

## Annex Q

## Westfield Ward

**Q1**

**Location: Croftway**

### **Nature of problem and advertised proposal**

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

Plan of proposed no waiting at any time restriction:



### **Representations received**

We received five representations in support and one in objection.

Comments received from Cllr. Waller:

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

Representations in support:

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

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

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

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

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

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

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

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

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

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

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

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

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

Representation in objection:

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

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

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

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

**Officer analysis and recommendation**

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

**Options.**

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

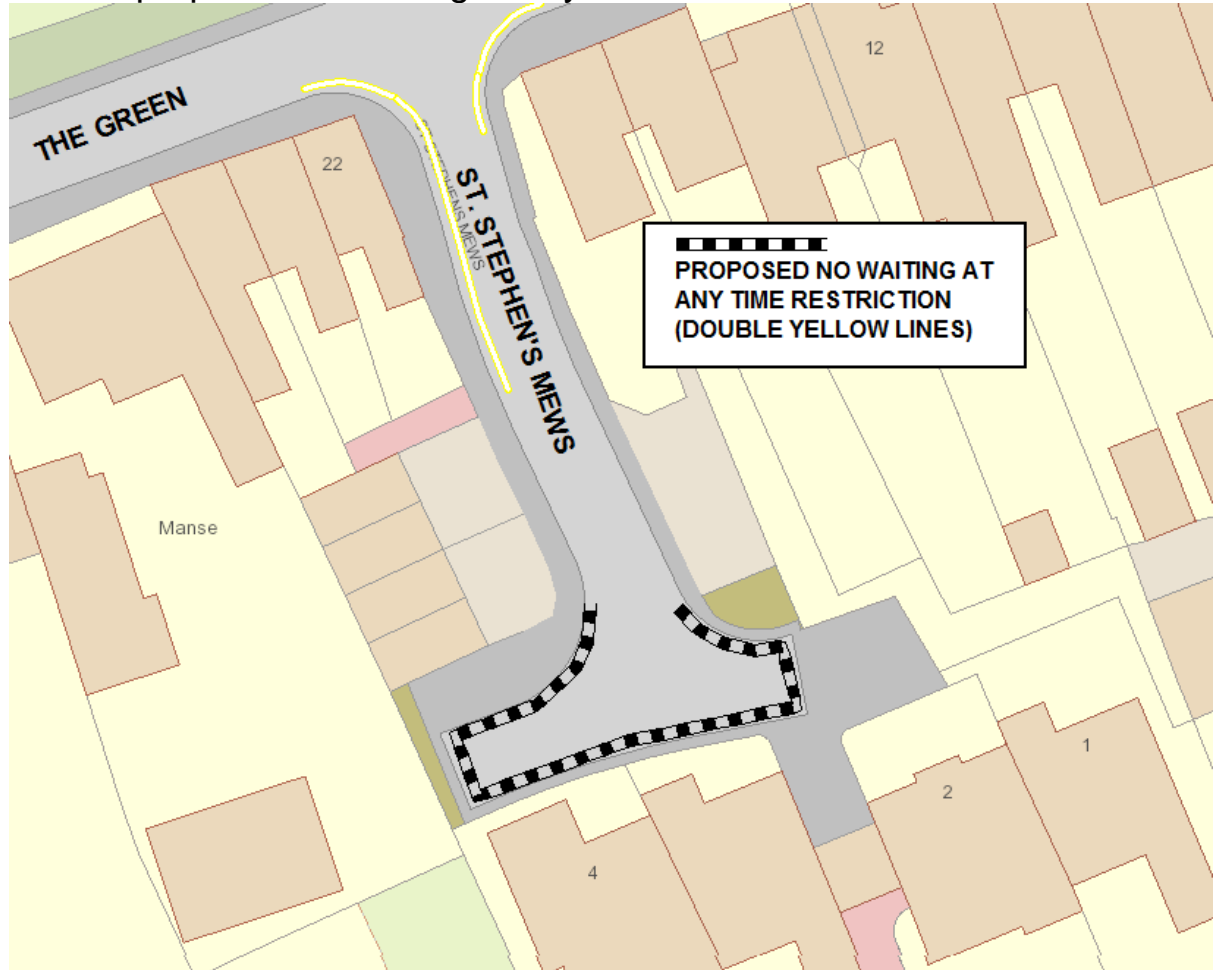
**Q2**

**Location: St. Stephens Mews**

**Nature of problem and advertised proposal**

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

Plan of proposed no waiting at any time restriction:



**Representations received**

We received seven representations in objection to the proposal.

