



**Notice of a public  
Decision Session - Executive Member for Transport**

**To:** Councillor D'Agorne (Executive Member)

**Date:** Tuesday, 20 July 2021

**Time:** 10.00 am

**Venue:** Hudson Room, West Offices

**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 **5:00 pm on Thursday 22 July 2021**.

\*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 Customer and Corporate Services Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Friday 16 July 2021**.

**1. Declarations of Interest**

At this point in the meeting, the Executive Member is asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which he may have in respect of business on this agenda.

- 2. Minutes** (Pages 3 - 10)  
To approve and sign the minutes of the meeting held on 22 June 2021.

- 3. 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, in order to facilitate the management of public participation the meeting. The deadline for registering at this meeting is at 5.00pm on Friday 16 July 2021.

To register to speak please visit [www.york.gov.uk/AttendCouncilMeetings](http://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](http://www.york.gov.uk/webcasts).

During coronavirus, we've made some changes to how we're running council meetings. See our coronavirus updates ([www.york.gov.uk/COVIDDemocracy](http://www.york.gov.uk/COVIDDemocracy)) for more information on meetings and decisions.

- 4. Progress towards determining all outstanding DMMO applications** (Pages 11 - 22)  
This report details the ongoing progress towards eliminating City of York Council's backlog of undetermined definitive map modification order applications (DMMO).

- 5. Cycling in High Petergate** (Pages 23 - 50)  
This report seeks a decision on making permanent the Experimental Traffic Regulation Order (ETRO) that currently allows cycling in High Petergate during Footstreet hours (i.e. 10:30 – 17:00) on a trial basis.

**6. 2020 Annual Review of Traffic Regulation Order Requests** (Pages 51 - 168)

This report seeks approval to advertise the amendments to the Traffic Regulation Order (TRO) required to introduce the restrictions detailed in Annexes A to S. In addition, if there are no objections raised with regard to the above proposals, approval is requested to implement the amendments to the Traffic Regulation Order.

**7. Urgent Business**

Any other business which the Executive Member considers urgent under the Local Government Act 1972.

Democracy Officer:

Robert Flintoft

Contact details:

- Telephone – (01904) 555704
- Email – [robert.flintoft@york.gov.uk](mailto:robert.flintoft@york.gov.uk)

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.

**This information can be provided in your own language.**

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 (Polish)  
własnym języku.

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

 (01904) 551550

## Coronavirus protocols for attending Committee Meetings at West Offices

If you are attending a meeting in West Offices, you must observe the following protocols.

All windows must remain open within the meeting room to maintain good ventilation.

If the windows have to be closed due to weather or external noise levels then the meeting must close.

Furniture must not be moved from the designated safe layout.

If you're displaying possible coronavirus symptoms (or anyone in your household is displaying symptoms), you must follow government self-isolation guidance and must NOT attend your meeting at West Offices.

### Testing

The Council encourages regular testing of all Officers and Members and also any members of the public in attendance at a Committee Meeting. Any members of the public attending a meeting are advised to take a test within 24 hours of attending a meeting, the result of the test should be negative, in order to attend.

Test kits can be obtained by clicking on either link: [Find where to get rapid lateral flow tests - NHS \(test-and-trace.nhs.uk\)](https://www.nhs.uk/conditions/coronavirus/coronavirus-test-kits/), or, [Order coronavirus \(COVID-19\) rapid lateral flow tests - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/order-coronavirus-covid-19-rapid-lateral-flow-tests).

Alternatively, if you call 119 between the hours of 7am and 11pm, you can order a testing kit over the telephone.

### Guidelines for attending Meetings at West Offices

You must:

- Not arrive more than 10 minutes early
- Wear a face covering whilst entering and moving around within the Meeting room where 2m distancing cannot be maintained unless exempt.
- Visitors to enter West Offices by the customer entrance and Councillors to enter using the staff entrance only.
- Members of the Public must wear a face covering (unless exempt) on entering the building which needs to remain in place throughout the meeting (unless they are invited to speak)
- Ensure your ID / visitors pass is clearly visible at all times
- Use the touchless hand sanitiser units on entry and exit to the building and those within the Meeting room.
- Keep to the left and adhere to social distancing where possible when using staircases and walkways, giving way on the staircase landings
- You must sit at the dedicated spaces around the table and if screens are in place do not move them or lean around them.
- Bring your own drink if required
- Maintain social distancing of 2 metres within toilet areas and remain vigilant for other occupants
- Only use the designated toilets next to the Meeting room

**Please note:** If you intentionally, or repeatedly, breach any of the social distancing measures, or hygiene instructions, you will be asked to leave the building.

### Developing symptoms whilst in West Offices

If you develop coronavirus symptoms during a Meeting, you should:

- make your way home immediately
- avoid the use of public transport where possible
- self-isolate for 10 days

You should also:

- Advise the Meeting organiser so they can arrange to assess and carry out additional cleaning
- Continue to observe social distancing
- Do not remain in the building any longer than necessary
- Do not visit any other areas of the building before you leave

If you receive a positive test result, or if you develop any symptoms before the meeting is due to take place, **you must not attend the meeting.**

EJAV229.06.21

City of York Council

Committee Minutes

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Meeting	Decision Session - Executive Member for Transport
Date	22 June 2021
Present	Councillors D'Agorne and Widdowson

### **1. Declarations of Interest**

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda. He confirmed he had none.

### **2. Minutes**

Resolved: That the minutes of the Decision Session of the Executive Member for Transport and Planning held on 11 May 2021 be approved and signed by the Executive Member as a correct record, subject to the below corrections:  
Minute 82 should refer to the option to franchise York's bus services not re-franchise.  
Minute 84 that the Council received a response from 14% of households not that the consultation only reached 14% of households.

### **3. Public Participation**

It was reported that there had been ten registrations to speak at the meeting under the Council's Public Participation Scheme. However, due to withdrawals and technical issues four registered speakers did not speak at the meeting.

Rose Drew raised concerns about the proposal to remove and establish new blue badge parking spaces around the city due to the impact disabled residents accessing the city centre. She noted that the city already had one of the largest foot street zones in the country and the plans would prevent those with mobility issues accessing certain parts of the city centre and by

the time restrictions would be lifted in the day shops would be closing preventing use access.

Councillor Pavlovic thanked officers and the new Vice Chancellor of the University of York for recognising the issues of parking when living near the University for residents, an issue which he noted had persisted for years. He asked that the proposed residents parking be extended to include all of New Park Drive to prevent one half of the street becoming a site diverted parking. He also noted a local petition from residents in support of the whole street being included within the scheme.

Councillor Kilbane spoke on a number of items. He asked why decisions were being made on blue badge parking spaces while the My City Centre Consultation was still underway? In relation to the South Bank residents parking scheme he noted that with many streets not making the 50% response rate needed, that the Council should expect a potential rise in parking on non-residential parking streets and that the Council needed to consider a broader solution to parking across the city. Finally he raised concerns that regarding the delays to the Active Travel Fund highlighted in item 10 and questioned the ability of the Council to deliver scheme and whether active travel was a priority for the Council.

Martin Emerson spoke in relation to the residents parking proposal near the University of York. He noted that residents felt they were not aware enough of the consultation undertaken by the Council. He requested that the scheme include all of New Park Drive and also referred to the support from the local petition.

Anne Norton spoke on behalf of York Disability Rights Forum in relation to the removal and moving of blue badge parking spaces. She noted that while the Council had made improvements many members of the York Disability Rights Forum maintained concerns that they would not be suitable to provide access to the city centre. She asked that the Council continue mapping exercises to identify non-accessible areas within the city. Finally she highlighted concerns from disabled residents to York Open Data referring to the city as being accessible.

Councillor Melly also spoke in relation to the changes to blue badge parking. She noted that the footstreet extension had



many benefits for those that could access to the city centre including being a benefit to businesses, however, she highlighted that this was only for those that could access the city centre and that more should be done to ensure accessible for everyone.

**4. Review e-scooter and e-bike trial to date and consider options for extension of the trial**

The Executive Member was joined in consultation on the item by the Executive Member for Environment and Climate Change. Officers provided background to the scheme and the decision by the Department for Transport (DfT) to extend their scheme until March 2022. Members supported the extension proposal in York and highlighted the success of the current trial, as well as, its contribution to sustainable travel.

Resolved:

- i. To continue with the e-scooter and e-bike trial in line with the DfT guidance; to agree that the current operator will remain the sole provider in York (in line with the DfT guidance) and continue contribution of officer time in kind. To also increase the *maximum* number of e-scooters permitted in York from 700 to 1000.

Reason: To enable continuation of the trial in York until the 31st March 2022, in line with the DfT's requirements. Continued contribution of officer time to ensure safe continuation of the trial. An increase in the maximum number of e-scooters permitted will ensure demand is met.

**5. Footstreets Traffic Regulation Order Proposals**

Officers introduced the report noting the work undertaken with groups and residents affected by the changes, they also noted that any decision relating to Castle Gate would be made separately. It was confirmed that 67% of residents surveyed supported the footstreets extension and 61% of those with a disability that responded also support the extension. The current proposals had also said to have support businesses such as the ability to grant 100 street café licences.

The Executive Member welcomed the report and noted that it should support in the city for the measures relating to the footstreet that had been in place on a temporary basis. He enquired as to how the My City Centre consultation could affect a decision made at the meeting and it was confirmed that the Traffic Regulation Orders (TRO) were noted static and could therefore be amended due to any consultation.

While the Executive Member noted his support for the proposals he raised concerns about new spaces identified on St Andrew's Place due to proximity to the bollards and a potential impact on cyclists.

