

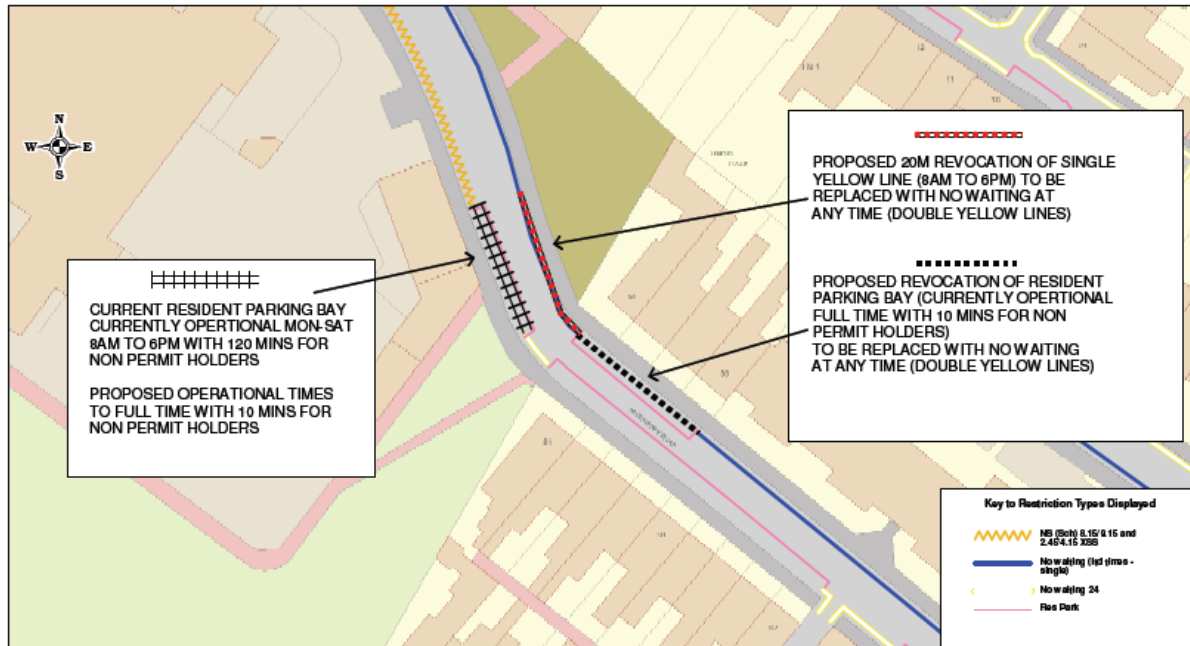
# Annex M      Micklegate Ward

**M1**

**Location** Nunthorpe Road

## Nature of problem and plan of Advertised Proposal

Complaints received from residents about legitimate obstructive parking in the area close to the bend (50-53 Nunthorpe Road) whereby larger vehicles are unable to negotiate the slight bend.



## Representations Received

We received four representations in objection to the proposal.

- I am a resident of Nunthorpe Road (on the south west side of the road) and an R16 permit holder. By revoking the existing R16 permit holder bays on the north east side of the road, car owners who currently park there will not be able to find space on the north east side, and will need to park in other bays on the south west side of the road. This area is already at capacity with vehicles most of the time. What is expected of permit holders on the south west side when holders on the north east side need to park vehicles on the south west side? When I purchased my R16 permit, I did so under the impression that the road would have as much parking availability as it does now, and this proposal would make it harder for those with permits to reliably park a car.
- Our concern is that parking on Nunthorpe Road is often bad as it is - we already avoid taking the car out at peak times for fear we will have nowhere to leave it when we return, and removing 4 spaces worth of parking as proposed will only exacerbate this problem. It is worth highlighting that nowhere in the letter does it

explain why these changes have been proposed, nor what the intended benefit would be.

It would be interesting to hear the thinking behind the proposal but as things stand currently I must object to the proposals. There aren't enough spaces in the area as things stand, and the benefits of making the spaces nearer the school 10 mins only for non-permit holders won't go nearly far enough to compensate for the spaces we will lose elsewhere.

