

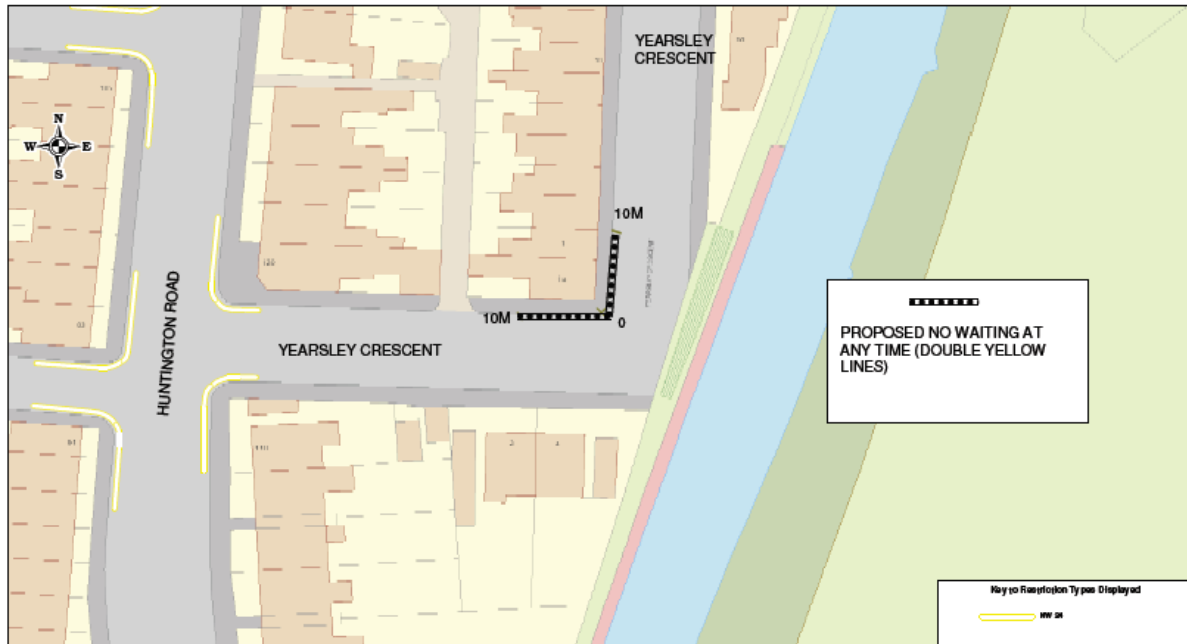
Annex L Huntington Ward

L1

Location Yearsley Crescent

Nature of problem and plan of Advertised Proposal

Cars parking around the bend preventing access for larger vehicle access.



Recommendation advertised: The Ward Cllr reports receiving several complaints about this and the refuse wagon obstructed from collection. Consequently, we are proposing a length of restrictions on the inside of the bend as requested.

Representations Received

We received four representation in objection to the proposal.

- We are writing to you to share our objection to the proposed plans for 'no waiting at any time' on the corner of Yearsley Crescent, York.

The proposal states that double yellow lines will be placed 10 metres on both the west and north side, spanning a total of 20 metres of non-permitted parking on the corner of the street.

We can only assume someone has made a complaint as we have lived here for 7 and half years and this has not been an issue before, could you please inform us of the reason for the proposal? We feel very strongly about the matter and would like to raise our objections as this directly will affect us parking outside our home. The residents of Yearsley Crescent have, as I'm sure you are aware, raised concerns about the lack of resident parking for several years now due to the high numbers of non-residents parking on our street.

The proposal will stop approximately 4 cars being able to park on the street and directly affect us and neighbours who already struggle to park outside our homes.

The proposed double yellow lines will have a further knock on effect to other residents as our cars will have to be parked further down the street.

If this is an access issue has it been considered that the double yellows, if needed at all, could be placed alongside the brick wall that backs on to the river bank. This would help the issue of parking outside our home and offer access to the street? Although we would like to point out access does not appear to be a problem as we often observe large vehicles accessing the street without issue. Could we also ask why it is that only some residents have sent a letter notifying them of their right to object, as this does not only effect the houses on the corner, as stated previously it effects many more whom have all shared their concerns with us.