Resolved:

- i. Approved the request to advertise the proposal to amend the Traffic Regulation Order, to remove the exemptions on vehicles with a Blue Disabled User Badge from permitted access to the footstreets during the pedestrian hours, as set out in the report.

Reason: To increase public safety in areas of high footfall and reduce the level of conflict between vehicles and pedestrians, particularly in busy periods.

- ii. Approved the advertisement of new Blue Badge parking areas on the outskirts of the pedestrian area and approve further investigation into some additional areas with the exception of two spaces on St Andrew's Place.

Reason: To provide an improved level of Blue Badge parking and increase the availability of Blue Badge parking amenity.

## **6. Residents' Parking in South Bank Response to Draft Order**

The Executive Member considered the report and supported that the proposals would allow for short stay parking to still access the GP surgery, he also supported the inclusion of the cricket club into the Residents Parking Scheme.

Resolved:

- i. Approved the decision to make the Traffic Regulation Order (TRO) needed to introduce the ResPark scheme set out in the report and to include the Cricket Club within the scheme.

Reason: To positively respond to original petitions and further comments received, supporting ResPark controls in streets in the South Bank area, which the Executive Member considered in August 2020 and to implement a scheme that reflects the majority view gained from more recent consultation in the area.

## **7. Residents' Parking around University Response to Draft Order**

The Executive Member considered the report and noted that under the section 106 agreement with the University of York the first permit for households included within the Residents Parking Scheme. It was confirmed that there would be short stay parking for shops on Yarbrough Way.

Consideration was given to including all of Newland Park Drive. Officers confirmed that consultation on the street had seen 29 in favour and 14 against residents parking, however, 13 of the against were on the east side of the road and therefore the east side had not been included. The Executive Member considered the residents petition that had been submitted as a written representation to the meeting, and he agreed that if not included, the east side of Newland Park Drive would likely become a magnet to traffic looking to park in the area. Therefore confirmed that all of Newland Park Drive should be included within the Residents Parking Scheme.

Resolved:

- i. The Executive Member is asked to confirm the decision to make the Traffic Regulation Order needed to introduce the Residents' Priority Parking scheme set out in the report but including all homes on Newland Park Drive.

Reason: To positively respond to comments received from local residents and to utilise the further funding

available to establish which areas (of streets) would be considered to benefit from the introduction of ResPark controls and to implement those measures.

## **8. St Mary's Traffic Regulation Order Amendment**

Officers provided an update on the scheme and provided an update on the consultation that had been held. It was noted that one objection had been received, however, no detail for the objection was provided. Officers confirmed that the signals required replacement and the Executive Member noted his support for a scheme which supported a largely off road cycle and pedestrian route from the railway station to the hospital.

Resolved:

- i. Noted and agreed to over-rule the objection to the TRO amendment and implement as advertised.
- ii. Approved the implementation of the proposed signal layout as shown in Annex B subject to the outcome of a Road Safety Audit on the detailed design.

Reason: To allow for the introduction of the traffic signalised junction in order provide improvements to cycle links and to enhance road safety.

## **9. Vehicle Crossings Policy**

Officers introduced the report and outlined the policy that was presented in Annex A for consideration to be adopted. The Executive Member welcomed the policy and hoped it would provide officers a framework to work from but raised concerns about a potential impact on disabled residents and cyclists at crossings, officers confirmed that mitigations would still be handled within the design process of individual schemes.

Resolved:

- i. Considered the results of the consultation process and confirm the adoption of the policy presented in Annex A.

Reason: To support the decision making process for vehicle

crossing applications submitted to City of York Council under Section 184 of the Highways Act 1980 and through the planning process.

**10. Directorate of Place 2021/22 Transport Capital Programme – Consolidated Report**

Officers introduced the report noting the grants and funding that was carried over from 2020/21 to the 2021/22 Transport Capital Programme. An update was provided on the delays to the Active Travel Fund, it was noted that the Department for Transport had altered its requirements for schemes within the fund which had delayed some schemes.

Resolved:

- i. Approved the carryover schemes and adjustments set out in the report and annexes.
- ii. Noted the amendments to the 2021/22 Directorate of Place Transport Capital Programme, subject to approval by the Executive.

Reason: To implement the council's transport strategy identified in York's third Local Transport Plan and the Council Priorities, and deliver schemes identified in the council's Transport Programme.

**11. STEP – Transport Data Platform**

Officers introduced the report and provided an update on the aims of the commissioning of a seven year contract in order to establish and maintain the STEP Data Platform. It was confirmed that the platform would aim to provide real time reactions data and assist in the creation of better modelling.

Resolved:

- i. Noted STEP progress to date and approved the commissioning of the STEP Data Platform so the procurement may be completed under officer delegated authority.

Reasons:

- Commissioning the STEP Data Platform will allow CoYC to fulfil the grant funding conditions.

- A Transport Data Platform Prototype has proven the concept and technical integrations work, removing a lot of technical risk.
- A Procurement exercise has been carried out, so contract costs are known.
- A feed of live transport Data from the Prototype has been used by the Government to track COVID travel patterns and has positively raised the profile of CoYC.
- The STEP Data Platform requires a robust industrial solution to ensure future support and reliability not supported with the Prototype.

Cllr A D'Agorne, Executive Member for Transport  
[The meeting started at 10.06 am and finished at 11.30 am].



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**Decision Session – Executive Member for Transport****20 July 2021**

Report of the Director of Transport, Environment and Planning

**Progress towards determining all outstanding DMMO applications****Summary**

1. Report detailing ongoing progress towards eliminating City of York Council's backlog of undetermined definitive map modification order applications (DMMO).

**Recommendation**

2. The Executive Member is asked to note the content of the report and give authorisation for it to be forwarded to the Local Government Ombudsman.
3. The Executive Member is also asked to consider whether they would like to receive an annual report giving an over view of the rights of way function.

**Background**

4. Following the finding of the Local Government Ombudsman (LGO), made in May 2019, that City of York Council (CYC) was at fault in the time taken to process the DMMO application of the individual known as Mr X, CYC is required to report progress towards reducing the backlog of undetermined DMMO applications to the Executive Member for Transport.
5. This report constitutes the fourth and final update report, a copy of which is required to be forwarded to the LGO. The first report was made in January 2020.

**Progress made to date**

6. Since the last report eight further applications are in the process of being made. These relate to routes in Dunnington, Heslington, Naburn, Heworth, Westfield, and three orders in Skelton. These applications were received between 2004 and 2018 respectively.
7. Publicity for the making of these orders will be happening at the time of the decision session or shortly after.
8. The three DMMOs for routes in Naburn, Haxby, and Strensall referred to in the last report have been publicised. The Naburn DMMO received five objections and we are analysing these before responding.
9. The Haxby DMMO attracted one objection which was subsequently withdrawn and the order has been confirmed in accordance with the determination report of 17 December 2019, recording it on the definitive map.
10. The Strensall order received no objections and a report is being prepared for the Executive Member and the Director to decide whether it will be confirmed.
11. With reference to the two DMMOs mentioned in the last report (199712 Kexby – BW8 to FP11 & 199712 Kexby – Hagg Farm to FP11) we are still waiting to hear how the Secretary of State is going to deal with them.
12. The DMMO application received from Strensall with Towthorpe Parish Council has now been determined. The orders for these routes will be made in accordance with the Statement of Priorities.
13. Since the last report a two new DMMO applications have been received. One is for a route between Sandringham St and Marlborough Terrace and we are currently assessing the responses to the initial consultation before preparing a determination report. The second is for a route in Copmanthorpe from Moor Lane to the CYC/NYCC boundary. We are waiting to receive confirmation that the applicant has served notice on all the affected land owners
14. As a result, all but two of the outstanding DMMO applications have been determined by CYC. The remaining two are still within the 12 month period the council has to determine them. This means that one of the LGO's principal findings against the council has been addressed.



15. See Appendix 1 for a detailed progress chart for each application and Appendix 2 for a flow chart illustrating the process.
16. The Definitive Map Assistant has now been recruited. Lauren Grindley joined the council in April and she is responsible for the acceleration in the rate we are determining applications and making orders.
17. The DMMO CYC were directed to make as a consequence of the application submitted by Mr X (see para 3 above) is going to be resolved through written representations. The Planning Inspectorate have given a start date of 18 May 2021 for the order and the other parties to it need to have made any representations by 13 July 2021.
18. Finally, although this is the last report that needs to be sent to the LGO, there is considerable merit in continuing to provide a regular report on rights of way matters to the Executive Member. This would ensure continuing Executive Member oversight and maintain the transparency these reports have provided the public.

## **Council Plan**

19. The need for the council to be an “efficient, open, transparent, democratically-led and accountable organisation” identified by the Council Plan 2019-2023 means that historic failings identified by the LGO are being rectified by the measures set out in this report.

## **Implications**

### **Financial**

20. The making and confirmation of an unopposed DMMO requires that two statutory notices are placed in a local newspaper. This will cost in the region of £1700.
21. If the order attracts objections then CYC are required to send the opposed order to the secretary of state for determination. Depending on how the secretary of state chooses to determine, the additional cost to CYC will be between £2000 and £5000. These costs will be met out of existing budgets.
22. Notwithstanding the above, the costs to the council of making a DMMO, are not relevant within the legislation and can therefore not be taken into account when determining an application.

### **Human Resources (HR)**

23. There are no human resource implications. This work will continue to be managed within existing staffing levels.

### **Equalities**

24. The Council recognises its duty under section 149 of the Equality Act 2010 to have due regard to equalities in the exercise of its functions. There are no equalities implications identified in respect of the matters discussed in this report. The process of consulting on the applications mentioned in this report will identify any equalities implications on a case by case basis.

