
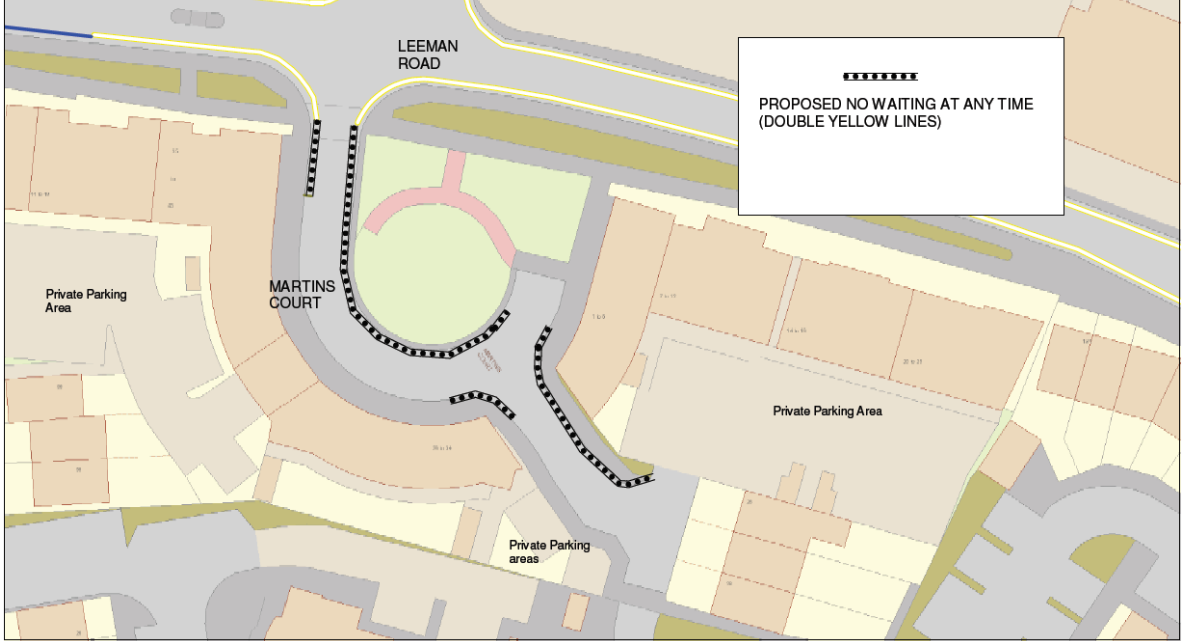


## Annex L : Holgate Ward

<b>L1</b>	<b>Location:</b> Martins Court, junction protection (requested by the Managing Agent for the majority of the estate)
<b>Nature of problem</b> Non-resident parking obstructing the carriageway for larger vehicles and preventing refuse collection on occasions. Vehicles parking on footways and across tactile pedestrian crossing areas.	
<b>Background information</b> We have consulted with Residents of Martins Court on two occasions regarding the introduction of Resident Parking – we did not receive sufficient support on either occasion to take this forward. We believe there is a high level of commuter parking and we are unable to prevent this. We are only able to place waiting restrictions at strategic areas around the estate to ensure vehicle access and hopefully lessen the instances of footway obstruction.	
<b>Recommendation</b> No Waiting at any Time as outlined on the plan below.	
 <p>LEEMAN ROAD</p> <p>MARTINS COURT</p> <p>Private Parking Area</p> <p>Private Parking areas</p> <p>PROPOSED NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)</p>	
<b>Cost: Lining works £60, Advertising £500; Total £560</b>	

**L2**

**Location** Yarburgh Grove  
(requested by one resident)

**Nature of problem**

Sight lines for vehicles turning into Yarburgh Grove from Poppleton Road are poor and drivers unable to see vehicles approaching from the other direction. Request for the lines to be extended by one car length.

**Background information**

Additional restrictions were advertised and improved at this location in 2015 – from observations the additional length of restrictions at the location requested were not implemented on street. Because of the time lapse between approval and implementation we have to advertise them again under highway regulations.