- We know that sometimes people park inappropriately making the corner tight to get further into the cul-de-sac but we object to 4 parking spaces outside 2 properties being taken out of use when there is another solution. Referring to the map you enclosed we would suggest the restrictions be applied to the Eastern wall running alongside the river. It is the actual turning part that is narrow, not up to 10 metres along the first part of Yearsley Crescent. Also, a lot of people cannot seem to park in a good way alongside the river as that part is on an angle and this is where they tend to stick out into the road so you could still end up with a problem even if you do what you're proposing. It makes far more sense to us to restrict a general part of the road that is not outside properties than a part that is.

With regard to your current proposal, we fail to see how any vehicle would need a clear 10m to turn a corner, you cannot cut across our house and you can only start turning vehicles at a certain point in the road to avoid going over the corner of the pavement. If anything we would counter that 3.5m is more than enough, if the restrictions were put on the river side of the road. Parking is already an issue in Yearsley Crescent with a business on the corner with numbers of people coming and going and those who park up and walk into the city centre for work which will only get worse again when full Covid restrictions are removed in June. We believe your proposed measures will alter our house price and will be contacting an estate agent in this regard as it takes away 3 parking spaces outside our property. We accept it's a public road that anyone can use but if it's made out of bounds then someone

buying the property can't even have that as an option. We sometimes struggle to get a space outside our home and this proposal will just push the problem further onto our neighbours. Also, we have lived here for 25 years and have not had anyone knocking asking us about vehicles outside and them not being able to drive round. There are a number of streets opposite us that could not accommodate larger vehicles (as there are all over the city) and we would ask why our particular street has been singled out? We also have a campervan that we pack up for regular trips away and under your proposed restrictions we could not even park it outside temporarily to pack up our things, some of which are very heavy.

- Presumably this action is in order to make turning the bend in the street easier however it will have a big impact on parking down the street. As we are one of the first streets heading out of town with no parking restrictions we have a considerable amount of cars every day that park in the street to go to work or head into town. Parking can be awful and taking away these spaces will only push more cars over to my side of the road, blocking light from my living room and as already happens on a regular basis, blocking my driveway. I have attached below just 2 photos of many from the last week of cars blocking my driveway.

May I suggest it would be much more beneficial to the residents of this street if parking permits were introduced rather than taking away spaces. We have through lockdown had the chance to see what this street would be like without all the other cars that come and park here. It was very quiet and easy to park. Subsequently everyone could park outside their houses, leaving the far wall which backs onto the river clear of cars the majority of the time. This made getting around the bend in the road much easier. I believe there has already been a request put in from many residents in the street for permits from before I lived here.

- Firstly, I believe this may not be necessary in order to ease passing and turning of council and other vehicles since we have moved our caravan, which was parked on the outer corner opposite the proposed double yellow lines, outside number 4 Yearsley Crescent. I would suggest a review of the situation in the light of the increased turning space which this allows now. The caravan has been sold and will not be replaced and so the added space is permanent.

Secondly, Yearsley Crescent has a number of student properties along it, with multiple cars, and the crescent also supports casual local parking for several local businesses, as well as for customers

to Beautique on the corner, who come and go frequently during the day. Yearsley Crescent is one of the few roads locally where local business workers can park for more than 10 minutes and thus is greatly used and a very important local resource. This is supported by the residents of the crescent. However, if the parking resource were to be reduced by 20 metres, there would be much greater competition for spaces and potential for discord amongst local people. Local businesses, especially Beautique, would undoubtedly suffer too, as their customers regularly park within the 20 metre stretch of road you describe.

Thirdly, our neighbours at numbers at 1A and 1 Yearsley Crescent will be severely impeded by double yellow lines. They will lose the ability to park near their terraced houses and may be struggling to park even in another road locally, bearing in mind the number of terraced house residences in the immediate area, all of which are already very restricted for parking spaces since they have no opportunity for off-road parking.

I would urge you to review and reconsider your parking proposal, which I believe may not be necessary now and which, if it were to go ahead, would I believe cause numerous difficulties for local residents and businesses both individually and in interaction with each other.

Officer analysis and Recommendation

We have received several reports of refuse wagons being unable to access the crescent and as such recommend to implement the restriction as advertised.

Options

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