### **Legal**

25. City of York Council is the Surveying Authority for the purposes of the Wildlife and Countryside Act 1981, and has a duty to ensure that the Definitive Map and Statement for its area are kept up to date.
26. If the Authority discovers evidence to suggest that the definitive map and statement needs updating, it is under a statutory duty to make the necessary changes using legal orders known as DMMOs.
27. Before the authority can make a DMMO to add a route to the definitive map it must be satisfied that the public rights over the route in question are reasonably alleged to subsist. Where this test has been met, but there is a conflict in the evidence, the authority are obliged to make an order so as to allow the evidence to be properly tested through the statutory order process.
28. DMMOs, such as those mentioned within this report, do not create any new public rights they simply seek to record those already in existence.
29. Issues such as safety, security, desirability etc, whilst being genuine concerns cannot be taken into consideration. The DMMO process requires an authority to look at all the available evidence, both documentary and user, before making a decision.

### **Crime and Disorder**

30. There are no crime and disorder implications

### **Information Technology (IT)**

31. There are no IT implications

### **Property**

32. There are no property implications

**Risk Management**

33. The need to reduce the backlog of undetermined DMMOs is part of the steps required for CYC to avoid a finding of maladministration by the LGO.
34. The need to make this report and submit it to the LGO are part of the steps required for CYC to avoid a finding of maladministration by the LGO.

**Contact Details**

**Author: Russell Varley**

**Chief Officer Responsible for the report:  
James Gilchrist**

**Russell Varley**

Definitive Map Officer  
Rights of Way  
Tel No. 01904 553691

**James Gilchrist**

Director Transport, Environment & Planning

**Report  
Approved**



**Date** 9 July 2021

**Specialist Implications Officer(s)** List information for all

Financial  
Jayne Close  
Accountant  
01904 554175

Legal  
Sandra Branigan  
Senior Solicitor  
01904 551040

**Wards Affected:** All wards.



**For further information please contact the author of the report**

**Background Papers:**

None

## **Annexes**

Appendix 1

Appendix 2

## **List of Abbreviations Used in this Report**

DMMO – definitive map modification order

DMMO Ref No	Duly made	Initial consultation dates	No. of objs	AD report done?	Determination	Appeal	Order made	Consultation dates	No. of objs	Sent to SoS	Inquiry to be held	Final decisio
199712 Kexby - 20 BW8 to FP11 (Hagg Wood)	Yes	25/9/2019 to 8/11/2019	2	Yes	Make the order	N/A	24/02/2020	3/3/20 to 17/4/20	10	24/07/2020		
199712 Kexby - 19 Hagg Farm to FP11 (Hagg Wood)	Yes	25/9/2019 to 8/11/2019	2	Yes	Make the order	N/A	24/02/2020	3/3/20 to 17/4/20	10	08/09/2020		
199803 Dringhouses & Woodthorpe - Mayfield Nature Reserve	Yes	25/9/2019 to 8/11/2019	0	Yes	Reject the order	None						Closed
199810 Naburn - Landing Lane to Acaster Malbis	Yes	25/9/2019 to 8/11/2019	0	Yes	Make the order	N/A	16/04/2021	20/5/21 to 2/7/21	5			
200002 Haxby - Sandy Lane	Yes	25/9/2019 to 8/11/2019	0	Yes	Make the order	N/A	15/01/2021	29/4/21 to 11/6/21	0			Added to def map
200203 Strensall - The Village to Southfields Road	Yes	25/9/2019 to 8/11/2019	0	Yes	Make the order	N/A	16/04/2021	13/5/21 to 25/6/21	0			
200308 Heworth - Hempland Lane Allotments 96 to 125	No	25/9/2019 to 8/11/2019	0	Yes	Reject the order	None						Closed
200309 Heworth - Hempland Lane Allotments 65 to Whitby Ave	Yes	25/9/2019 to 8/11/2019	0	Yes	Reject the order	None						Closed
200310 Heworth - Hempland Lane Allotments 92 to 81	Yes	25/9/2019 to 8/11/2019	0	Yes	Reject the order	None						Closed
200401 Dunnington - Common Road to FP7	Yes	25/9/2019 to 8/11/2019	0	Yes	Make the order	N/A	25/06/2021	16/7/21 to 27/8/21 approx*				
200601 Heslington - Boss Lane to Main Street	Yes	25/9/2019 to 8/11/2019	1	Yes	Make the order	N/A	25/06/2021	16/7/21 to 27/8/21 approx*				
200802 Naburn - Palmes Close to Vicarage Lane	Yes	25/9/2019 to 8/11/2019	1	Yes	Make the order	N/A	25/06/2021	16/7/21 to 27/8/21 approx*				
200803 Heworth - Bad Bargain Lane to Burnholme Avenue	Yes	25/9/2019 to 8/11/2019	0	Yes	Make the order	N/A	25/06/2021	16/7/21 to 27/8/21 approx*				
201201 Fulford - Hoisty Field	Yes	2/2/2015 to 2/3/2015	1	N/A	Directed to make the order	Yes	12/09/2019	24/09/2019 to 05/11/2019	1	29/04/2020	Written representations	
201805 Skelton - Brecksfield to Burtree Dam	Yes	25/9/2019 to 8/11/2019	0	Yes	Make the order	N/A						
201805 Skelton - Hurns Bridge to Moorland Wood	Yes	25/9/2019 to 8/11/2019	1	Yes	Make the order	N/A						
201805 Skelton - Village Hall to Moorlands Road	Yes	25/9/2019 to 8/11/2019	0	Yes	Make the order	N/A						
201811 Westfield - Foxwood Lane to Osprey Close	Yes	25/9/2019 to 8/11/2019	1	Yes	Make the order	N/A						
202006 Strensall - Towthorpe Bridge to Haxby Moor	Yes	14/1/2021 to 19/2/2021	8	Yes	Make the order	None						
202101 York - Marlborough Villas	Yes	8/6/2021 to 6/7/2021	4	No								
202105 Copmanthorpe - Moor Lane to NYCC Boundary	Yes											

\* consultations will be starting between the writing of this report and the decision session