**Recommendation**

Re-advertise double yellow lines as shown on plan below



**Cost: Lining works £20, Advertising £500; Total £520**

**L3**

**Location** Holgate Bridge Gardens  
(requested by a resident via the Ward Cllr)

**Nature of problem**

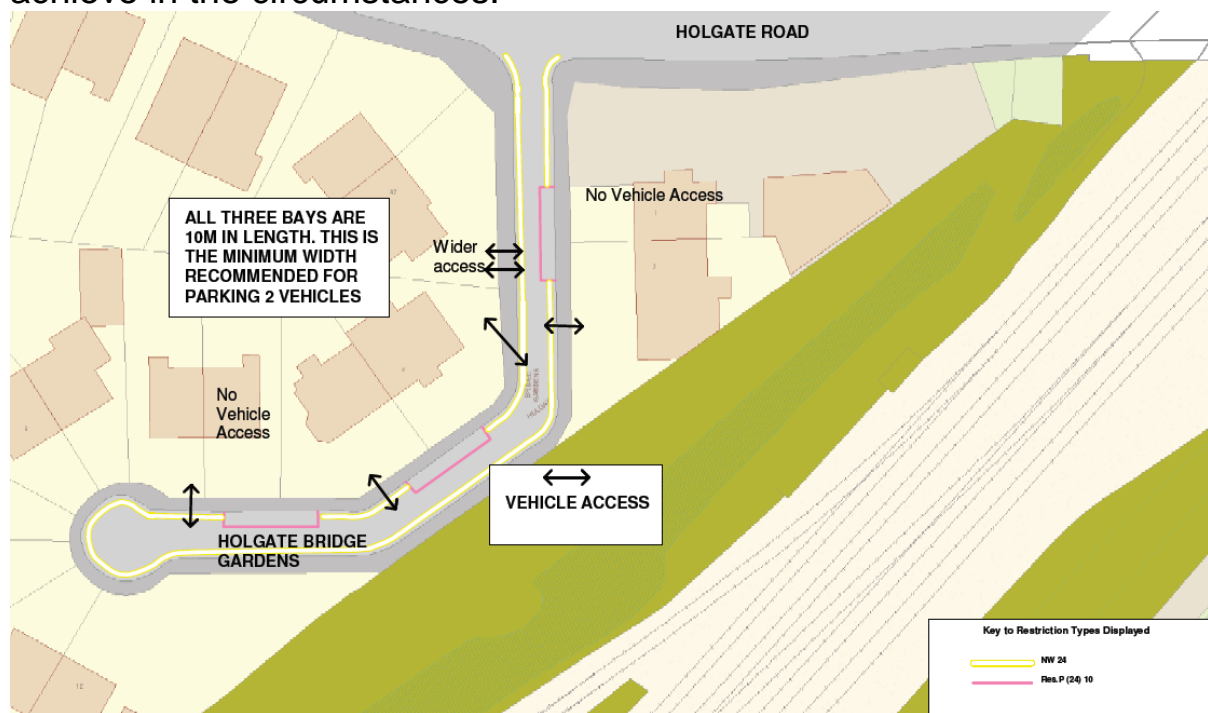
Vehicles parked in the Resident Parking Bay cause others to mount the verge to pass causing unsightly verge damage. We have been requested to move the bays by approx 1m away from the bend areas.

**Background information**

The carriageway at Holgate Bridge Gardens is narrow (between 4.3m and 5m). Most properties have dropped kerb access which has to be considered in any design of the scheme. The bays have been positioned to allow residents to leave their drives and manoeuvre around any parked cars. To move the bays as requested brings them closer to the dropped kerb access points and will cause resident's vehicles to mount the verges to manoeuvre around any parked vehicles. Moving the bays to the opposite side of the carriageway would also cause problems for residents to achieve the desired turning circles for access and egress to their off street parking amenity.

**Recommendation**

No action – it is not possible to move the bays without causing similar problems and verge damage. Position not ideal, but the best we can achieve in the circumstances.



**Cost: Lining works £0, Advertising £0; Total £0**



**L5**

**Location** Enfield Crescent  
(Requested by two residents)

**Nature of problem**

R60 Resident Parking Area (implemented in April 2018) does not include the area of private highway located between 37 & 38 St Paul's Square. Since this time the residents allege they have been inundated with non-residential parking and request this area is brought into the scheme.