Representations received:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

- My husband and myself object to this plan.

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

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

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

Please consider our objection

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1. The junction of The Green, Wetherby Rd & Danebury Drive. Daily parking on the pavement and close to a junction.

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

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

#### **Officer analysis and recommendation**

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

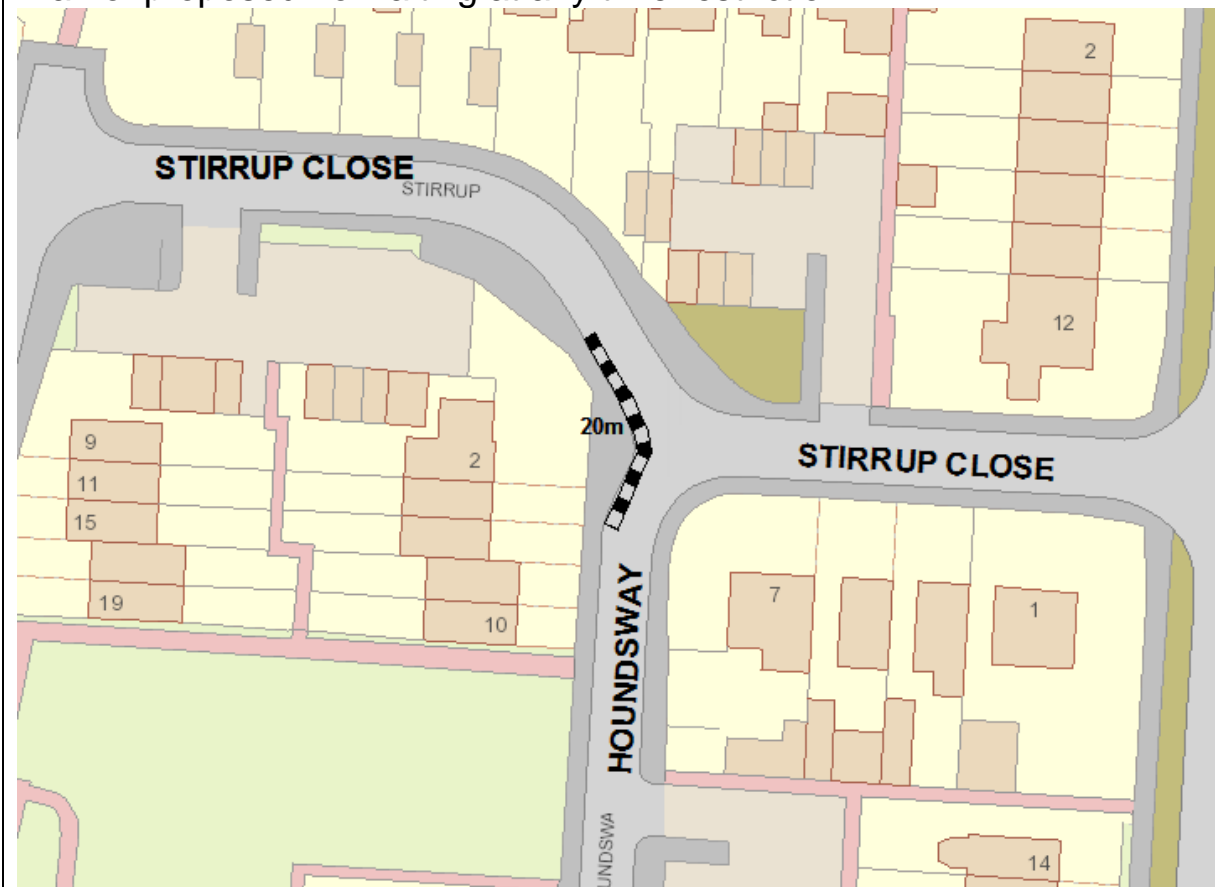
#### **Options.**

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

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

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

Plan of proposed no waiting at any time restriction:

**Representations received**

We received six objections to the proposal.

Comments received from Cllr. Waller:

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

Representations received:

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

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

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

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

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

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

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

I hope the council see sense and reject the proposal.

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

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

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

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

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

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

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

This proposal seems an unnecessary measure due to one complaint.

I would like to think that this proposal is rejected.

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

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

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

Representation received from the Foxwood Residents Association:

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

The following summarises the situation.