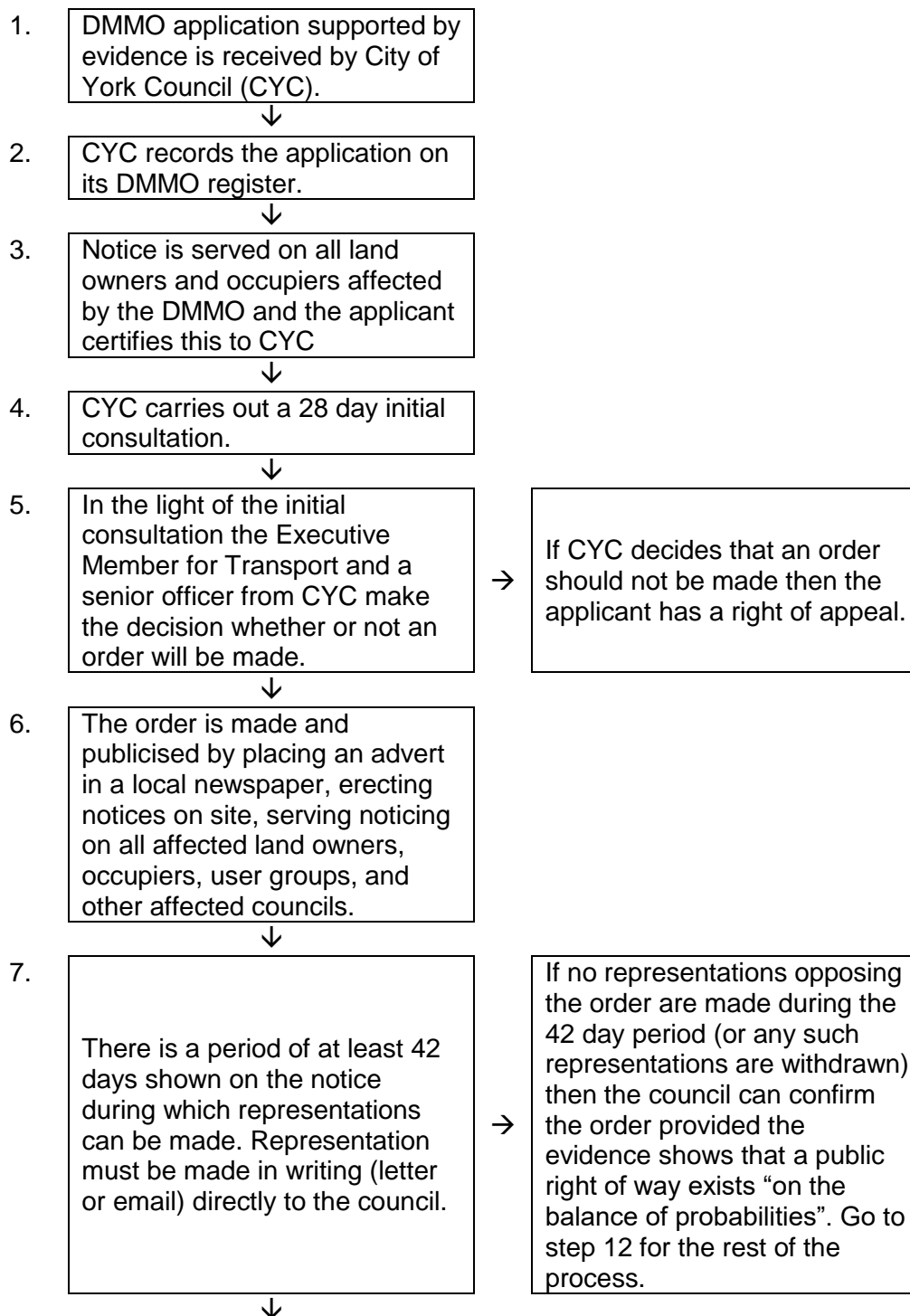
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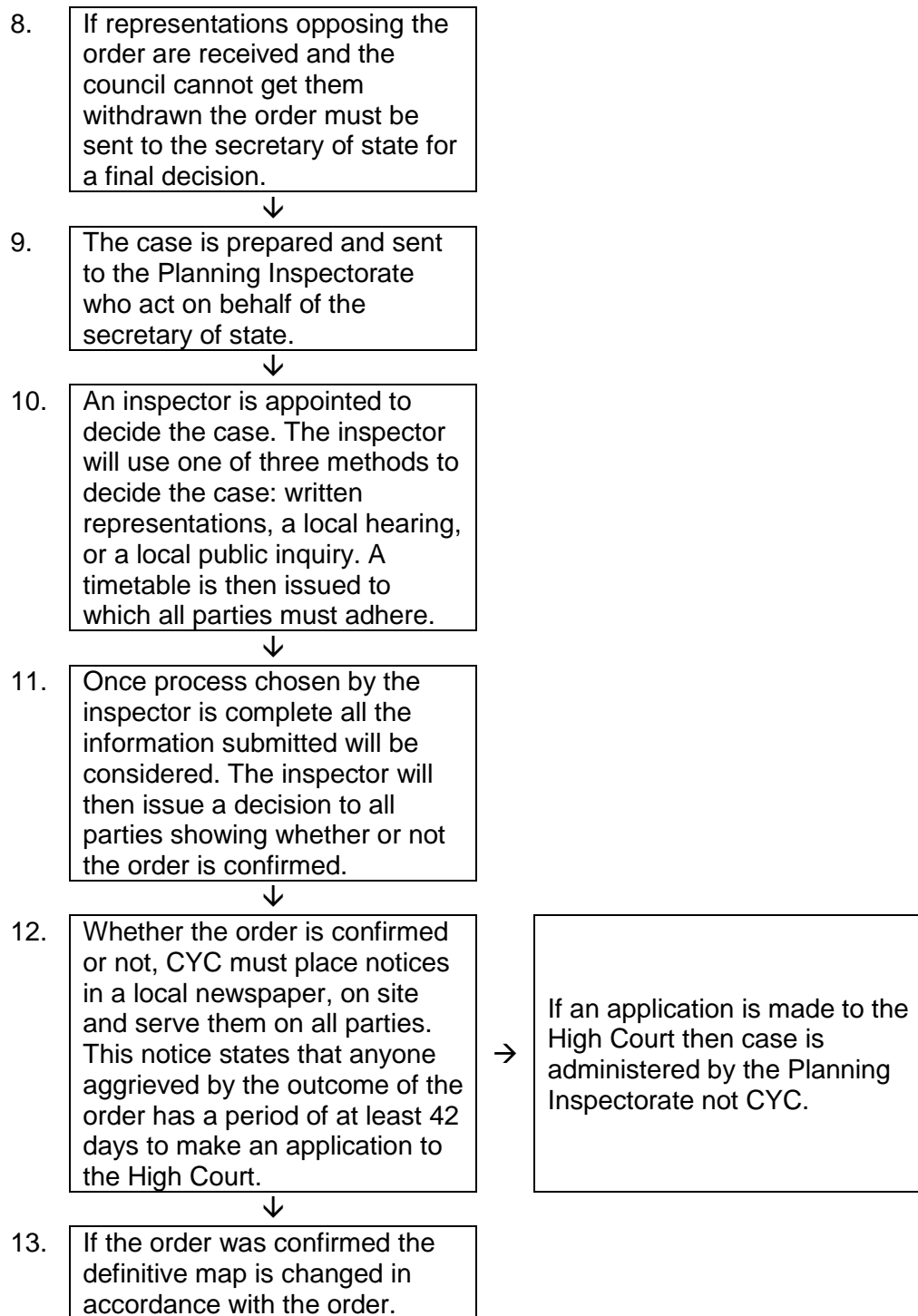


## DMMO PROCESS

### The definitive map modification order process – start to finish

These notes are intended to give a general view of the process that a definitive map modification order (DMMO) application has to go through before it is complete.





As mentioned at the beginning this document is only intended as a brief overview of the DMMO application process. You can find more detailed guidance on specific parts of the process on City of York Council's definitive map web page at <https://www.york.gov.uk/DefinitiveMap> .

Alternatively please get in touch and we will do our best to answer any questions you may have.

## Contact details



You can get in touch with us in the following ways:

By email: [rightsofway@york.gov.uk](mailto:rightsofway@york.gov.uk)

By telephone: 01904 551550

By letter: The Rights of Way Officer, Rights of Way, City of York Council, West Offices, Station Rise, YORK, YO1 6GA.

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**Decision Session – Executive Member for Transport****20 July 2021**

Report of the Director Transport, Environment and Planning

**Cycling in High Petergate****Summary**

1. This report seeks a decision on making permanent the Experimental Traffic Regulation Order (ETRO) that currently allows cycling in High Petergate during Footstreet hours (i.e. 10:30 – 17:00) on a trial basis.

**Recommendations**

2. The Executive Member is asked to:

Approve the introduction of a permanent Traffic Regulation Order (TRO) to permit cycling in High Petergate in a southerly direction (i.e. from Bootham Bar to Duncombe Place) during the Footstreet hours (10:30 – 17:00).

Reason: To improve road safety and convenience for cyclists.

**Background**

3. High Petergate is a narrow city-centre street with one-way traffic flow in a southerly direction (i.e. from Bootham Bar to Duncombe Place). It attracts high volumes of pedestrians, and was made part of the city centre Footstreets scheme back in 2000. Under this scheme all vehicle access (including by cyclists) is legally prohibited between the hours of 10.30 and 17.00 daily (subject to a few special exemptions, e.g. emergency vehicles).
4. Under this restriction, the alternatives for cyclists wishing to travel from Bootham into the city centre or to join the cycle route in front of the Minster are to either dismount and walk along High Petergate or to cycle along St Leonard's Place / Duncombe Place.

5. Many cyclists find these alternative routes unattractive, and there has been a significant level of illegal cycling along High Petergate during the Footstreet hours. A survey in 2019 recorded around 30 cyclists per hour riding their bikes along High Petergate during the Footstreet hours. Of these, 23 per hour travelled southbound and 7 travelled northwards (i.e. against the one-way traffic order as well as the Footstreet restriction).
6. Although these cycle movements during Footstreet hours were illegal, they did not appear to be creating a problem of pedestrian safety. Indeed the Police accident database has no record of casualties linked to cycling during the Footstreet hours since the introduction in 2000. During the surveys carried out in 2019 no significant conflicts between cyclist and pedestrians were observed.
7. In 2010 the “Way of the Roses” coast-to-coast route was launched. This route passes through the centre of York using both Bootham and Minster Yard. Allowing cycle tourists to use High Petergate at any time of day would enhance this route and help raise the profile of York as a cycle tourism hub.
8. Since the improved Scarborough Bridge pedestrian/cycle river crossing was opened in 2019 many more cyclists use Scarborough Bridge and then Bootham to access many parts of the city centre, rather than use Lendal Gyratory and Lendal Bridge. The pending improvements at Bootham / St Marys may further encourage use of this route. It was considered that relaxing the current restriction on cycling along High Petergate would help to further promote this safer alternative route for many journeys.
9. In view of these potential advantages for cyclists and following consideration of the current operation, it was therefore proposed to introduce an ETRO to allow cycling in High Petergate in a southerly direction (i.e. from Bootham Bar to Duncombe Place) during the Footsteet Hours (10:30 to 17:00). In effect, this would allow this cycling movement at all times of the day.
10. The proposal was considered by the Executive Member for Transport in October 2019, and approval was granted for the trial to take place. The ETRO was formally introduced on 3 March 2020.
11. An ETRO can be in place for up to a maximum of 18 months. Normally the ETRO would be reviewed after 6 months operation leaving plenty of time

for possible amendments or extension of the trial and further evaluation, before seeking a decision on making it permanent within the 18 month period.

12. Unfortunately, very soon after the High Petergate trial began, the first national Covid lockdown restrictions came into effect on 23 March. This significantly reduced the levels of activity within the city centre and meant that a meaningful review of the High Petergate ETRO could not take place. It was hoped it might be possible to undertake the review later in 2020 or early 2021, but the ongoing Covid pandemic and associated restrictions resulted in continued lower levels of city centre activity over a much longer period than originally expected. Indeed, it was not until after the significant easing of Covid restrictions on 17 May 2021, was it considered reasonable to carry out an evaluation of the ETRO. This was the date when indoor hospitality and entertainment was allowed to re-open, although non-essential retail had re-opened a few weeks earlier.

### **ETRO Review and Evaluation**

13. The review involved carrying out repeat surveys, a road safety review, and consultation with interested parties. The results and feedback are presented below, followed by an overall officer evaluation of the trial and a recommendation for the future.