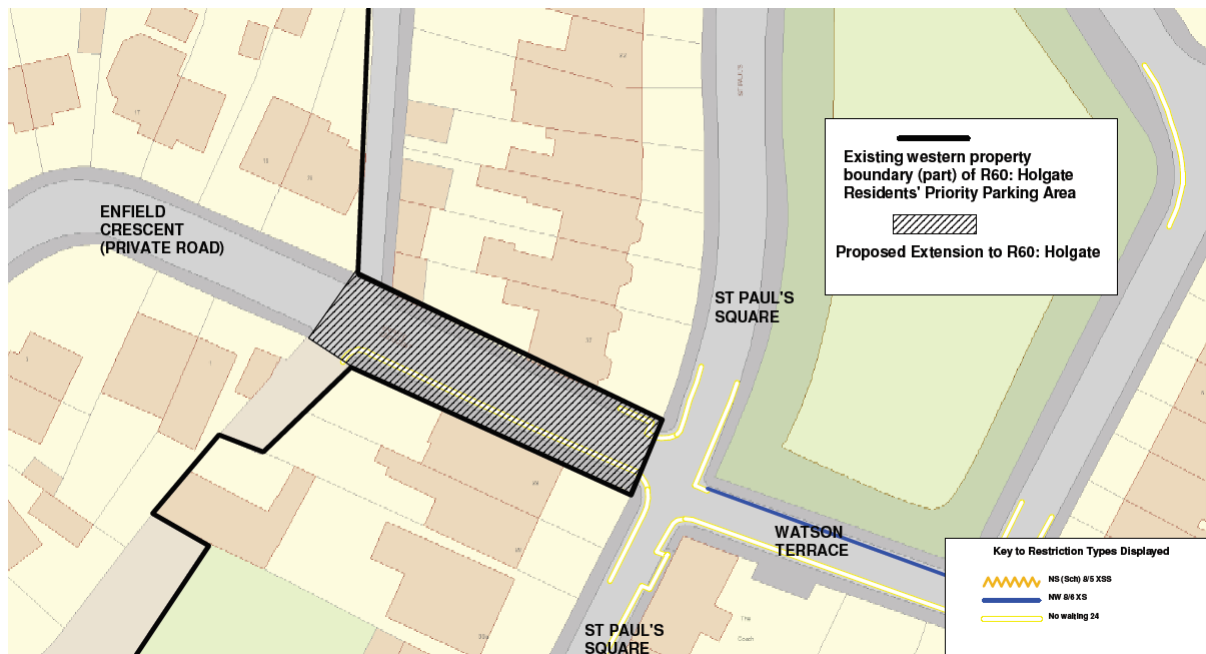
**Background information**

The residents declined our request to include this area when we consulted and implemented the scheme. Because of the resulting issues they now wish to include the areas of private highway under their jurisdiction.

Once the legal work is completed, implementation on the ground can be achieved easily by moving the entry and exit signs from a pole to a lamp column.

**Recommendation**

To grant the residents' request as detailed on the plan below



**Cost: Sign works £90, Advertising £500; Total £590**

**L6****Location** R60 Resident Parking Area  
(Requested by York Spiritualist Centre)**Nature of problem (for details see separate Annex L6A)**

R60: is a restrictive parking scheme which does not provide sufficient options for visitors and congregation of the York Spiritualist Centre (Charity) especially for evening events and Saturdays.

**Background information**

The R60:Holgate Residents' Priority Parking scheme was complicated to implement with many conflicting views, adjacent private streets, schools without any parking amenity and the needs of York Spiritualist Centre and St Paul's C of E Church to consider.

The Executive Member for Transport and Planning considered all the conflicting viewpoints at two public decision sessions following the initial consultation and the objections to the legal advertisement. The Spiritualist Centre was represented on both occasions and members spoke at the meetings.

The end decision – 24 hour scheme Mon – Sat was a compromise decision to give some concession to the Spiritualist Centre and St Paul's C of E Church for Sunday parking; the majority of residents preferring a 24 hour scheme, 7 days a week. There is a marked bay on Holgate Road which allows 90 minute parking for non-permit holders and marked bays on Watson Street giving 2 hour parking for non-permit holders. We have received no requests from residents to change the times of operation or consult further on the operational times of the scheme. A recent analysis indicated the zone is already at capacity when considering the number of permits issued (240 full time) against available space (estimated around 220 allowing 6m per space).

**Alternative Options**

All visitors to York Spiritualist Centre with a Disabled Permit (blue badge) are able to park without an R60 permit as long as the blue badge is displayed.

Evening/Saturday parking: unrestricted parking on Acomb Road and Holgate Park Drive is a short walk (approx 650 – 800m).