- Firstly can we just say how dismayed and shocked we were at the proposal. We have previously highlighted to you the problems with the parking spaces outside numbers 50-53. The spaces when used were causing issues to passing traffic, and a risk to the cars parked there.

We had hoped that more practical arrangements could be put in place that would reduce the risks but NOT lose 3 parking spaces. There is insufficient parking on our street, and many people from the surrounding areas park, as well parents who come to collect their children from the school. The loss of 3 spaces is going to cause chaos. The fact that the current 2 hours spaces will be made into residents spaces is not going to help. We already park there!

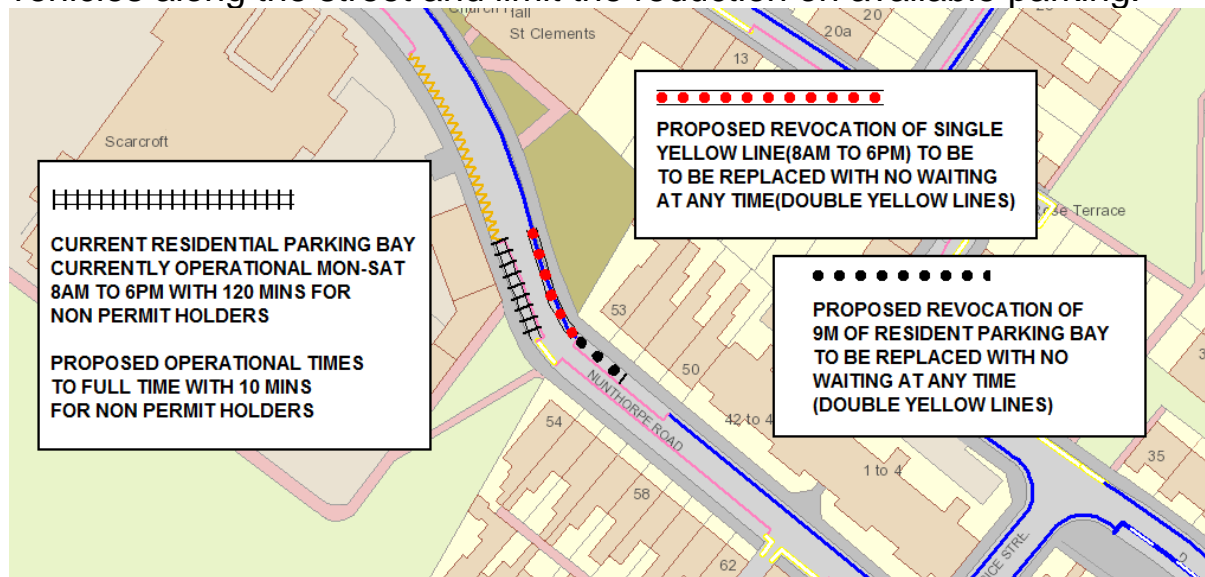
I am unsure why this particular proposal would have been chosen? Why was there no consultation with local residents, and did anyone actually come and view the street, as it seems to me it was done via maps, rather like the line drawn to divide India - ie no idea of the actual realities and practicalities for the people. Please look at this again and come up with some alternatives and it would be helpful if you could discuss alternatives/ proposals with residents in person.

- The proposed plan done without any meetings with local residents, no site visits as far as can be determined, seems to be a 'desk job' and for this area of Nunthorpe Road to lose 4/5 parking spaces is bordering on the ridiculous.

There is a major problem due to the curvature of Nunthorpe Road outside No 53 whereby HGVs and particularly Articulated vehicles are not able to negotiate the narrow space available hence the frequent 'knocks on the doors' of all the residents on both sides of Nunthorpe Road with " is that your car ?, do you know who's car that is? etc. The residents original proposal meets all traffic requirements with very little resource usage and most importantly preserves the current parking arrangements.

