifetime of development, die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species, unless the Local Planning Authority agrees alternatives in writing. This also applies to any existing trees that are shown to be retained within the approved landscape scheme.

Reason: So that the Local Planning Authority may be satisfied with the variety, suitability, and disposition of species across the site, since the landscape scheme is integral to landscape character and visual mitigation associated with the development.

7 Before the development hereby authorised is first brought into use a detailed decommissioning management plan shall be submitted to and approved in writing by the Local Planning Authority. Such plan shall include:

- i) Details of phasing
- ii) Landscape planting and habitat protection measures
- iii) Details of the method for decommissioning, dismantling and removal of all plant, machinery, fencing and associated apparatus
- iv) Details of the point of access to be used.
- v) Details of aftercare for the site and the method for restoring it to agricultural use.

Management of traffic during the decommissioning process]

- vii) Timescales by which decommissioning, removal and reinstatement of the land shall be fully completed[following cessation of use of the development] [if the solar farm ceases to be operational].

The development shall thenceforth be decommissioned and the land restored to its former agricultural use in accordance with the details and timescales thereby approved and the timescales as set out in the approved decommissioning management plan shall be strictly adhered to unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To safeguard the biodiversity value of the site and to secure compliance with paragraph 180b) of the NPPF.

8 A programme of post-determination archaeological evaluation is required on this site.

The archaeological scheme comprises 3-4 stages of work. Each stage shall be completed and agreed by the Local Planning Authority (LPA) before it can be approved.

A) Archaeological investigation and post-investigation assessment shall be completed in accordance with the programme set out in the approved Written Scheme of Investigation (WSI) (AOC Archaeology 2023). Provision made for analysis, publication and dissemination of results and archive deposition will be secured. This part of the condition shall not be discharged

until these elements have been fulfilled in accordance with the programme set out in the WSI.

B) A copy of a report on the evaluation and an assessment of the impact of the proposed development on any of the archaeological remains identified in the evaluation shall be deposited with City of York Historic Environment Record to allow public dissemination of results within 6 weeks of completion or such other period as may be agreed in writing with the Local Planning Authority.

C) Where archaeological features and deposits are identified proposals for the preservation in-situ, or for the investigation, recording and recovery of archaeological remains and the publishing of findings shall be submitted as an amendment to the original WSI. It should be understood that there shall be presumption in favour of preservation in-situ wherever feasible.

D) No development shall take place until:

- details in C have been approved and implemented on site where necessary
- provision has been made for analysis, dissemination of results and archive deposition has been secured
- a copy of a report on the archaeological works detailed in Part C should be deposited with City of York Historic Environment Record within 3 months of completion or such other period as may be agreed in writing with the Local Planning Authority.

This condition is imposed in accordance with Section 16 of NPPF.

Reason: The site lies within an area of archaeological interest. An investigation is required to identify the presence and significance of archaeological features and deposits and ensure that archaeological features and deposits are either recorded or, if of national importance, preserved in-situ.

9 Prior to the site being first brought into use the substations, storage buildings and other ancillary structures associated with the development shall be painted in dark colour previously agreed in writing by the Local Planning Authority.

Reason: To safeguard the character of the local landscape and to secure compliance with paragraph 180b) of the NPPF.

10 In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

11 The hours of construction involving noisy operations, loading or unloading on the site shall be confined to 8:00 to 18:00 Monday to Friday, 9:00 to 13:00 Saturday and no working on Sundays or public holidays.

Reason: To protect the amenities of adjacent residents.

12 The development shall be carried out in accordance with the details shown on the submitted Flood Risk & Drainage Assessment Report - Version 2 - dated 18 March 2024, Drawing "Distance to Drains / Watercourses" - FRDA-XXX - Revision 01 dated April 2024 and Drawing "Landscape Mitigation Plan" - Fig 5 - Revision 5 - dated 21 June 2024, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interest of satisfactory and sustainable drainage

13 A strip of land 9 metres wide adjacent to the top of the embankment of any watercourse which is maintained by Ainsty (2008) Internal Drainage Board under the Land Drainage Act 1991 shall be kept clear of all new buildings, structures, walls, fencing, hard paving and planting unless agreed otherwise in writing with the Drainage Board on the basis:

- i) Ground levels must also remain the same within this area, and
- ii) Access arrangements should also be agreed with Ainsty (2008) Internal Drainage Board.

Reason: to ensure adequate space is available to maintain the watercourse at all times.

Drainage notes

a) The public sewer network does not have capacity to accept an unrestricted discharge of surface water. Surface water discharge to the existing public sewer network must only be as a last resort, the developer is required to eliminate other means of surface water disposal, and

b) The applicant should be advised that the York Consortium of Drainage Board's prior consent is required (outside and as well as planning permission) for any development including fences or planting within 9.00m of the bank top of any watercourse within or forming the boundary of the site. Any proposals to culvert, bridge, fill in or make a discharge (either directly or indirectly) to the watercourse will also require the Board's prior consent.

14 An updated Construction Traffic Management Plan identifying the programming and management of site clearance/preparatory and construction works shall be submitted to and approved in writing by the Local Planning Authority prior to the development commencing. The statement shall include at least the following information:

- measures to prevent the egress of mud and other detritus onto the adjacent public highway;
- the routing for construction traffic that will be promoted;
- a scheme for signing the promoted construction traffic routing;
- where contractors will park; and
- where materials will be stored within the site,
- location of the construction site compound for each element of the development.
- hours of operation including deliveries
- volumes of construction and delivery traffic

The development shall thenceforth be undertaken in strict accordance with the details thereby approved.