Park & Ride – for daytime events. The Poppleton Park & Ride bus stops outside the York Business Park (800m). The Askham Bar services stops on Blossom Street (900m)

Public Transport – Holgate Road is on the bus route for services 1, 5, 5A, 10, 10A, 16A, 23X (400m walk). Alternatively buses, routed via Tadcaster Road can be used with a short 10 minute walk away with stops from Blossom Street (900m).

A plan showing alternative options is included for clarification as Annex L6B

**Recommendation**

No Action

**L7**

**Location** Sowerby Drive/Manor Drive South  
(Requested by one Resident)

**Nature of problem**

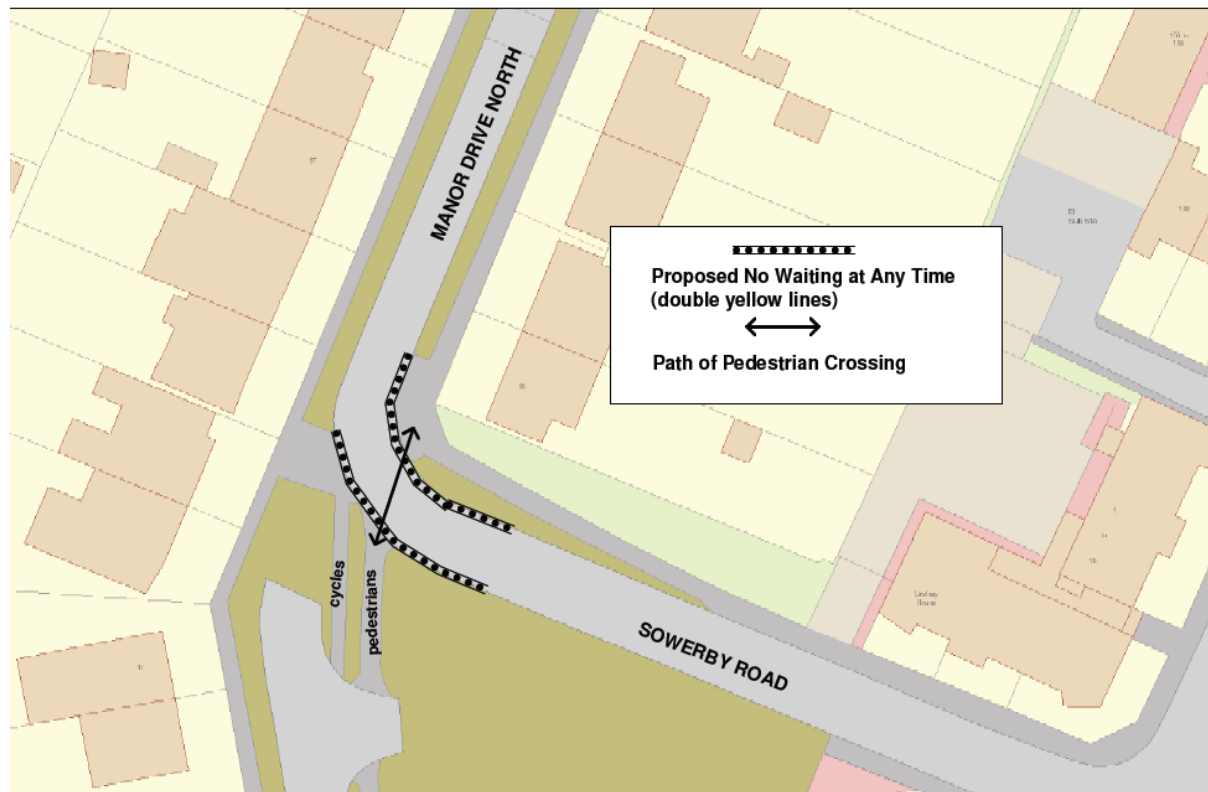
Vehicles parking close to and around the blind bend creating near accidents/misses.

**Background information**

This is a residential road, but can be busy with access to many streets and properties. There are tactile pedestrian crossings at the bend, parked vehicles will obstruct sight lines for pedestrians and their ability to cross safely.

**Recommendation**

No Waiting at any Time as outlined on the attached plan



**Cost: Lining works £50, Advertising £500; Total £550**



**L8**

**Location** Severus Avenue, Acomb Road junction  
(reported through Councillor's casework)

**Nature of problem reported**

Vehicles parking close to the junction obstructing visibility and creating safety issues.