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

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

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

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

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

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

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

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

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

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

#### **Officer analysis and recommendation**

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





**Options.**

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

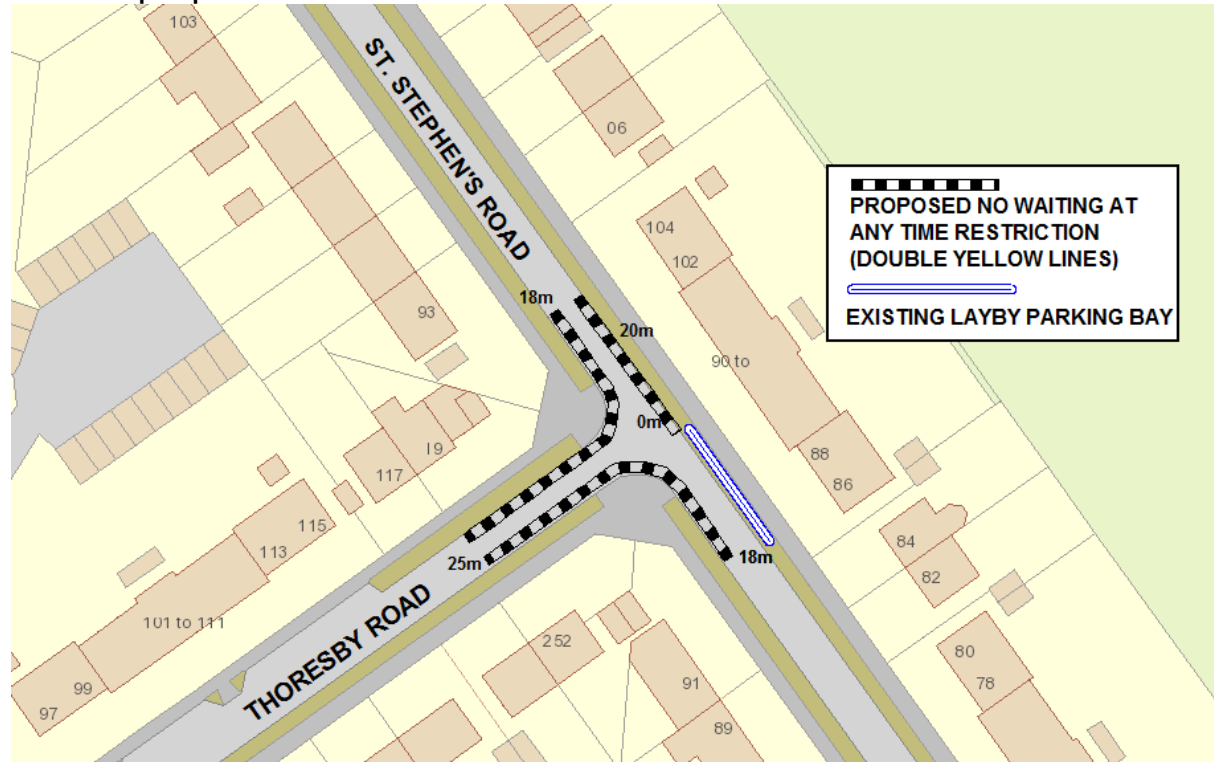
# Q4

Location: St. Stephen's Road/ Thoresby Road

## Nature of problem and advertised proposal

Cllr. Waller raised an issue of vehicles parking close to the junction leading to restricted access for vehicles turning into the junction. The restricted access has created an issue for the refuse wagons manoeuvring in the area leading to some damaged verges.

Plan of proposed restrictions:



## Representations received

We received five representations in objection to the proposal. We also received a petition with 16 signatories requesting Ecogrid lay-by in front of 90-104 St. Stephen's Road.

Comments from Cllr. Waller:

- The initial request related to parking across the verge cross over to the end property on the odd side of Thoresby Road. These double yellow lines go much further than the initial request. Residents in St Stephen's Road have signed a petition asking for an additional lay by in front of 90 to 104 should the double yellow lines be applied in front of that block. Whilst the double yellow lines in St Stephen's Road would assist with the operation of the bus route there is experience of a shortage of parking in this location which should be addressed through estate improvement works.