Reason: To safeguard the amenity of neighbouring properties ,to secure the safety and convenience of highway users and to secure compliance with the 2018 City of York Draft Local Plan

15 The development shall not be begun until details of the junction between the internal access road to areas A and B and the highway have been approved in writing by the Local Planning Authority, and the development shall

not come into use until that junction has been constructed in accordance with the approved plans.

Reason: In the interests of road safety.

16 No part of the site shall come into use until turning areas have been provided in accordance with details which have been previously submitted to and approved in writing by the Local Planning Authority. Thereafter the turning areas shall be retained free of all obstructions and used solely for the intended purpose.

Reason: To enable vehicles to enter and leave the site in a forward gear thereby ensuring the safe and free passage of traffic on the public highway.

17 Prior to the commencement of the development hereby authorised a detailed Outline Access Management Plan indicating how construction activities will impact upon the usage of the PROW network crossing the site and the usage of other neighbouring paths together with how those construction impacts can be managed for those users during the duration of construction works shall be submitted to and approved in writing by the Local Planning Authority. The development shall thenceforth be undertaken in strict accordance with the details thereby approved.

Reason: To safeguard the safety and amenity of users of the PROW network.

18 Prior to the development being first brought into use all tracks, roads and other hard surfaced areas shall be surfaced in a Type 3 permeable aggregate to the satisfaction of the Local Planning Authority.

Reason: To ensure that the site drains satisfactorily and to secure compliance with paragraph 173 of the NPPF

19 The development hereby permitted shall not come into use until the following highway works(which definition shall include works associated with any Traffic Regulation Order required as a result of the development, signing, lighting, drainage and other related works) have been carried out in accordance with details that have been previously submitted to and approved in writing by the Local Planning Authority, or arrangements entered into which ensure the same.

Upgrading of passing places on Newlands Lane between its junction with the A59 and Lord's Lane.

Such scheme shall specify:

i) Dimensions

ii) Surfacing

iii) Provision for maintenance

iv) Signage

The upgraded passing places shall be retained and maintained for the lifetime of the development.

Reason: In the interests of the safe and free passage of highway users.

20 The development hereby permitted shall not be undertaken beyond site layout works until a scheme to assess the need for additional passing places on Newlands Lane and Common Croft Lane has been submitted to and approved in writing by the Local Planning Authority. Should the scheme identify additional spaces the following information should be submitted:

i) Dimensions

ii) Surfacing

iii) Provision for maintenance

iv) Signage

v) Programme for implementation

Any agreed additional passing places shall then be provided, retained and maintained for the life of the development.

Reason: In the interests of the safe and free passage of highway users.

Date: 8 October 2024

Becky Eades

Head of Planning and Development Services

FOR RIGHTS OF APPEAL, SEE OVERLEAF

Notes to Applicant

1. STATEMENT OF THE COUNCIL'S POSITIVE AND PROACTIVE APPROACH

In considering the application, the Local Planning Authority has implemented the requirements set out within the National Planning Policy Framework

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(paragraph 38) in seeking solutions to problems identified during the processing of the application. The Local Planning Authority took the following steps in order to achieve a positive outcome:

- i) Sought amendment to the proposed boundary fencing scheme
- ii) Sought amendment to the proposed landscape mitigation strategy
- iii) Sought amendment to the proposed surface water drainage scheme
- iv) Sought clarification of the proposed access arrangements to Area B
- vi) Sought provision of an easement through Area B to allow the proposed National Grid improvement works to take place.

2. GREAT CRESTED NEWTS

Great crested newts are afforded protection under the Wildlife & Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010 (as amended), under which it is an offence to:

Capture, kill, disturb or injure Great crested newts deliberately.

- o Damage or destroy a breeding or resting place.
- o Obstruct access to their resting or sheltering places (deliberately or by not taking enough care).
- o Possess, sell, control or transport live or dead newts, or parts of them.
- o Take great crested newt eggs.

3. NESTING BIRDS

The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act. Buildings, trees and scrub are likely to contain nesting birds between 1st March and 31st August inclusive. Suitable habitat is present on the application site and is to be assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess nesting bird activity.

4. WILDLIFE AND LIGHTING

When designing external lighting its potential impacts on light sensitive species should be considered. Direct lighting and light spill should be avoided where new bat roosting and bird nesting features are installed, on trees, and 'green'

linear features, such as hedgerows. Advice on lighting design for light sensitive species is available from the Bat Conservation Trust (2023) Bats and Artificial Lighting at Night:

<https://theilp.org.uk/publication/guidance-note-8-bats-and-artificial-lighting/>

Appeals to the Secretary of State

- . If you are aggrieved by the decision of the City Council to attach conditions to the grant of planning permission, then you can appeal to the Secretary of State for the Environment under Section 78 of the Town and Country Planning Act 1990.
- . If you want to appeal, then you must do so within SIX months of the date of this. You must use a form which you can get from The Planning Inspectorate, at Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN (tel: 0303 444 5433) or made online at <https://www.gov.uk/appeal-planning-decision>
- . The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- . The Secretary of State need not consider an appeal if it seems to him that the City Council could not have granted planning permission for the proposed development, or could not have granted it without the conditions it imposed, having regard to the statutory requirements, to the provisions of the Development Order and to any directions given under the Order.
- . In practice, the Secretary of State does not refuse to consider appeals solely because the City Council based its decision on a direction given by him.