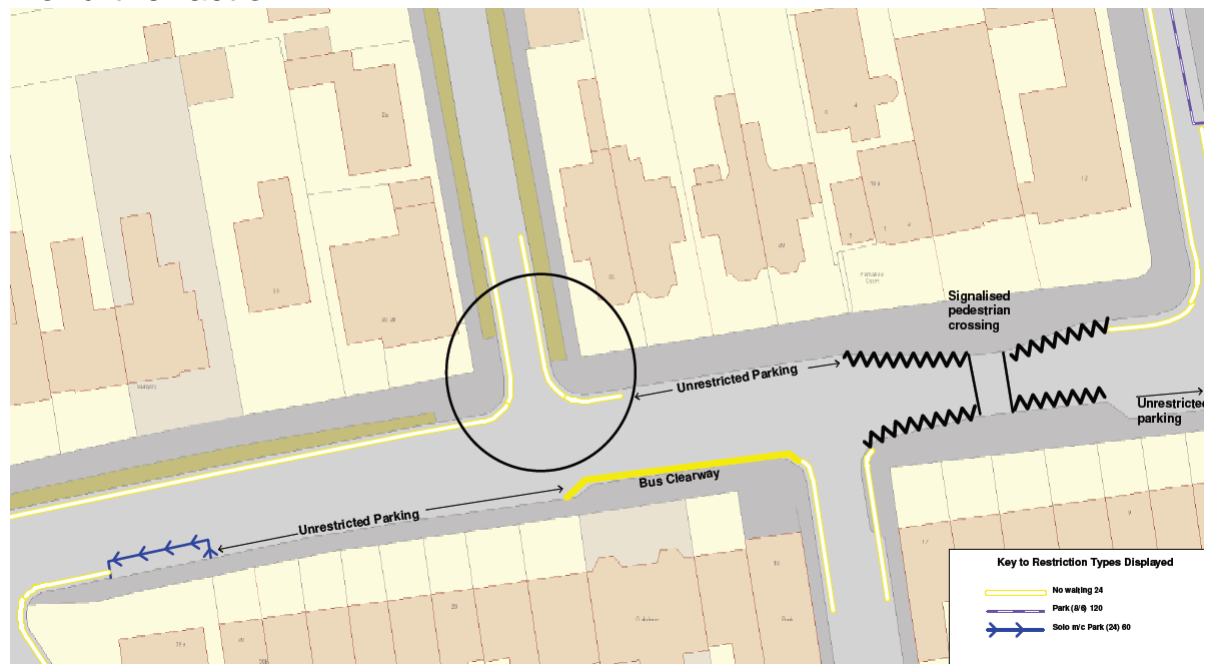
**Background information**

The visibility for vehicles turning left is excellent. The carriageway width is 10m with a bus clearway and a signalised pedestrian crossing nearby, both of which restrict parking opportunities.

The length of existing double yellow lines to the left of the junction allows one car to park before a dropped kerb access to a business property. It is possible to slowly manoeuvre your vehicle out into York Road to see around any parked vehicles because of the excellent views to the right as you exit the junction.

**Recommendation**

No further action.