### **Surveys**

14. The “before” surveys were undertaken back in late May/early June 2019. The “after” surveys were carried out at the end of May 2021. These covered 7am to 7pm on both weekdays and the weekend. The key results are summarised below.
  - The figures suggest that current weekday pedestrian activity is still about 25% lower than pre-pandemic, and cycle number are also down about 17% outside the footstreet hours. However, during the footstreet hours, the cycling levels are about 20% higher than before (36 per hour compared to 30 before). This indicates that the ETRO has resulted in significantly more people choosing to cycle along High Petergate during the footstreet hours.
  - When city-centre activity returns fully to pre-pandemic levels, it can be expected that cycling movements during the footstreet hours would also increase further. Assuming a 25% increase in cycling (in-line with the

expected increase in pedestrian activity) would result in an average hourly flow of 42 cycle movements during the footstreet period.

- The surveys show that about 68% of pedestrians choose to walk in the carriageway during the footstreet hours. If numbers get back to pre-pandemic levels, this would be around 850 pedestrians per hour.
- The survey results suggest that allowing cycling during the footstreet hours has already brought about a significant increase in cycling numbers and this could rise further when city centre activity returns to pre-pandemic levels. However, the numbers of cyclists are very low relative to pedestrian flows. To put this in context, there could be 850 pedestrian movements mixing with about 42 cycle movements per hour, compared to 30 cycle movements happening illegally before the ETRO.

### **Road Safety Audit**

15. A Road Safety Audit assessment was carried out on the proposed trial. No audits were considered necessary in advance of the trial, but an independent road safety assessment was recommended during the trial to feed into the evaluation report.
16. The Road Safety Assessment was carried out on Friday 18 June 2021. The key findings and recommendations are summarised below:
  - During the site visit a number of cyclists were observed using the route without incident.
  - The high number of pedestrians present tends to have a slowing effect on cyclists using the route.
  - The “before” survey recorded 30 cyclists an hour using the route illegally, but there had been no recorded casualty accidents over many years. This suggests any conflict between users is not resulting in collisions. The lack of any recorded conflicts in the analysis of the video survey during the trial also supports this (North Yorkshire Police have rechecked their records and report no incidents involving cyclists on High Petergate).
  - The signing and lining introduced for the ETRO, as well as being required for enforcement, also helps make pedestrians more aware of the presence of cyclists (see Annexes A and B).
  - Permanently relaxing the prohibition of cyclists on High Petergate is unlikely to result in an increase in casualties.
  - Some minor changes could assist cyclists joining other routes at the

Duncombe Place / Minster Yard junction and reduce the possibility of collisions between motorised vehicles and cyclists.

## Consultation

17. Consultation has taken place with local businesses and residents, road user groups / organisations, and local Ward Members. The feedback is summarised below:-

### Businesses/Residents

18. Over 50 consultation letters were delivered to local business and residential properties. Only two responses were received. Neither objects to allowing cycling at all times on High Petergate. However, comments are made about difficulties caused by restricted vehicle access to the street, especially since the footstreet hours were extended from 17.00 till 20.00 on a temporary basis as part of the city centre Covid recovery measures. Concerns were also raised about road safety on Duncombe Place, particularly at the High Petergate / Minster Yard junction.

### Organisations

19. Consultation emails were sent out to relevant organisations representing key road-user groups and interested parties including groups representing older residents and those with sensory impairment. Only two responses were received, both from cyclist representatives and both in support of making the ETRO permanent.

### Ward Councillors

20. Cllr Looker – in support. Considers it a hugely useful link for cyclists, and avoids the congestion with buses around St. Leonard's Place.
21. Cllr Craghill - supportive of making the experimental order permanent, but would welcome hearing the views of residents in the street and other consultees.  
Also concerned that if we are successful in encouraging larger numbers of pedestrians and more cyclists to the route, we may see conflict between the two increase. We would then need to look at the options for further measures for the street in order to create a well defined cycle route (possibly two way) whilst also providing for pedestrians, wheelchair users, and deliveries. This may also be something to consider in relation to the

Minster Neighbourhood Plan and any future plans for the re-design of Duncombe Place.

22. Cllr Fitzpatrick – generally supportive of cycling in the city centre, but concerned about conflict with pedestrians and therefore essential for cycle speeds to be low.

North Yorkshire Police

23. North Yorkshire Police are supportive of the proposal.

### **Options**

24. The Executive Member is asked to consider the following options:
- a) Authorise the making of a permanent Traffic Regulation Order (TRO) to replace the ETRO
  - b) Revert to the former traffic order restrictions, which prohibited cycling along High Petergate during footstreet hours.

### **Analysis**

25. The ETRO trial has been significantly affected by the Covid pandemic and associated restrictions. However, city centre activity has recently returned to high levels, making it possible to undertake a meaningful review and assessment, albeit much later than originally anticipated. The survey results confirm that making it legal to cycle along High Petergate during footstreet hours has attracted more to do so, and this is expected to increase further still. However, as noted in the Road Safety Assessment, high levels of pedestrian activity tend to encourage low cycling speed and help create a low risk environment.
26. The layout of this street, with raised footways providing a segregate route for pedestrians, means that there can be clear separation between cyclists and pedestrians for the full length of the road. Groups representing people who have mobility or sensory impairment contacted through the consultation for this location did not raise any objections on the operation of the ETRO. An Equalities Impact Assessment has been undertaken for the proposed TRO change. It is not considered that the change would set a precedent for other areas of the city centre as each area would need to be assessed on its merits considering the road layout, use of the highway (e.g. payment cafes), pedestrian flows and potential



risk of conflict between users. Consideration of the wider potential for cycling in the city centre is the subject of a current consultation to be reported later in the year.

27. Reverting to the former TRO restriction is not recommended because it would not achieve the aim of improving cross-city centre cycle route facilities where appropriate to the road layout and level of pedestrian usage.

### **Council Plan**

28. This proposal relates well to many of the Council's key core outcomes, as set out in the Council's Plan 2019-23 and other key change programmes.

*An open and effective council: listening to residents to ensure it delivers the services they want and works in partnership with local communities.*

*A greener and cleaner city: providing improved links to promote sustainable travel.*

*Getting around sustainably: as above*

*Good health and wellbeing: promotion of cycling to improve health and wellbeing of residents.*

The proposal responds to cyclists' clear desire to travel along High Petergate at all times of the day and is in line with the council's transport hierarchy.

### **Implications**

- 29.
- **Financial** - The introduction of a permanent TRO and associated signing would cost approximately £5K to implement. An adequate budget allocation is provided within the Transport Capital Programme for 2021/22.
  - **Equalities** – An Equalities Impact Assessment has been undertaken for the proposed change to the TRO - See Annex C. No specific equalities implications were raised during the ETRO consultation process. The scheme will be kept under review in operation.

- **Human Resources (HR)** - There are no HR implications.
- **Legal** – the ETRO can be replaced by a permanent TRO without any further advertising or consultation. If the decision arrived at from this report is to make a permanent TRO, this can be brought into effect to take over seamlessly from the ETRO on, or before, 3 September 2021.
- **Crime and Disorder** - There are considered to be no crime and disorder implications of the change.
- **Information Technology (IT)** - There are no IT implications.
- **Property** - There are no property implications.

### Risk Management

30. **Physical** - there is always a potential for new safety issues to arise whenever an existing traffic arrangement is altered, and particularly where vulnerable road users are involved. However, a significant level of cycling was already taking place in High Petergate during Footstreet hours without problems. The results of the ETRO evaluation, including the road safety assessment, indicate that the safety risks in making the arrangement permanent are very low.
31. **Organisation/Reputation** - there is a risk of criticism from the public in implementing a scheme to which some people may have objections, but equally there could also be criticism from potential supporters of the scheme if it is not implemented. Introducing the change on an experimental basis, and carrying out a comprehensive evaluation of the trial, should ensure that a decision about the future of scheme is well informed thereby reducing the risk of public criticism.
- 32.

Risk Category	Impact	Likelihood	Score
Physical	Medium	Unlikely	6
Organisation/Reputation	Medium	Unlikely	6

Measured in terms of impact and likelihood, the risk scores have all been assessed at lower than 16. This means that at this point, the risks need only to be monitored, as they do not provide a threat to the achievement of the objectives of this report.

**Contact Details**

**Author:**

**Mike Durkin  
Engineer  
(Transport Projects)**

Tel No. 01904553459

**Chief Officer Responsible for the report:**

**James Gilchrist  
Director of Transport, Environment and  
Planning**

**Report**  **Date** 9 July 2021  
**Approved**

**Wards Affected: Guildhall**

**For further information please contact the author of the report**

**Background Papers:**

Cycling in High Petergate – report to Executive Member for Transport Decision Session meeting on 24 October 2019.