Purchase Notices

- . If either the City Council or the Secretary of State for the Environment refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state, nor can he render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.
- . In these circumstances, the owner may serve a purchase notice on the City Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

Compensation

- . In certain circumstances, compensation may be claimed from the City Council if permission is refused or granted subject to conditions by the Secretary of State on appeal or on reference of the application to him.
- . These circumstances are set out in Section 120 and related provisions of the Town and Country Planning Act 1990.

Note

This permission does not absolve you from the need to obtain approval under the Building Regulations, or to obtain approval under any other Bye-Laws, Local Acts, Orders, Regulations and statutory provision in force, and no part of the proposed development should be commenced until such further approval has been obtained.

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Meeting:	Executive Member for Transport Decision Session
Meeting date:	12/11/2025
Report of:	Director – Garry Taylor
Portfolio of:	Cllr K Ravilious - Executive Member for Transport

Decision Report: Walker Lane, Wheldrake

Subject of Report

1. A property owner requested Walker Lane, Wheldrake, a two-way road, be changed to a one-way road.
2. The decision is requested as damage was being caused to an adjacent residential property by vehicles failing to negotiate the adjacent junction into/out of the narrow roadway, and, because of the narrow width of the road, opposing vehicular conflicts could occur with an associated risk to any pedestrians also.
3. The report is intended to review the responses from the Statutory Consultation for the proposed introduction of a one-way travel on Walker Lane from Main Street to North Lane and provide a recommendation option.

Benefits and Challenges

4. The benefit is that a one-way road would eliminate or minimise risks of damage being caused to the property concerned and will eliminate the risk of opposing vehicular conflict and any associated risk to pedestrians.
5. The challenge is the introduction of a one-way is not supported by some residents of Wheldrake, as it will increase the distance of some vehicle movements. The initial consultation provided opposing views on which direction the one-way travel should be signed, and whether to allow cyclists to travel in either direction.

Policy Basis for Decision

6. The policy basis for this decision is to achieve a reduction in the likelihood of road traffic collisions resulting in injury and/or damage to residential properties and the highway network. The removal of two-way travel will help to remove the footpath overrun and property damage that has been occurring, which will help to manage effective maintenance of the highway network.

Financial Strategy Implications

7. There are no high-level financial implications of any of the recommendations or long-term financial implications, and the costs of implementation for the required signs will be funded from the department signs and lines budget.

Recommendation and Reasons

8. **Option B approve the amendment to The York Traffic Management Order 2014 to make Walker Lane a one-way from Main Street to North Lane (recommended):** this will introduce a one-way direction of travel south to north, Main Street to North Lane. This will reduce the risk of vehicular conflict with buildings and provides better visibility owing to the 'visplay' available at the Walker Lane/North Lane junction. This is in opposition to the representations received to the proposal but will increase the safety of users of Walker Lane.

Background

9. A property boundary wall along the frontage on Walker Lane, has been hit several times, due to the available width on the lane, the maintenance of the wall has been at the expense to the property owner. The vehicles exiting Walker Lane on to Main Street, Wheldrake have also been witnessed over running the footpath, which is a safety concern for user of the footpath and potentially an additional maintenance cost for the footpath.
10. The width of Walker Lane varies between 3 metres and 3.8 meters (**Annex A**), so it is very narrow for two vehicles to safely pass each other. Walker Lane does not have any footpaths, so all pedestrian and vehicle movements along Walker Lane are required to be undertaken on the carriageway.

11. The decision is requested as damage was being caused to the residential property by vehicles failing to negotiate the adjacent junction into the narrow roadway, and, because of the narrow width of the road, opposing vehicular and pedestrian/cyclist conflicts could occur. There have been no instances of such collision damage occurring since the original request was made in 2023.
12. There has also been a request to maintain two-way cycle travel on Walker Lane should approval be granted to make the road one way. The Cycle Infrastructure Design guidance issued by the Department for Transport (LTN 1.20), states there should be a general presumption in favour of cycling in both directions in one-way streets, unless there are safety, operational or cost reasons why it is not feasible. In urban areas where vehicle speeds are low, the recommended minimum carriageway width is 2.6m, if there is no carriageway parking occurring. Walker Lane does not have any carriageway parking, but one property does have off street parking for one vehicle adjacent to the carriageway. LTN 1.20 does recommend an additional 500mm width at vertical features over 600mm high, whilst this advice is for cycle tracks it may be pertinent to consider it further here, due to the high hedges and walls along the lane.
13. Whilst it may be appropriate to exempt cycles from one-way travel the Officer recommendation here, owing to the high hedges, limited 'escape' routes for cyclists, especially those of a younger age, is not to allow two-way cycling along the lane (see 15 below).
14. The Council undertook an initial consultation with the residents of Walker Lane, to gauge their views on the potential introduction of a One-way system and a preference on the direction of travel. The Consultation was undertaken with all residents with a frontage on to Walker Lane, with all residents responding in favour of the introduction of a One-way system. The majority of the response preferred the introduction of a one-way system from Main Street to North Lane.
15. A report on the responses received from the initial consultation was presented to the Executive Member for Transport at a decision session on 12th November 2024. The report recommended the approval to undertake Statutory Consultation to propose an

amendment of the Traffic Regulation Order for the introduction of a one-way system on Walker Lane.