**Cost: Lining works £0, Advertising £0; Total £0**

**L9**

**Location** Hamilton Way  
(Requested by one resident)

**Nature of problem**

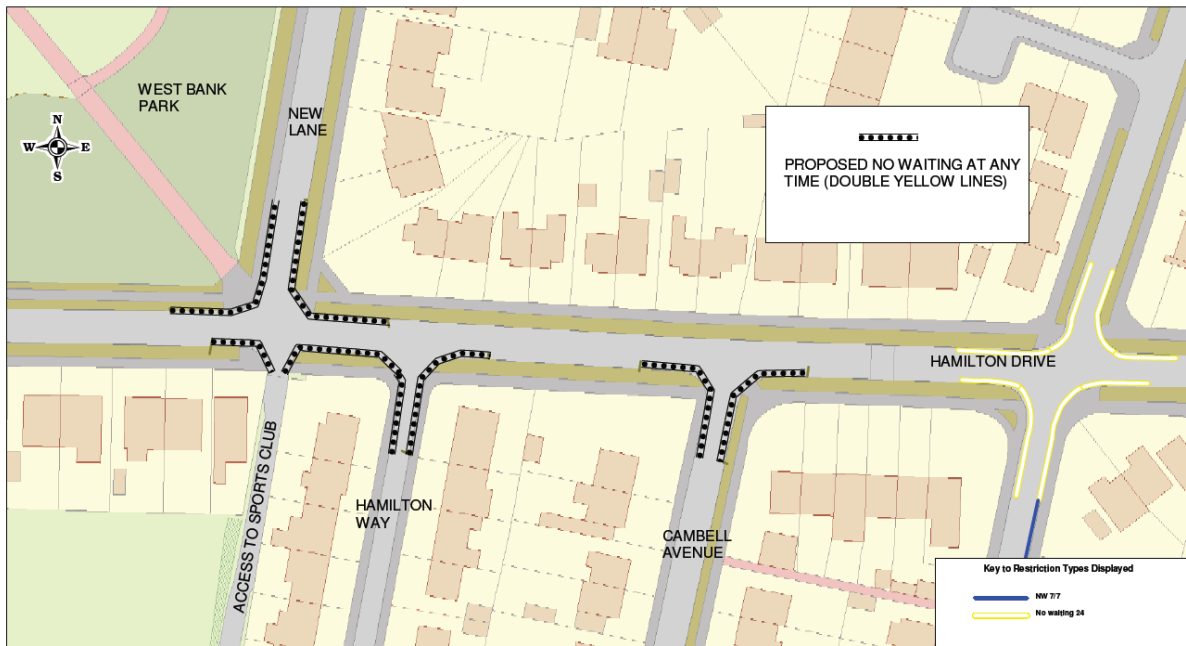
Vehicles parked at junction area of Hamilton Drive/Hamilton Way causing issues of access and egress and obstructing footway or others driving on footway to get past the parked vehicles.

**Background information**

Problem mainly related to school peak hours – however vehicles should not park and obstruct junction areas.  
The recommended option protects junctions, tactile footway crossing areas and the entrance to the sports club from obstructive parking and obscured sight lines.

**Recommendation**

No Waiting at any Time (double yellow lines) as detailed in the plan below. To provide junction protection, entrance to the West Bank Park and provide a passing area during school peak hours.



**Cost: Lining works £100, Advertising £500; Total £600**

**L10**

**Location** Poppleton Road  
(Requested by one resident)

**Nature of problem**

There are 29 properties on this stretch of road with an adjacent R5 Resident parking bay with estimated space for 12 vehicles. There were 14 Household permits issued to properties in this area in March 2019. Resident asks if space can be found to provide additional parking space and suggests we use part of the currently hatched area to achieve this. The R5 zone is small with other parking areas on Park Lane, Falconer Street and Holgate Road, approx 200m to 500m walk from Poppleton Road. The bays on Falconer Street and Park Lane are only operational 9am to 5pm, Mon to Sat, and are unlikely to provide additional spaces for overspill from Poppleton Road on an evening and Sunday when pressure for space is at its height.