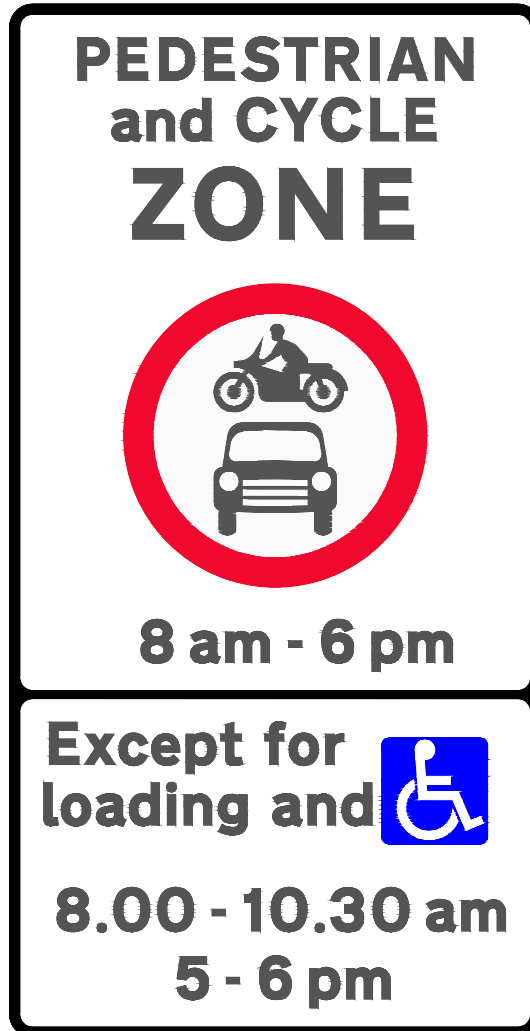
**Annexes:**

**Annex A** – Entry Sign.

**Annex B** - Road Markings


**Annex C** – Equalities Impact Assessment

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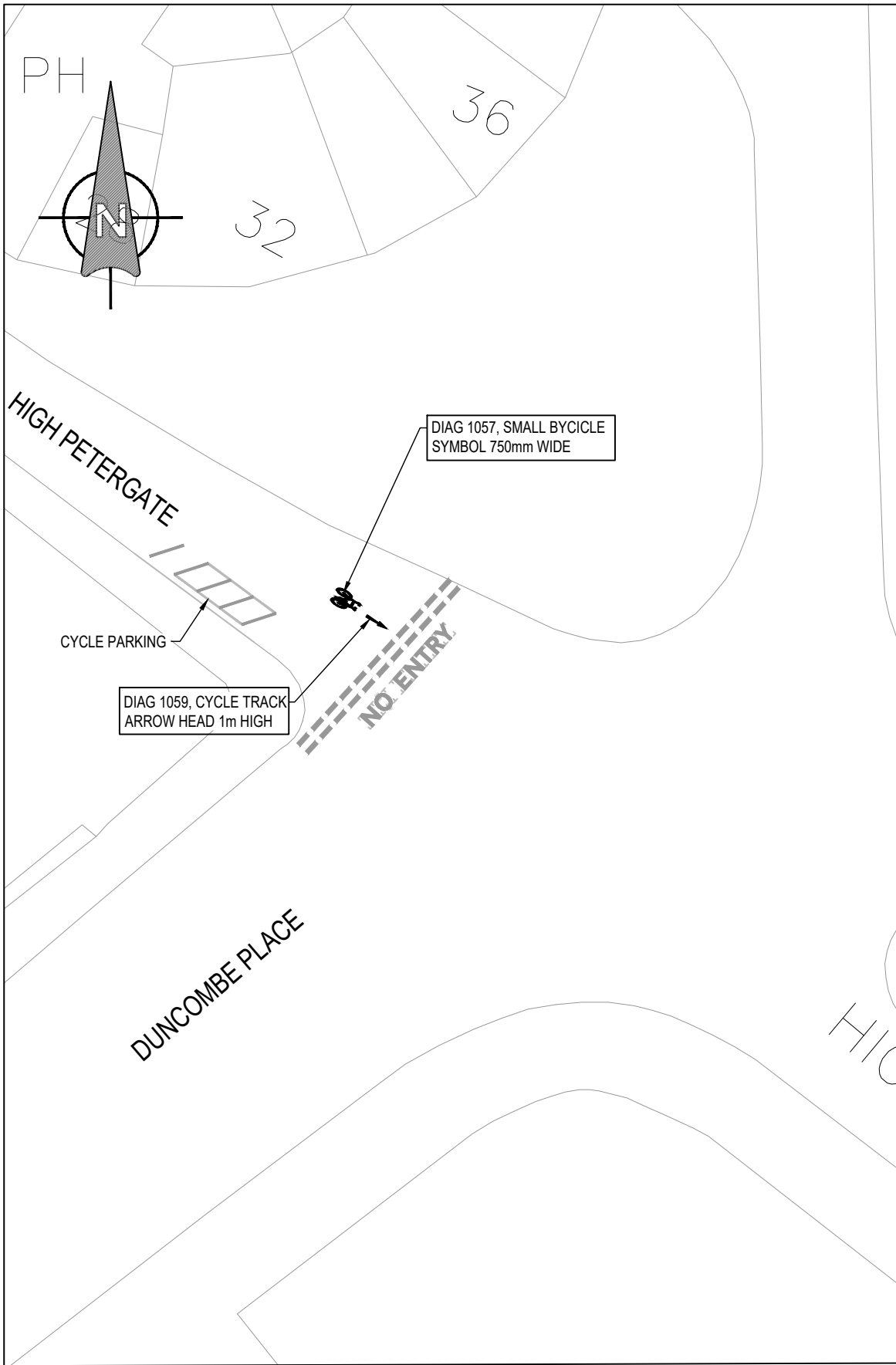
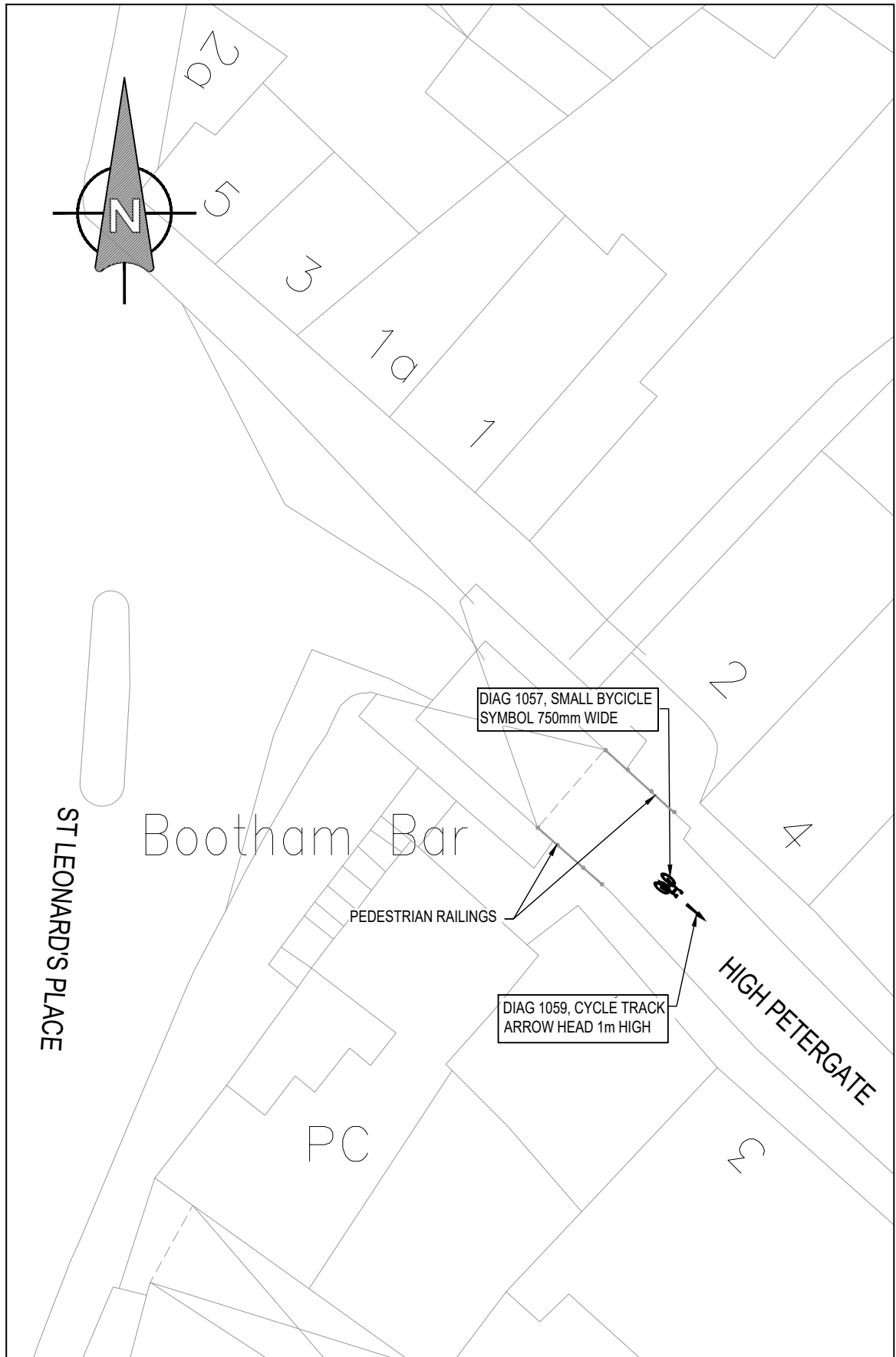


Scheme Ref.	Cycling and high Petergate Trial
Sign Ref.	Pedestrian and Cycle Zone Sign
x-height	50.0
Letter colour	BLACK
	SIGN FACE
Background	WHITE
Width	875mm
Border	BLACK
Height	1705mm
Material	Class R2
Area	1.50m <sup>2</sup>

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 Highways - Transport Projects and Delivery Team Eco Depot, Hazel Court, James Street, York, YO10 3DS www.york.gov.uk	CYCLING IN HIGH PETERGATE TRIAL PROPOSED ENTRY SIGN				SCALE	N.T.S.
					DATE	SEPT 19
	REV	AMENDMENTS	DATE	DRAWN	DRAWN	MLH
					TP/190002/001	CHECK