16. The recommended option within the report was approved and the Statutory Consultation was advertised on 23rd May 2025. The consultation documents were sent to residents with a frontage onto the area, Ward Councillor, Parish Council and statutory consultees. The Notice of Proposal was also printed in a locally circulated newspaper and on the Street.

Consultation Analysis

17. A letter was sent to all property owners with a frontage on to Walker Lane on 23rd May 2025 (**Annex B**), to advise them of the Statutory Consultation and advise on how representation on the proposal can be submitted to the Council.
18. The consultation received 14 responses all in objection to the proposal (**Annex C**). The objections received varied in points, although a number of representations received highlighted the fact that the initial request was submitted by a resident who does not live in the village but rents out a property in the village.
19. The representations received highlighted concerns about an increase in vehicle speeds, if the proposal was introduced, as currently vehicles travel slowly along Walker Lane due to the potential for vehicles to travel in both directions along the road. This has led to concerns for pedestrian safety as there is not a footpath on Walker Lane and residents are concerned that vehicles will begin to travel at greater speed, if they are aware that vehicles will not be travelling in both directions.
20. A couple of representations raised concerns about an increase in vehicle movements on the neighbouring streets, and a potential delay for emergency services vehicles accessing the area if required.
21. A resident did raise a concern about the impact on a local business, as Walker Lane does have a hairdresser, which operates from the lane. The proposed introduction of a One-way system should not have a negative impact on the business, as Walker Lane does not have any on street parking available, so any customers currently accessing the business would need currently

need to park on either Main Street or North Lane during the appointment.

22. One representation received was not in objection to the proposed introduction of the one-way but in objection to the proposed direction of travel along the street. The resident requesting that the introduction should be from North Lane to Main Street.
23. The representations received did acknowledge that the car port had previously been hit, with some representations advising that the current tenants parking on Main Street, do cause an issue with visibility for vehicles exiting Walker Lane.
24. The original request was made due to the damage caused to a property at the Main Street end of Walker Lane. The traffic authority has a duty when making an Order to prevent damage to the road or any building on or near the road. This risk has been raised by the original request and acknowledged in the representation that damage has occurred.
25. The traffic authority also has to consider that any Order made is done so for avoiding danger to person or other traffic using the road. The proposal will reduce the number of vehicle movements on Walker Lane, as they would only be able to access from Main Street, due to the narrow width of the road, vehicles are unlikely to begin accessing the street at higher speeds.

Options Analysis and Evidential Basis

26. **Option A take no further action (not recommended):** this would acknowledge the representations received in objection the proposal but would leave the road as a two-way road, this would leave in place the potential conflict between pedestrian and vehicles. This would leave in place the risk of road traffic collision with potential injury to pedestrians and or damage to properties/vehicles.
27. **Option B approve the amendment to The York Traffic Management Order 2014 to make Walker Lane a one-way from Main Street to North Lane (recommended):** this will introduce a one-way direction of travel south to north, Main Street to North Lane. This will reduce the risk of vehicular conflict with buildings and provides better visibility owing to the 'visplay'

available at the Walker Lane/North Lane junction. This is in opposition to the representations received to the proposal but will increase the safety of users of Walker Lane.

Organisational Impact and Implications

28. The report has the following impacts and implications:

- **Financial:** None, the cost of implementation will be met from existing available signing and lining budget, if approved.
- **Human Resources (HR):** None. The work will be undertaken by existing CYC staff trained to complete such installations if approved.
- **Legal:** The Council regulates traffic by means of traffic regulation orders (**TROs**) made under the Road Traffic Regulation Act 1984 which can prohibit, restrict, or regulate the use of a road, or any part of the width of a road, by vehicular traffic. In making decisions on TROs, the Council must consider the criteria within Section 122 of the Road Traffic Regulation Act 1984 and, in particular, the duty to make decisions to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).

The proposal would require an amendment to the York Traffic Management Order 2014.

The Statutory Consultation process for TROs requires public advertisement through the placing of public notices within the local press and on-street. 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 within the statutory advertisement period of 21 days. When considering whether to make or amend a TRO, the Council as the Traffic Authority needs to consider all duly made objections received and not withdrawn before it can proceed with making an order. Those objections are included for consideration in this report.

A TRO may be made where it appears expedient to the Council to do so for the reasons set out in section 1 of the Road Traffic Regulation Act. These are:

- (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).

Where the Council does not “wholly accede” to any objection, it is required to provide reasons for this in its notification of the making of an order to any person that has objected.

The Council has discretion to amend its original proposal 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.

The recommendation in this report is for the decision maker to consider the objections received and approve the amendment to the to The York Traffic Management Order 2014 to implement a change of traffic-flow on Walker Lane.

The validity of an order can be challenged at the High Court within 6 weeks of the date of the making of the order on the grounds that the Council has acted outside the powers conferred on them by the Act (*ultra vires*) or that they have not followed the prescribed procedure for the making of the order.

Further to the **Procurement Implications** below, any contracts with any third party suppliers of works, goods or services may require the input of Legal Services, or should be entered into using a form of contract previously approved by Legal Services.

- **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) Public Contract Regulations 2015. Advice should be sought from both the Procurement and Legal Services Teams where appropriate.
- **Health and Wellbeing:** None.
- **Environment and Climate action:** None.
- **Affordability:** None.
- **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 recommended option will remove two-way vehicle movements from the street and allow more space for walking on the street, which will make a safer environment for all road users;
- Disability – Positive, the introduction of a one-way restrictions will remove some vehicle movements and increase the available area for use by all users;
- 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.