**Background information**

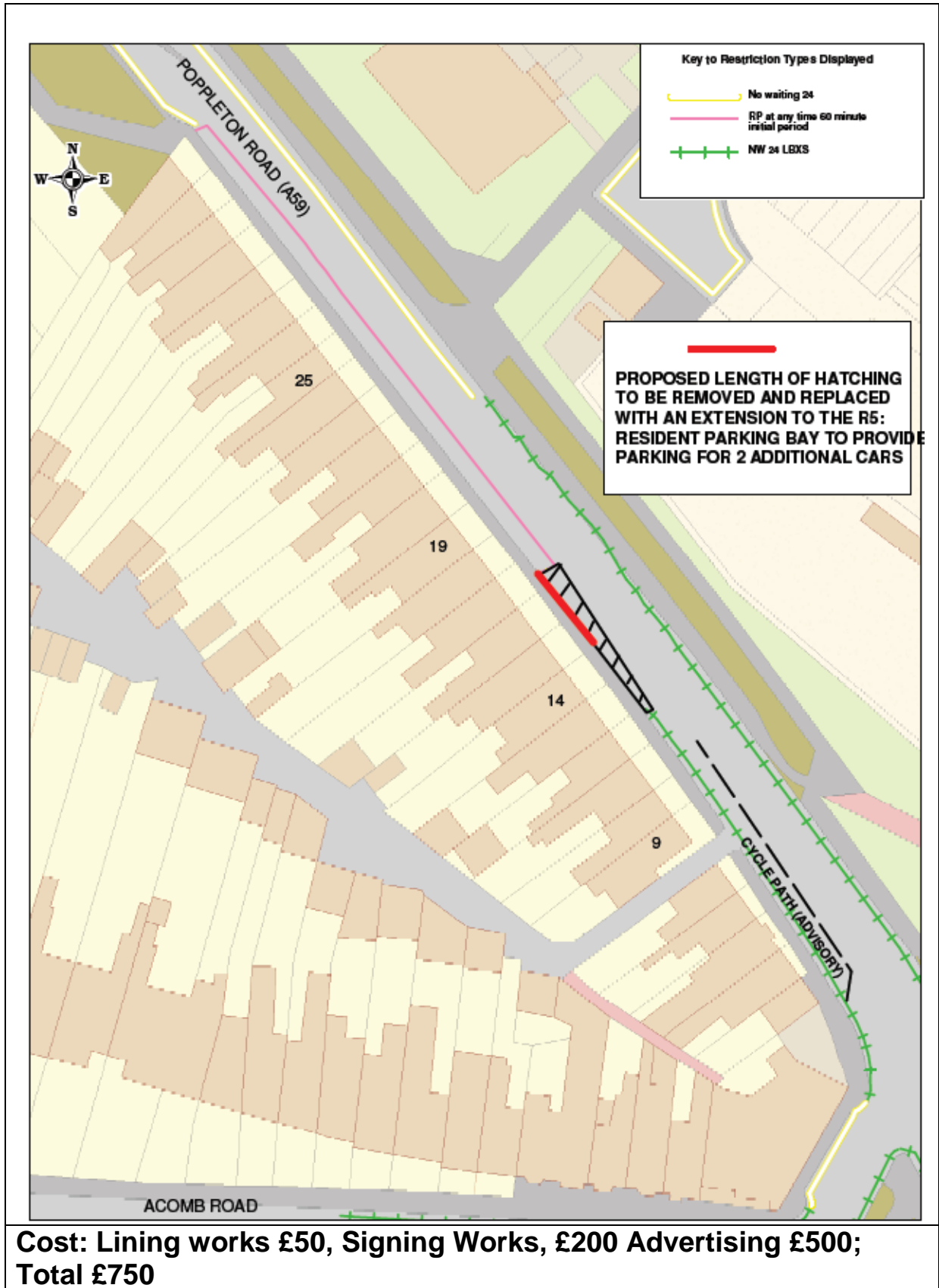
The hatched area (22.5m in length) was marked when the Poppleton Road bus lane was added for the 59 Park & Ride service. It provides guidance for cyclists to move out into the carriageway around the parked cars in the bay.

We have been requested to shorten this area to give the residents an additional two parking spaces while still providing a 11.5m hatching between the end of the cycle lane and the parking bay.

We have spoken to the engineer who designed the Poppleton Road bus lane scheme and he did not raise any objections to this alteration.

**Recommendation**

Removal of 11m of hatched marking to be replaced by Resident Parking to provide two additional spaces as clarified in the plan below



# L11

**Location** Hamilton Drive East  
(Requested by one resident)

### Nature of problem

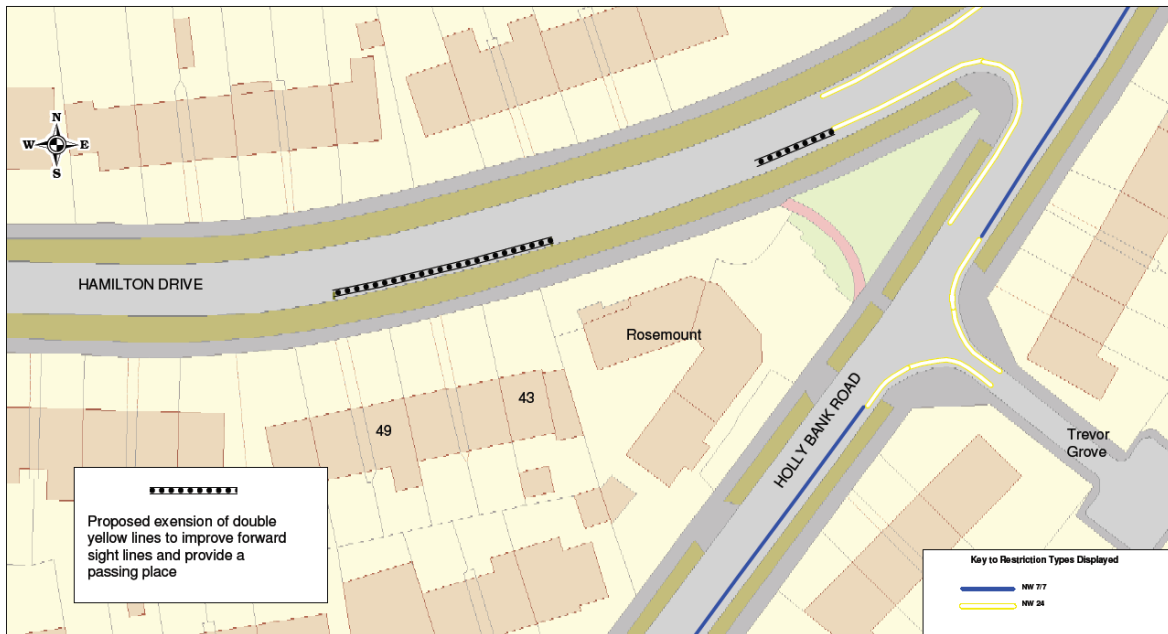
Vehicles parked, commuters and school related east of the school are causing obstruction, driving over verges and footway to get past.