## Officer analysis and Recommendation

The proposal was made due to concerns about vehicles unable to pass cars parked on both sides of the street outside No.'s 53 & 54 Nunthorpe Road, which is mentioned in the representations. The current proposal does remove available residents parking, which is already in high demand, it is therefore proposed to amend the proposal, to reduce the parking bay on the north east side, outside No.'s 52 & 53 Nunthorpe Road and review the area for the introduction of any additional parking bays. This will help alleviate the concerns about safe passage of vehicles along the street and limit the reduction on available parking.



## Options

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

# M2

**Location** Scarcroft Road

## Nature of problem and plan of Advertised Proposal

School parties regular use Wheatlands Lodge for residential field trips to York. A coach dropping off and picking up can take up to 60 minutes. Because of the proximity to the city centre the unrestricted parking bay outside the property is not available for loading activities. Unloading on the restrictions (yellow lines) either side of the parking bay obstructs the queue for the traffic light junction or vehicle access to nearby properties. We understand coaches can arrive on any day between the hours of 8am and 10pm.



## Representations Received

We received two representations in support and fourteen in objection to the proposal. Please find below a precis of the comments received.

In support:

- With regards to the new double yellow lined area in front of the hotel, we have not changed our mind on this, and would be pleased to see it implemented as soon as possible.
- I welcome the yellow lines on Scarcroft Road to reduce the amount of non-residential traffic in York.

Could you also consider making the limited parking zone on Scarcroft Road in front of the (Granby Lodge) apartments into residential parking zone R48, which is the zone for Scarcroft Hill, Also change the parking zone on Scarcroft Hill and Wentworth Road to 24/7?

When the hotel was developed into apartments in 2001 it was recognised that there wasn't enough parking space for the amount

of apartments by making the area in front of the apartments zone R48 this would help the problem greatly.

Also if yellow lines are placed on Scarcroft Road, the cars will park on Scarcroft Hill and Wentworth Road after 17:00 and at the weekends as R48 is open to anyone between 17:00 and 09:00, also Saturdays and Sundays

- Whilst I don't have a problem with the proposed changes to parking bays on Scarcroft Road, I am concerned about the inevitable consequence of increased use of Scarcroft Hill and other roads for parking outside of permit hours. As a resident of Scarcroft Hill it is already difficult to park in the evening and weekends, and this will foreseeable get worse following these changes.

In objection:

- I think that the proposed amendments would increase the number of accidents in this area. The corner between Scarcroft Road and the A1036, south side, presents a small sidewalk. Pedestrians approaching the crossing on the east side of the A1036 are hidden by a hedge and have to wait close to the kerb to allow the passage of pedestrians that are not crossing.

Due to the fact that the width of Scarcroft Road leading to the A1036 allows for two lanes of cars, and that the traffic turning left (A1036 south) gets a green light before the traffic turning right (A1036 north) does, it often happens that vehicles turning left squeeze through the available space.

- The problem of coaches unloading and blocking the traffic lights is caused by the regular arrival of guests at Wheatlands lodge. I am surprised that these parking spaces for residents are removed for the convenience of a few tourists. The coaches are unloading illegally and will presumably now continue to do so in our spaces. With the earlier removal of the spaces near Scarcroft Green free spaces are now limited now that people are returning to park for work. There was no notification of this plan and it seems unprofessional that residents should find out through the press at the last minute.
- We are opposed to the proposed deletion of the four parking spaces outside Wheatlands Lodge Hotel because it is not necessary, will give rise to increased parking problems in the neighbourhood, and will not necessarily improve traffic flow at the junction. We would strongly support a one coach length bay be

created between the four car area and the entrance to Kirk House. This would be specifically for a time-limited loading/unloading of passengers and luggage for the hotel.