- **Data Protection and Privacy:** None. The outcome of a decision does not involve any particular named individual.
- **Communications:** Consultation has taken place and any subsequent decision will be published and advertised accordingly.
- **Economy:** None.

Risks and Mitigations

17. There are no known risks.

Wards Impacted

18. Wheldrake Only.

Contact details

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

Author

Name:	Garry Taylor
Job Title:	Director of City Development
Service Area:	
Telephone:	
Report approved:	
Date:	

Co-author

Name:	Peter Marsland
Job Title:	Traffic Projects Officer
Service Area:	Highway Regulation
Telephone:	
Report approved:	
Date:	

Background papers

All relevant background papers must be listed.

A 'background paper' is any document which, in the Chief Officer's opinion, discloses any facts on which the report is based, and which has been relied upon to a material extent in preparing the report. See page 5:3:2 of The Constitution.

Annexes

Annexes

Annex A – Walker Lane Wheldrake Road Width

Annex B – Walker Lane Consultation Letter

Annex C – Consultation Responses

Walker Lane Wheldrake - Road Width de



Date: 19 Jun 2024
Author: City of York Council
Scale: 1:500



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To the Occupiers of:
1 & 1a Walker Lane;
12a & 12b North Lane
43 & 45 Main Street

Environment, Transport & Planning

West Offices
Station Rise
York
YO1 6GA

Contact: Darren Hobson
Email: darren.hobson@york.gov.uk
Ref: DH/533

Date: 23rd May 2025

Dear Occupier

Proposed 'One Way' Direction of Travel in Walker Lane, Wheldrake

It is proposed to introduce 'One Way' direction of travel in Walker Lane, Wheldrake, to the extent described in paragraph 2 of the 'Notice of Proposals' (Notice) and as set out in the plan. This is proposed to minimise danger and maintain safety at the location. Should you require any further information in regard to this item then please contact the project manager, Peter Marsland, email peter.marsland@york.gov.uk.

I do hope you are able to support the proposals, but should you wish to object then please write, giving your grounds for objection, to the Director of Economy and Place at the address shown on the Notice of Proposals, to arrive no later than the date specified in the Notice.

Yours faithfully

D. Hobson

Darren Hobson
Traffic Management Team Leader

Enc. Documentation

Cc – Cllr Christian Vassie

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CITY OF YORK COUNCIL
NOTICE OF PROPOSAL
THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO 14/16)
ORDER 2025

Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4, and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act, proposes to make an Order which will have the effect of:

- 1) Introducing a prohibition on driving and riding on the footpath between Aldborough Way and Riverside Path.
- 2) Introducing a 'ONE WAY' direction of travel in Walker Lane, Wheldrake, to allow vehicles to travel in a north westerly direction of 'ONE WAY' traffic flow from its northern junction with Main Street to its southern junction with North Lane.

A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 13th day of June 2025.

Dated 23rd day of May 2025

Director of Environment, Transport & Planning
West Offices, Station Rise, York, YO1 6GA
Email: highway.regulation@york.gov.uk



Annex C:

I would like to object to this proposal! I have lived in this village for 40 years and beside the recent knocking of a post, there has never been a big incident on that cut through.

The thing is it'll do more harm than good as people will turn quicker into the lane as they won't be expecting cars coming the other direction, leading to faster traffic down it, causing more risks to pedestrians and to the buildings down it, it is not wide enough for a path to be put in place, which was the whole point of the proposal in the first place.

Also the instigator to this ridiculous idea isn't even a Wheldrake resident!
I really don't hope this proposal does not get approved!!

I am writing to object to the proposed One Way direction of travel on Walker Lane in Wheldrake.

I think if it becomes one way that people will drive faster which will increase chances of any accident happening, a lot of people including children use this road.

Surely council money could be spent much more wisely.

The main instigator of this proposed change is not a Wheldrake resident.

This road works very well as it is, I believe it should be left well alone.

I'm a resident of Wheldrake and live around 50 metres from the Walker Lane.

I've seen the proposal to make this a one way street, which I object against.

Walker Lane is little used by traffic. I would be surprised if a daily average is more than 150 vehicles. That said, the lane can be a little busier during rush hour, which is something I notice every morning taking my children to pre-school and school. The fact that the road is two way (but really too narrow for two vehicles to pass), means that traffic only crawls through the lane at a very low speed - it would be dangerous for traffic to enter the lane (at either end) at anything but a few mph because there is little visibility until the actual turn. My concern therefore is that if this becomes one-way, traffic will use the turning much more quickly making it more hazardous for pedestrians. As I mention, this is a particular concern to me because I have two young children and use the lane, which has no pavement and in some places, not much room to stand to the side, on a daily basis. I would be grateful if this could please be given some consideration.

Regarding the proposal for a one way direction of travel in Walker Lane, Wheldrake. I have been resident at 49, Main St (near to Walker Lane) Wheldrake for 30 years.

This proposal has come to my attention and I have the following comments:-

1) I am struggling to understand the purpose of making Walker Lane one way. If, for example, the decision is in response to a clumsy delivery driver reversing into the car

port post at 45, Main St some time ago, making this one way is not going to solve this problem.

Note that I suggest you check the planning application for said car port vs land registry. The car port protrudes well into Walker Lane.

2) If you think that making Walker Lane one way will ease the flow of traffic, then I'd like you to seriously consider the safety aspects. At the moment drivers are really careful as they approach Walker Lane as they have to consider that something might be coming the other way. If Walker Lane is made one way then I am really concerned that traffic will use this cut through without as much due care. Walker Lane is probably used more by pedestrians and children than cars, and there is no pavement.