### Background information

Problem mainly related to school peak hours – however there are properties without an off street parking area or with insufficient off street parking resulting in a level of parking most of the time. This is an area used by commuters to park and walk into town.

### Recommendation

No Waiting at any Time (double yellow lines) as detailed in the plan below. This will provide better forward sight lines as you approach the area around the bend and a passing place. The passing place is outside properties, but the raised kerbs between driveways are too narrow at this location for a vehicle to park without causing obstruction.



Hamilton Drive

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SCALE	1 : 500
DATE	11/04/2019
DRAWING No.	
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**Cost: Lining works £50, Advertising £500; Total £550**

## **Ward councillor comments:**

Councillor D Heaton – no comments received

Councillor R Melly – no comments received

Councillor K Taylor –

### **L4**

I support the recommendation although I would also urge CYC Highways to liaise with the CYC Streetlighting team on this, too. There is a resident living behind the one lamppost in this cul-de-sac who aspires to have her garden converted into a drive-way for off-street parking. I have made Streetlighting aware of this. The lamppost will only need to be shifted by about a meter for her to achieve this. Given the pressures in this cul-de-sac around parking, it would be agonising to see double-yellows introduced before this happens - as this would immediately leave the resident with nowhere to park. The resident is of course aware that, should the lamppost be moved, the cost of actually converting the garden into a driveway would be payable by themselves.

### **L9**

Unless there is a strong consideration I have overlooked, I am very much in support of this recommendation. The congestion and (more in this case) the parking pressures this area faces during school peak hours are a serious problem around Hamilton Drive - not just in terms of practical inconvenience, but also in terms of the safety of all those travelling to and from the school - which will require a range of different measures to try and improve the situation.

Of course, this suggestion alone will not solve the overall problem, but it will ensure greater lines of sight for both drivers and pedestrians (many of whom are school kids) which should reduce the safety risk here. At risk of stating the obvious though, this recommendation will need to be followed up by active enforcement as otherwise it will be close to meaningless. *I know that CYC will appreciate this, but I just want to state it for the record.*

It is worth adding that there is early, but positive, partnership work between local councillors, Acomb Primary, Our Lady Queen of Martyrs RC Primary, Sustrans and the York RI Sports Club which has seen a Park & Stride scheme trialled to try and reduce the perceived “need”

for parking in problematic locations like these junction areas. The numbers of those using this Park & Stride trial during school peak hours are increasing, and we are working together to try and make this this can be a permanent arrangement - a matter currently dependent on whether or not the rubble track being used for the trial can be tarmacked. Unfortunately, even if we can properly develop this stretch of road, we know that this still will not attract everybody who is parking in these areas during school peak hours. However, we hope that a number of those affected by this restriction will make use of this option.

Further suggestions and ideas to help with this significant challenge are welcomed.

### **L10**

Fully support this. It must be a daily stress for the residents of the 14 households with ResPark permits if the restricted space only actually covers roughly 12 vehicles.

### **L11**

Similarly, in line with my support for scheme L9 (covering junction areas further up Hamilton Drive with double yellows) we have a serious problem in this area (particularly around school peak hours) with congestion and parking pressures. Doing nothing cannot be an option, and this will hopefully influence enough of a number of people to find more suitable places to park - such as using the Park & Stride which is being trialled from the York RI to serve those dropping kids off to both schools - or, if at all possible, alternative means of travel. As I said for scheme L9 though, this will only have an impact if there is the Enforcement behind it to make it meaningful.