Representations in objection:

- I am writing regarding the proposal for double yellow lines outside the properties on the North East

side of the road on St Stephens Road~ After receiving no official information regarding the proposal until the signs were posted on the lamp posts outside my property~ Then receiving a copy of the proposal letter a week later from the Westfield Ward forum informing us of the proposal I wish to object to this proposal as a leaseholder in the flats address above~ This proposal will cause more difficulties for me personally with limited mobility issues and property owner~ As well as the other leaseholders and residents in the flats and other residents in St Stephens Road~ This proposal will not only de value our properties and cause personal difficulties but cause more parking issues on the road with ten cars needing parking places~ With at present a parking bay for only three~ Causing alternative parking needing to be sought fur~ther down the street outside other properties~ There have been a number of reasons put forward from other residents as to why this proposal has been put forward some been the use of parking on kerbs causing them to deteriorate this is due to private property owners on St Stephens Road having more than one car so using the kerbs for their second cars etc~ Bus route there is a limited bus service down the road that does not disrupt or hamper parking outside the properties~ I don't know or understand what this proposal for double yellow lines will do for St Stephens Road but I do know it will cause more difficulties for parking in the road so I must emphasise that I strongly object to this proposal

- In relation to the proposed No Waiting at any time in the letter dated 10th November 2023 for the Residents of Block 90 – 100 St Stephens Road Acomb .

On the Map included with the Proposed New Layout it shows 20m of Double Yellow Lines on the same side as the Block of Flats 90 – 100 and also Opposite on Thoresby road 25m up to the junction of St Stephens Road.

The 20 m Double yellows on St stephens itself with not improve the parking problem at all , I believe what it will do is push vehicles further down St Stephens Road causing a knock on effect for Residents who already park on the road itself causing further congestion and animosity when Car Owners are unable to park and may end up blocking driveways .

More parking needs to be made available ie another layby parking bay for 3 or more vehicles outside the Block of flats 90 – 100 this will reduce the intrusion of vehicles taking up the road and assist with the access for the bus that travels along the designated Bus Route thus reducing the Ongoing damage to the curbs on the junction of Thoresby Road and St Stephens.

I can Understand the possible need for the Double Yellows on Thoresby road 25m approach to the junction for vehicles but certainly not for St Stephens itself .

Surely other junctions onto St Stephens would have to be the same and not just one.

I strongly Object to the Proposal for he reasons above and hope that you can take these into serious consideration.

- I must inform you with great regret that I do not agree with the planned investment in creating a double yellow line on St. Stephens Road. I am a resident of the building opposite Thorsby Road, flat number (House number redacted). In our building we have 12 car owners and only three parking spaces intended for when there are yellow double lines. How do you imagine where the rest of the cars will be parked? We are supposed to park in nearby parking lots and have no control over them. Who will be responsible when someone destroys our cars? You will take responsibility in such a situation. Older people, disabled people and families with children live here. For decades, people were not bothered by the existing street parking situation. First, I propose to create additional parking spaces to provide residents with a place to park. I am sending you an example that can be introduced at low cost and where there may be new places.

- I am writing to strongly object to the proposed double yellow lines on St Stephens Road. The block of flats on the proposed junction, 90-100 St Stephens Road, YO24 3EF has currently 13 cars between the residents of the 10 flats. Where do you suggest we park considering there is only 3 spaces in the layby?!

There is already disputes from residents in the next block if we park further down the street, I have personally been threatened by a local resident when I parked opposite his drive, on the public highway, upon my return home from work at 3am because I couldn't park near my own flat. It is bad enough that I cannot park near my home late at night, this situation is just going to be exacerbated by double yellow lines on this junction.

If alternative parking is arranged first, by making the grass verges dedicated parking bays using the plastic gridding, then there may be a case for putting no waiting on the curves into Thoresby road, but leaving the main St Stephens road still parking. Surely it only needs to be on one side to enable the bus to get through?

Also is this going to be put on the other junctions of St Stephens Road, St Stephens Green and the other Thoresby road junction? If not, why not?

Dear Sir/Madam.

As a resident of the block of flats in the St Stephens Road area, where the parking restrictions are being proposed.

I am writing to object on the grounds that, though I agree vehicles should not be parking on the junction.

These plans without more of road parking being provided, is going to severely limit parking on St Stephens Road.

This will cause problems for your residents plus the grass verges that are now, will become a quagmire, hazardous, unsightly, and a disgrace to York City.

Yours faithfully

#### Officer analysis and recommendation

The petition and some of the objections we received requested the installation of an ecogrid parking lay-by. This is not within the scope of this project. Vehicles parking too close to the junction on Thoresby Road cause vehicles approaching the junction to proceed in the centre of the carriageway and have restricted visibility at the junction.

#### Options.

1. **Implement as advertised-** Not recommended.
2. **Take no further action-** Not recommended.
3. **Implement a lesser restriction-** Recommended to remove the proposed restrictions in front of the flats. The proposed restrictions on the junction will provide for vehicles approaching the junction in their lane and improve visibility (as per plan below)