3) If it is because the visibility turning into Main St can be hampered by parked cars, this can be an issue, but I use this route most days to get to my house from North Lane and it's never been a problem. It is absolutely no different from anyone pulling out of one of the many driveways on Main St (often in reverse) and to my knowledge there have never been any accidents caused in this way. People have to take care and they do.

4) I think that strategically the wider issue of traffic speed through the village should be the focus rather than what seems to be a piecemeal reactive decision. If the whole conservation area (see also point 6 below)(Main St / North Lane / Walker Lane) were given a 20mph limit (as I have already proposed to the council) we would see overall improved care from drivers through the village. This is particularly important as the village grows. With 139 houses being built at the Crockey Hill end of Main St (and probably more in North Lane) think of the number of pedestrians and children walking to school down Main St, North Lane and Walker Lane. This in itself must be a good reason for traffic calming with a 20mph limit.

5) Note that parked cars on Main St are a good thing as they slow the traffic down and many people on Main St don't have drives to park their cars in. A few carefully placed double yellow lines in conjunction with the 20mph speed limit might be prudent though.

6) Conservation Area: I think this fact is getting lost. As residents we have to go through rigorous planning applications to even change our windows (which I agree with by the way) to retain the look and feel of the village. I'm proud to live in a Conservation Area and the village is very beautiful. Better again to use the money more wisely, to calm the traffic through Main St, North Lane and Walker Lane to keep these areas safe for those walking and cycling around the village and retain the Conservation Area feel.

Please thank you for considering my views and I am happy to discuss this further with anyone if that would be helpful.

I am writing to formally object to the proposed introduction of a one-way traffic system on Walker

Lane, Wheldrake, as outlined in the City of York Council Notice of Proposal (Order 2025). As a

long-standing resident of Wheldrake, I strongly oppose this measure on the following grounds:

1. Increased Vehicle Speeds and Pedestrian Safety

The proposal would encourage faster driving along Walker Lane due to the assumption by motorists that they will not encounter oncoming traffic. This is especially concerning given that Walker Lane is narrow and frequently used by pedestrians, including children and elderly residents. The absence of

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Objection to Proposed One-Way Traffic Order on Walker Lane, Wheldrake

a pavement along sections of the lane further compounds the danger.

2. Congestion and Impact on School Traffic

Walker Lane currently serves as an important relief route during busy periods, especially during school drop-off and pick-up times. Parents and carers often use the lane to alleviate congestion on

Main Street and North Lane. Introducing a one-way system would eliminate this flexibility, forcing

more vehicles onto already congested roads and increasing delays, frustration, and emissions.

3. Lack of Justification and Consultation

There has been no clear public justification for this proposed change. The existing two-way system

has functioned without major issue for many years. A change of this magnitude should be supported

by clear evidence, including traffic flow data, accident reports, and pedestrian risk assessments,

none of which have been made available for public scrutiny.

4. Negative Impact on Residents and Access

Residents who live along or near Walker Lane may face longer travel times and reduced

accessibility to their own properties. Additionally, visitors unfamiliar with the area may struggle to

navigate the changes, leading to confusion or increased traffic on surrounding minor roads.

5. Emergency Services and Delivery Access

A one-way system could hinder the access of emergency vehicles, deliveries, and service providers

who rely on straightforward, bi-directional access in residential areas. The added complexity could

result in slower response times during emergencies.

6. Enforcement and Compliance Issues

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Objection to Proposed One-Way Traffic Order on Walker Lane, Wheldrake

Introducing a one-way system relies heavily on consistent compliance and enforcement, both of

which are notoriously difficult on minor village roads. Non-compliance could lead to dangerous

head-on conflicts or illegal driving behaviours, especially from non-local drivers or delivery vehicles

unfamiliar with the restriction.

Conclusion

The proposed one-way system on Walker Lane appears to be a solution in search of a problem. The

risks to pedestrian safety, increased congestion elsewhere, and the lack of a clearly articulated

benefit make this proposal both unnecessary and potentially harmful. I urge the council to

reconsider this decision and instead explore alternative measures, such as:

- Speed reduction signage
- Speed humps or other traffic calming measures
- Improved pedestrian pathways

I request that my objection be formally recorded and that I be kept informed of any further

developments or consultations related to this proposal.

I am writing to formally object to the proposed introduction of a 'One Way' direction of travel on Walker Lane, Wheldrake, as detailed in the Notice of Proposals dated 23rd May 2025.

My reasons for objection are as follows:

The Current Two-Way Flow Naturally Regulates Speed

At present, Walker Lane is very narrow, and vehicles must proceed cautiously due to the possibility of encountering oncoming traffic. This natural traffic-calming effect ensures that cars travel at very low speeds, which greatly enhances pedestrian safety, especially for vulnerable road users such as children. My daughter frequently walks along this road to visit her friend, and the current conditions make this feel relatively safe despite the lack of a pavement.

Introducing a one-way system may unintentionally increase average vehicle speeds, as drivers would no longer anticipate oncoming vehicles.

This leads to the next point - Lack of Footpath and Insufficient Width

Walker Lane lacks a pavement and is too narrow to accommodate one. This means pedestrians must walk on the road itself. Any increase in vehicle speed would directly increase risk of harm. The existing two-way configuration, while imperfect, prioritises safety by forcing motorists to drive with extreme caution.