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**KEY.**

— EXISTING ROAD MARKINGS

— PROPOSED ROAD MARKINGS

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 <p>Highways - Transport Projects and Delivery Team Eco Depot, Hazel Court, James Street, York, YO10 3DS www.york.gov.uk</p>	DRAWN BY MLH		INITIAL	REV	AMENDMENT	DATE	<p><b>190002 HIGH PETERGATE</b> <b>ROAD MARKINGS</b> <b>HIGH PETERGATE</b></p>	SCALE	1:250 @A3 SIZE
	CHECKED BY							DWG No	TP/190002/1200/01
	DATE	FEB 2020	A3						

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**City of York Council**  
**Equalities Impact Assessment**

**Who is submitting the proposal?**

<b>Directorate:</b>	Place		
<b>Service Area:</b>	Transport		
<b>Name of the proposal :</b>	Cycling in High Petergate		
<b>Lead officer:</b>	Mike Durkin		
<b>Date assessment completed:</b>	30 June 2021		
<b>Names of those who contributed to the assessment :</b>			
<b>Name</b>	<b>Job title</b>	<b>Organisation</b>	<b>Area of expertise</b>
Mike Durkin	Engineer (Transport Projects)	CYC	Transport engineering and road safety

## Step 1 – Aims and intended outcomes

<b>1.1</b>	<p><b>What is the purpose of the proposal?</b> Please explain your proposal in Plain English avoiding acronyms and jargon.</p>
	<p>To allow cycling along High Petergate in a one way direction from Bootham Bar to Duncombe Place during the “footstreet” hours (i.e. between 10.30 and 17.00). Cycling is already permitted at other times of the day, and there is a current a trial taking place which allows cycling during this footstreets period. This has been implemented via an Experimental Traffic Order which came into effect on 3 March 2020, and consideration is being given to replacing this by a permanent Traffic Order with effect from 3 September 2021.</p>
<b>1.2</b>	<p><b>Are there any external considerations?</b> (Legislation/government directive/codes of practice etc.)</p>
	<p>Under national traffic regulations, and relevant guidance issued by the Department for Transport, it is possible to allow cycling within pedestrianised streets. This does introduce a risk of collisions, and is therefore not recommended for all situations. However, research indicates this risk is very low if certain conditions exist. This is covered in more detail in Traffic Advisory Leaflet 9/93, and the following key points are considered to apply in the case of High Petergate:</p> <ul style="list-style-type: none"> <li>• Exemptions for cyclists should be considered if satisfactory routes for around a pedestrian zone do not exist or cannot be created.</li> <li>• Accidents between pedestrians and cyclists in pedestrianised areas are rare.</li> <li>• Cyclists tend to respond to pedestrian density, modifying their speed and taking other avoiding action where necessary.</li> </ul>

<b>1.3</b>	<b>Who are the stakeholders and what are their interests?</b>
	<p><i>Cyclists</i> – many would benefit from being able to cycle along High Petergate during the footstreet hours and avoid using St Leonard’s Place, which is busy with vehicular traffic. Surveys in 2019 showed that around 30 people per hour chose to cycle along the street illegally.</p> <p><i>Pedestrians</i> – the street has a very high footfall and narrow footways. Many choose to walk in the carriageway, especially during the designated footstreet hours (about 850 per hour in a 2019 survey).</p> <p><i>Local Businesses</i> – the street has many retail and hospitality outlets, and most rely on the high footfall the street attracts.</p>
<b>1.4</b>	<b>What results/outcomes do we want to achieve and for whom?</b> This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.
	<p>Improved road safety and convenience for cyclists, without compromising the safety of pedestrians and other road users. The route is more attractive and safer than the route via St Leonards Place.</p> <p>Allowing cyclists to use High Petergate will encourage getting around sustainably. Increased use of cycles which in turn would promote good health and wellbeing, and a greener and cleaner city.</p>

## Step 2 – Gathering the information and feedback

2.1	<b>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?</b> Please consider a range of sources, including: consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.	
<b>Source of data/supporting evidence</b>	<b>Reason for using</b>	
Video surveys	“Before” and “after” video surveys were carried out to assess the effects of introducing the proposed change on an experimental basis. The videos enabled numbers of cyclists, pedestrians and other road users to be accurately counted. The video footage also enable any incidents and areas of conflict between road users to be identified.	
Consultation	Consultation was undertaken with local residents and businesses, Ward Councillors, and a wide range of stakeholder parties/organisations	
Road Safety Assessment	A Road Safety Assessment was carried out by Highway Safety Engineers independent of promoting, designing, or setting up the trial.	

### Step 3 – Gaps in data and knowledge

3.1	<b>What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.</b>	
<b>Gaps in data or knowledge</b>		<b>Action to deal with this</b>
<p>There are not considered any significant gaps in information or understanding. The video surveys produced very robust data, and the Road Safety Assessment did not raise any significant issues. Although the consultation process did not result in as many responses being received as expected, this can be seen as an indication of low concern.</p>		None proposed

### Step 4 – Analysing the impacts or effects.

4.1	<p>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.</p>		
Equality Groups and Human Rights.	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
Age	<p>Potential impact on older pedestrians and children who may not be aware of any changes to restrictions. The number of cyclists using the route, which is limited to one direction, is relatively low. Segregated raised footways area available along the route to provide a safe route for pedestrians. Clear signage will be in place to ensure that pedestrians are aware of the restrictions.</p>	Negative	L
Disability	<p>Potential impact on pedestrians with a sensory impairment increasing the risk of conflict with cyclists who they may not be expecting to be in the area. The number of cyclists using the route, which is limited to one direction, is relatively low. Segregated raised footways area available along the route to provide a safe route for pedestrians. Clear signage will be in place to ensure that pedestrians are aware of the restrictions.</p> <p>Potential positive impact for people living with reduced mobility who use cycles as a mobility aid</p>	Negative & Positive	L
Gender	No Impacts identified.	0	L

<b>Gender Reassignment</b>	No Impacts identified.	<b>0</b>	<b>L</b>
<b>Marriage and civil partnership</b>	No Impacts identified.	<b>0</b>	<b>L</b>
<b>Pregnancy and maternity</b>	No Impacts identified.	<b>0</b>	<b>L</b>
<b>Race</b>	No Impacts identified.	<b>0</b>	<b>L</b>
<b>Religion and belief</b>	No Impacts identified.	<b>0</b>	<b>L</b>
<b>Sexual orientation</b>	No Impacts identified.	<b>0</b>	<b>L</b>
<b>Other Socio-economic groups including :</b>	<b>Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?</b>		
<b>Carer</b>	No Impacts identified.	<b>0</b>	<b>L</b>
<b>Low income groups</b>	No Impacts identified.	<b>0</b>	<b>L</b>
<b>Veterans, Armed Forces Community</b>	No Impacts identified.	<b>0</b>	<b>L</b>
<b>Other</b>	No Impacts identified.		
<b>Impact on human rights:</b>			
List any human rights impacted.	<b>None</b>	<b>0</b>	<b>L</b>

**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.



<p><b>High impact</b> (The proposal or process is very equality relevant)</p>	<p>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.</p>
<p><b>Medium impact</b> (The proposal or process is somewhat equality relevant)</p>	<p>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</p>
<p><b>Low impact</b> (The proposal or process might be equality relevant)</p>	<p>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</p>

## Step 5 - Mitigating adverse impacts and maximising positive impacts

5.1	<b>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?</b>
<p>Signage for the restriction has been in place throughout the ETRO period. Signs and road markings will be reviewed to ensure that all road users are aware of the revised restrictions.</p>	

## Step 6 – Recommendations and conclusions of the assessment

6.1	<b>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:</b>
<p>- <b>No major change to the proposal</b> – 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.</p>	

- **Adjust the proposal** – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality 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.

<b>Option selected</b>	<b>Conclusions/justification</b>
<b>No major change to the proposal</b>	Consideration of all the evidence gathered as part of trial has not highlighted any potential for unlawful discrimination or adverse impacts. If the measure were introduced on a permanent basis monitoring of the situation would be continued, and opportunity for further review if unforeseen issues became apparent.

**Step 7 – Summary of agreed actions resulting from the assessment**

<b>7.1</b>	<b>What action, by whom, will be undertaken as a result of the impact assessment.</b>		
<b>Impact/issue</b>	<b>Action to be taken</b>	<b>Person responsible</b>	<b>Timescale</b>
<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>

**Step 8 - Monitor, review and improve**

	<p><b>How will the impact of your proposal be monitored and improved upon going forward?</b> Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?</p>
	<p>If the measure is introduced on a permanent basis officers would continue to monitor the situation including thorough observation, assessment of any external feedback (e.g. from road-users or Ward Councillors), and the ongoing review of accident data received from the Police.</p> <p>There would be opportunity for further review and to consider possible changes if unforeseen issues became apparent.</p>

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**Decision Session -  
Executive Member for Transport**

**20 July 2021**

Report of the Director of Transport, Environment and Planning

**Annual Review of Traffic Regulation Order Requests**

**Summary**

1. Approval is requested to advertise the amendments to the Traffic Regulation Order (TRO) required to introduce the restrictions detailed in Annexes A to S. In addition, if there are no objections raised with regard to the above proposals, approval is requested to implement the amendments to the Traffic Regulation Order.

**Recommendations**

2. The recommendation for each request is identified in Annexes A to S.  
  
Timescale: Where applicable amendments will be legally advertised during August/September with notices placed on street and in the local press.

**Background**

3. All the non-urgent requests for waiting restrictions or other changes to the TRO received over the past 18 months for the whole of the authority have been grouped together to be considered at the same time. There are 83 requests considered in this report – See Annex T for summary. The attached Annexes A to S outline the requests received on a ward by ward basis along with officers' recommended action where appropriate.