- I am not aware of any resident within our local small community having requested the above proposal and, judging by the opposition, of even wanting it. Some twenty five years ago the Council proposed Residents Parking for this part of Scarcroft Road. This was abandoned after a local petition was circulated. A further attempt by the Council some fifteen years later was also abandoned after objections from all the local residents, including the owners of Wheatlands Lodge who valued the parking spaces for their guests. A proposal by Wheatlands Lodge to turn the front garden of the hotel into a coach park was also rejected by the council. The south side of this part of Scarcroft Road has always remained with unrestricted parking even though some parking spaces have been lost due to the construction of what is now an entrance to Kirk House. It is only in recent times that coaches arriving at Wheatlands Lodge have become a feature. There are double yellow lines on Scarcroft Road and there is a 20mph speed limit. I have yet to witness any enforcement in relation to these. I am in favour of the status quo leaving things as they are but rigorously enforcing the speed limit for greater safety.
- I live on Scarcroft Hill. Parking in this road is permit controlled but is often difficult to find a space, particularly in winter and in the evenings. I understand parking is proposed to be reduced on Scarcroft Road. Whilst I do not object to that I am concerned that more people will seek to park on my road, Scarcroft Hill, outside the restricted hours of the permit scheme I would like to suggest the permit scheme be extended to 24/7 to enable residents to park on their own road.
- I am opposed to the proposed deletion of the four parking spaces because there does not seem any good reason for this to be done. Indeed, there is already a problem with vehicles approaching the traffic lights at high speed (well over the currently unenforced 20mph limit) which can only be made worse by a wider carriageway. Coaches loading and unloading guests to the Wheatlands Lodge Hotel are a continuing problem on the street. They park too close to the junction or blocking the vehicle entrance to the flats at Kirk House, or double park, or park on the

double yellow lines on the opposite side of the road. None of these dangerous stratagems to unload or load coaches should be allowed to continue, either explicitly or illegal, but ignored. If the deletion of the four car parking spaces and provision of double yellow lines is intended to allow coaches to load and unload on the double yellow but further away from the junction, this would of course be encouraging illegality. Could the four car parking area be moved one car's length nearer the junction and a new, one coach length bay be created between the four car area and the entrance to Kirk House, restricted to say 10 minutes to give time for unloading people and luggage? or, better, just leave things as they are and get the 20mph limit enforced - cutting speed reduces accidents and danger.

- The area you are intending to turn into a no waiting area is where I feel safe to park. Where am I now expected to park? The coaches seem to have taken a priority over local residents. Perhaps the bookings of coach parties should have been considered by the hotel if embarking and disembarking is a problem in such a busy residential area. There is a site further along, before Scarcroft Hill that has parking for 2 hours only. This isn't an area where residents can park, as it does not give us long enough. Why not use this? It would still allow the coaches to park without obstruction.
- It appears these plans may be to allow coaches to drop off passengers at the hotel. These vehicles cause a problem on Scarcroft Road because drivers leave their vehicles idling and this causes both noise and air pollution. Additionally, the traffic on the road is already too fast, with many drivers breaking the 20mph limit as they come through the traffic lights.
- Removing the parking option on the south side on Scarcroft Road will also remove the only thing which aids the unenforced 20 MPH speed limit.
- If the parking is removed, will the speed limit magically begin to be enforced? As I recall, the last time the police were asked they said that they would not consider enforcing the limit.  
Given the large number of schools in the area, removing the only thing which actually limits speeding motorists would seem to be a very bad idea.