Speed is already an issue in Wheldrake with community speed watch doing their best to try and reinforce limits.

Impact on Accessibility and Emergency Services

A one-way system may also negatively affect access for emergency vehicles, potentially increasing journey times. If North Lane or other adjacent streets become congested or blocked (which is common due to the high volume of parked vehicles frequently reducing passage to one way), a one-way restriction on Walker Lane could limit alternatives unnecessarily.

Potential for Increased Traffic on Adjacent Roads

Traffic that currently uses Walker Lane in both directions will be forced to reroute, possibly increasing congestion, noise, and danger on surrounding roads. This may also shift the risk to other parts of the village rather than resolving it.

Insufficient Evidence of Necessity

The proposal states the aim is to “minimise danger and maintain safety”, but it is not clear that the current arrangement is unsafe or that the proposed change will improve safety. In fact, based on the concerns above, it appears likely that the proposal would reduce safety for pedestrians.

In summary, I urge the Council to reconsider the proposed order. While I support efforts to improve road safety, this particular measure risks creating unintended consequences that would make Walker Lane less safe, not more.

I am writing to formally object to the proposed introduction of a ‘One Way’ direction of travel on Walker Lane, Wheldrake, as detailed in the City of York Council’s Notice of Proposals dated 23rd May 2025.

While I understand that the stated aim of the proposal is to “minimise danger and maintain safety”, I believe this measure would have the opposite effect and would negatively impact residents, pedestrians, and the wider community. My objections are as follows:

1. The Current Two-Way Flow Naturally Regulates Speed

Walker Lane is a narrow road where the presence of two-way traffic serves as a natural traffic-calming measure. Drivers proceed with great caution because they are aware they may meet oncoming vehicles. This leads to slow, careful driving — which significantly improves pedestrian safety. Once that opposing flow is removed, drivers may feel freer to accelerate along the road, putting pedestrians and other road users at greater risk.

My children regularly walk along this road. Despite the lack of pavement, the current two-way flow makes this feel relatively safe as drivers are cautious about oncoming traffic and pedestrians. Changing the road to one-way would remove the primary

factor that encourages drivers to slow down, inevitably increasing the risk to pedestrians, who are primarily children, cyclists and elderly people.

2. Lack of Footpath and Insufficient Width

Walker Lane has no pavement and is not wide enough to accommodate one. Pedestrians, including children and the elderly, must walk on the carriageway itself. Any increase in average vehicle speeds resulting from a one-way system would directly and seriously increase the risk to those on foot. Speed is already a problem in Wheldrake. The village relies heavily on community efforts such as Speed Watch to reinforce speed limits, and introducing a one-way system would only exacerbate this issue.

3. Reduced Accessibility and Impact on Emergency Services

Walker Lane is an important alternative route, particularly when other roads in the village are congested. Both North Lane and Main Street are often full of parked vehicles, reducing it to single-lane access. Introducing a one-way restriction could unnecessarily reduce options for both residents and emergency vehicles, potentially delaying response times when seconds matter most.

4. Increased Pressure on Surrounding Roads

Traffic that currently travels in both directions on Walker Lane would be forced to reroute via other residential streets, likely increasing congestion, noise, and safety risks elsewhere in the village. Instead of solving a problem, this would simply displace it.

5. Lack of Local Support and Outside Influence

It is also concerning that the push for this change has come from an individual who, while owning a neighbouring property, does not live in the village. It is troubling that such a significant change has been proposed at the suggestion of someone who is not a resident of Wheldrake. Decisions about local infrastructure must be based on the needs and experiences of those who live with the consequences daily — not external parties with limited understanding of the road's use and local context, and many residents here strongly oppose this change. I enclose screenshots of the most recent contributions to the discussion of the issue from the village Facebook group "Wheldrake-ians" to give a greater understanding of local feelings. In addition to this, multiple people have verbally made it clear they will not comply with the new one-way rule, which would make the scheme difficult to enforce and create confusion or even accidents.

6. No Clear Evidence the Change Is Needed

The proposal claims the change is necessary for safety, yet there appears to be no clear evidence that the current arrangement is dangerous or that a one-way system would improve safety. Based on the concerns above, the change would likely create new hazards rather than mitigate existing ones. There have not been any accidents along Walker Lane as far as local people can remember; the only incident has been a delivery vehicle reversing from Main Street to turn around in Walker Lane end, who reversed into a pillar of the car port of the property belonging to the person who has petitioned for this change.

While I support measures that genuinely improve road safety, this proposal does not achieve that. It risks increasing vehicle speeds, endangering pedestrians, restricting access, and rerouting traffic unnecessarily. For these reasons, I strongly urge the Council to withdraw the proposal.

Thank you for considering my objection.

After receiving your letter dated 23rd May, 2025 I am writing to strongly object to the proposed one way direction of travel on Walker Lane in Wheldrake.

I have lived in Wheldrake my whole life (62 years) and I have owned my hairdressing salon (2 Walker Lane, Wheldrake) for the past 27 years and there has never been any major issue with this road. The only two very minor incidents which I can recall were one approximately ten years ago when a lady had a minor bump and caused slight damage to the car port, this was fixed very quickly. The only other incident I am aware of was approximately three years ago when a driver knocked one of pillars of the car port, the pillar moved a matter of millimetres, and was not noticeable without thorough inspection.

The apparent issue has been instigated by one man who is not a Wheldrake resident but is the landlord of a rental property on the corner of Walker Lane/Main Street, who I believe to be out to cause trouble and upset within the community.

This part of the village is a conservation area, extra signage/cameras will not be welcome and can only make the road narrower.

A lot of pedestrians of all ages especially school children and the elderly and bikes use this road as well as traffic. I fear traffic will travel faster if it is only one way and I do not know how a one way system could possibly be policed. I think a lot of drivers will simply ignore the signs, increasing the chances of an accident. Cameras would be completely ridiculous and surely council funds could be spent much more wisely.

This road works very well as it is, please leave it alone.

I, like many other residents in the village are against this change, I read in the article it was to do with the safety of pedestrians, can you tell me when theres been an incident with a human , Ive lived here all my life 87 years, its NEVER been a problem and I use it regular , both ways, the problem at Walker lane are the vehicles from the house, who park tight up to the lane end , blocking vision coming out and very awkward going down, 10 yards of double yellow lines might help , going back the beginning, this isn't about human safety, its making a mountain out of molehill, he could solve it in half a day, knock the carport down , then he could advertise the letting with parking and do everyone a favor very disappointed

Can I please add my concerns on the one way being proposed in Wheldrake on Walker Lane between Main Street and North Lane.

I walk my two young children to and from the primary school on this road every day and often find cars come into Walker Lane from Main Street at speed round the corner straight at my two young children – as there is no footpath/pavement.

I have no objection on the one-way system, but this should be coming from North Lane to Main Street as this would give drivers far more visibility going round the corner into Walker Lane than the blind corner they come round at present from Main Street and would be far safer.

My wife, also raised concerns but hadn't thought of switching the direction of travel, which she feels would be fine and override any concerns of it being switched to one way if the traffic is flowing from North Lane towards Main Street in that direction.

It has just been brought to my attention that the Council is proposing to change the direction of travel in Walker Lane Wheldrake.

I wish to object to the councils one way traffic proposal on Walker Lane Wheldrake for the following reasons.

1. The very long established hairdressers in Walker Lane, which serves the community well should be regarded as a vital community asset. I fear that the Councils current proposal could have an adverse affect on the hairdressers trade due to a possible reduction in customers which could make the business fail should a one way system be imposed and parking restrictions are applied outside of the shop, (some service users have an acute need to do this) , a closure would be disastrous for the communities more elderly residents who rely on shops services.

2. I have inspected a copy of the draft order at the Councils Reception, West Offices, Station Rise, York, I did not see what prompted the Council to propose the one way traffic route. Can the Council advise me if it is allowed to do so if a person, group or organisation asked for this to happen and the reasons that was given.

3 When reviewing the documents at the Councils reception I did not see any evidence of a consultation process by this I mean the village residents which I my view should include the folk that use the hairdressing service that is provided in the lane, should this have happened?

Please note I have seen the statutory notices that have been placed at each end of the Lane but I feel that on this occasion more community consolation needs to take place, if this can be allowed.

In my view the lane has very minimal traffic if any at all, and at this point I do not understand why the proposed action is deemed necessary, given that the lane has been deemed satisfactory for many decades if not hundreds of years.

Please can my objections now be considered by the council.

I would be more than happy to be involved if this process if required.

I have lived in Wheldrake for 38 years now and have never heard/seen any incidents of damage to either vehicles or property on Walker lane. The car port being hit by a

vehicle, perhaps unfamiliar with Wheldrake and perhaps too large to have attempted to drive down Walker lane is the only incident and can only be considered as an isolated accident as the vehicle in question was an ASDA delivery Van.

The Lane serves as a way to by-pass the school for most people on North Lane looking to access the Local shop - making it one-way would simply increase traffic past the school and add to the already difficult Mani Street as almost every house along Main Street parks on the road-side and already impacts safety as the obscure on-coming vehicles traveljng from the shop towards Crockey Hill.

The carport in question is a bit of a fail as it can't accommodate a car as the occupants simply can't get out of the vehicle once they park there - the occupants of the rented property park outside of the property on Main Street - also obscuring traffic entering onto Main Street or from Main Street into Walker Lane. If there is any Traffic Management to consider in this village it is the amount of vehicles parking down the pavement side of Mani Street. I have seen more incidences of Busses and Lorries unable to continue along Main Street due to vehicle parked on both sides and allowing isufficient space for large vehicles to pass.

I should like to comment of this proposal.

As a long term resident of Wheldrake, living on North Lane, I do not think I have ever been involved or seen any incidents in Walker Lane in 38 years of living in the village.

The building of a car port on the house on the corner of Main Street/Walker Lane is in my opinion a white elephant. The car port is never used. Instead we have to contend with at least four cars parked bumper to bumper outside of this property on Main Street thereby obscuring the view of traffic entering Main Street from Walker Lane and creating a danger to such traffic. In my opinion Walker Lane should continue to be used both ways and yellow lines placed at the entrance to the lane on Main Street.

I have just returned from holiday to find your letter dated 23rd May 2025 through my door.

I live at 1 Walker Lane so we are half way along the road in question.

I initially was in agreement with the proposed one way being put in place and the gentleman who owns the property at the Main Street end did come to my door several times to 'discuss ' the idea of one way being put in place. He rents his property out and does not live in the village.

On reflection now and two years later I do not feel the proposed system will work and wonder how it will be policed and could potentially increase the speed of traffic down the road.

I am aware you had set a deadline of the 13th June for any comments which did not allow for people affected by this change being away.