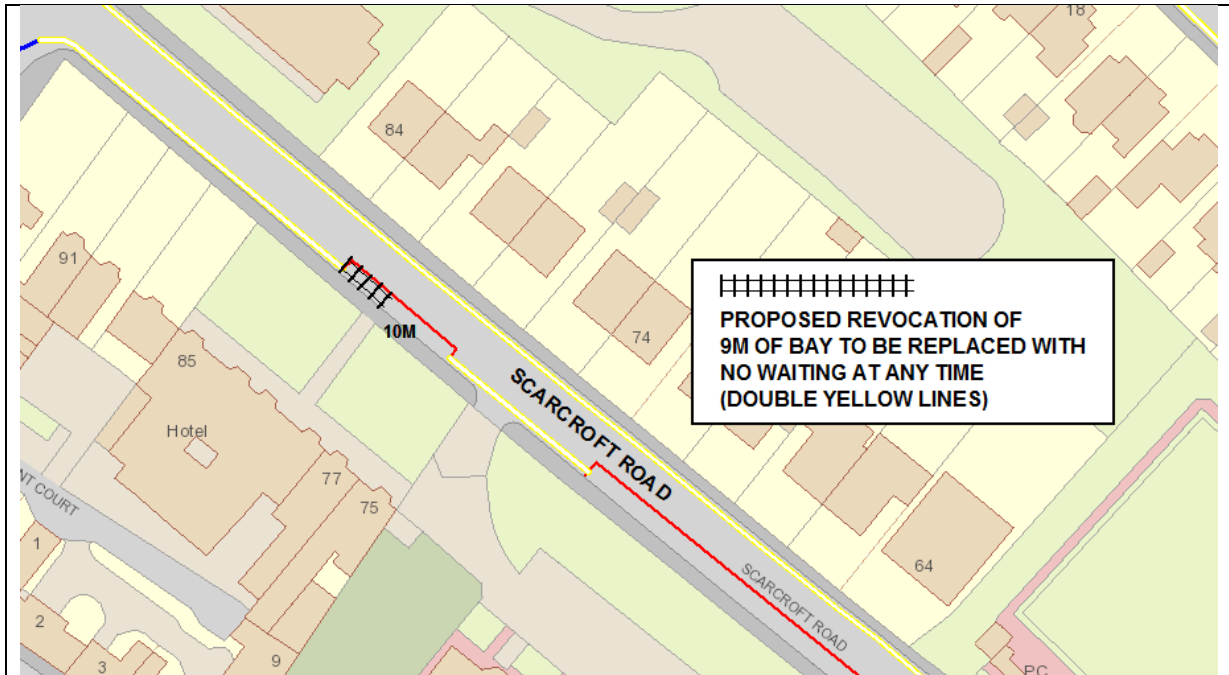
- We agree that parking coaches between the current 4 parking spaces and the Scarcroft Road/Mount junction is dangerous and causes congestion at the traffic lights.
- However instead of removing parking spaces that are heavily used by Scarcroft Road residents, particularly residents of the flats next to Wheatlands Lodge Hotel, would it be possible to make a 10 minute drop off & pick up space between the driveway to Kirk House & the 4 parking spaces (possibly moving the parking spaces slightly towards the junction).
- I agree that coaches parking here, causes congestion at the traffic lights, and this needed to be addressed. However, parking along Scarcroft Road had already been reduced by the introduction some years ago, of a designated place for parents to collect their children from School, opposite the Allotments. I would like to suggest that a designated area for ONE coach be allocated on Scarcroft Road where the entrance to the new flats “Kirk House’ is situated.
- I live on Scarcroft Hill and currently we have residential parking, but only 9 - 5 Mon-Fri. The changes you propose to make to the adjoining roads will have a knock on effect on our street, which is already tight for parking.

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

The loading and unloading of a vehicle on ‘No Waiting’ restrictions is not something that is enforceable by the Council Civil Enforcement Officers, it is therefore recommended to reduce the bay by 9 metres (leaving a 10 metre bay). This will move the unloading operation away from the signalised junction and still leave a parking amenity in the area.

A number of objections related to the hours of operation of the residents parking zone R48, this can be taken forward in the next review but not something that we can progress as part of this proposal.(plan below)





**Options**

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

**Ward Councillor comments:**

**Cllr. J. Crawshaw-**

**M2-** I can't say that I have ever received a complaint relating to this issue in the 5 years since I was elected. Likewise, I don't recall ever having observed a problem in the 12 years I have lived around the corner. My understanding is that none of the residents opposite are in support of the reduction in spaces (though my evidence is anecdotal, not empirical).

Over the past few years I have received a number of complaints about parking within R48 (and in the interests of transparency, please note that I live within this zone). I share the concerns raised that any reduction in free parking on Scarcroft Rd could have a detrimental impact on R48, particularly during evenings and weekends and especially when coupled with the recently agreed introduction of a ResPark Zone extension along further sections of Albemarle Rd. Therefore, if this reduction in spaces goes ahead, I recommend that a review of the hours of operation for R48 be instigated as part of the decision