**Consultation**

4. The proposals have to be advertised in the local press giving 3 weeks for people to make representations. In addition, notices will be put up on street and the properties adjacent to the proposals sent details as they are the most likely to be affected. Any objections received to the proposals will be brought back to a subsequent Executive Member Decision Session for a decision on how to proceed.

## Options

5. The options available for each item are:
  - A. Approve the officers recommendation for proposals to be advertised, or not, for each location.
  - B. Defer the proposal for further information to be brought back to a subsequent Decision meeting.
  - C. Amend the proposal depending on circumstances.

## Analysis

6. A number of non-urgent requests for changes to the TRO are received each year. Typically, these are for additional “no waiting at any time” (double yellow line) restrictions or minor changes to Residents’ Priority Parking (ResPark) Schemes. These requests are considered together on an annual basis; this saves officer time and money, because any changes can all be advertised at the same time, and helps to ensure parity of treatment. In each case site visits are carried out to determine to what extent there is a traffic management or safety problem. The proposals in Annexes A to S have been circulated to ward councillor’s representatives for their comments. Any comments received have been included in the Annexes.

## Council Plan

7. Considering this matter contributes to the Council Plan building an open and effective council by engaging with all members of the local community.

## Implications

8. **Financial** There are modest costs associated with the advertising and implementation of the proposals, these are estimated for each item in the Annexes. Cumulatively the costs of the proposed changes is approx. £24k which will be funded from existing transport budgets in 21/22

**Human Resources (HR)** There are no HR implications

**Equalities** The Council recognises its duty under section 149 of the Equality Act 2010 to have due regard to equalities in the exercise of its functions. There are no equalities implications identified in respect of the matters discussed in this report. The process of consulting on the applications mentioned in this report will identify any equalities implications on a case by case basis.



**Legal** Any proposals which are eventually implemented will become enforceable by the Council's Civil Enforcement Officers in the same way as existing waiting restrictions.

**Crime and Disorder** There are no Crime and Disorder

implications **Information Technology (IT)** There are no IT

implications **Property** There are no Property implications

**Other** There are no other implications

### **Risk Management**

9. In compliance with the Council's risk management strategy there is a low risk associated with the recommendations in this report.

### **Contact Details**

**Author:**

**Geoff Holmes**

Traffic Projects Officer,  
Traffic Management  
Tel No. 01904 551475

**Chief Officer Responsible for the report:**

**James Gilchrist**

Director of Transport, Environment & Planning

**Report  
Approved**



**Date** 9 July 2021

**Wards Affected: All** |

**For further information please contact the author of the report**

**Background Papers: N/A**

### **Annexes:**

**Annex A Acomb Ward**

**Annex B Bishopthorpe Ward**

**Annex C Clifton Ward**

**Annex D Copmanthorpe Ward**

**Annex E Dringhouses and Woodthorpe Ward**

**Annex F Fishergate Ward**

**Annex G Fulford and Heslington Ward**

**Annex H Guildhall Ward**

**Annex I Haxby and Wigginton Ward**

**Annex J Heworth Ward**

**Annex K Holgate Ward**

**Annex L Huntington and New Earswick Ward**

**Annex M Hull Ward**

**Annex N Micklegate Ward**

**Annex O Osbaldwick and Derwent Ward**

**Annex P Rawcliffe and Clifton Without Ward**

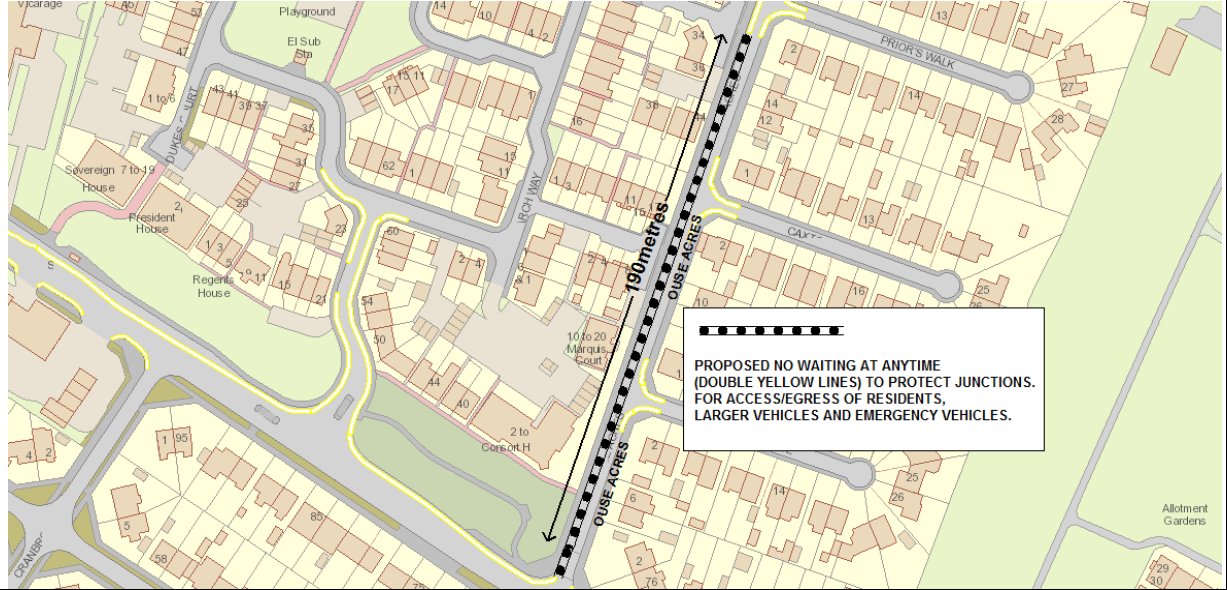
**Annex Q Rural West York Ward**

**Annex R Strensall Ward**

**Annex S Wheldrake Ward**

**Annex T summary list of locations**

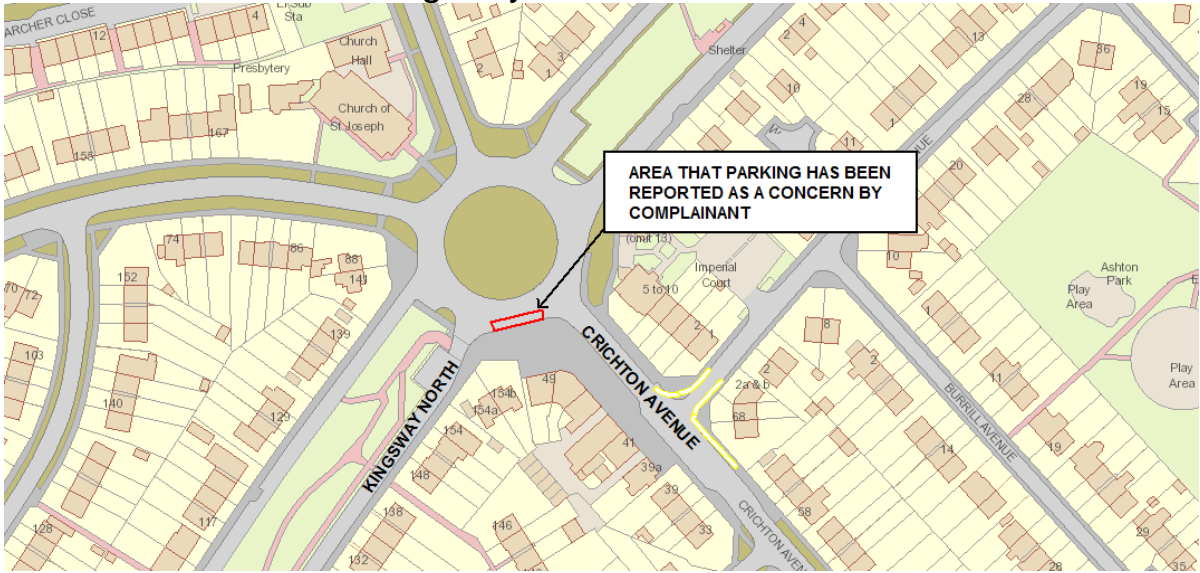
## Annex A Acomb Ward

<h1>A1</h1>	<b>Location: Ouse Acres</b>
<p><b>Nature of problem and requested solution</b>                  Vehicles parking opposite junctions and vehicle crossings which is causing an obstruction for residents, large vehicles and emergency vehicles entering and exiting the area. No waiting at any time restrictions requested.</p>	
<p><b>Background information</b>                  There is currently unrestricted parking on both sides of the carriageway. There are industrial units located on Isis Court and Pyramid Court, off Rosetta Way who have larger vehicles visiting their businesses. Implementing restrictions to both sides of the carriageway may have a negative impact on some residents who do not have sufficient off street parking amenities for second vehicles or visitors.</p>	
<p><b>Recommendation</b>                  Implement double yellow lines to one side of the carriageway to discourage inconsiderate parking and allow free movement of vehicles that require access/egress to the junctions and industrial park.</p> <p>Vehicles may start to park in front of the properties however driveways would need to be kept clear. It would also leave an area free for residents and their visitors to utilise.</p> 	
<p><b>Cost:</b> Lining works £190.00      Advertising + Making: £500.00  <b>Total:</b> £690.00</p>	

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## Annex C

## Clifton Ward

<b>C1</b>	<b>Location:</b> Crichton Avenue Roundabout
<p><b>Nature of problem and requested solution</b>  Short term parking on the cycle path in the section between Crichton Avenue and Kingsway North.  No waiting at any time restrictions requested.</p>	
<p><b>Background information</b>  There are several shops in very close proximity to the roundabout on Crichton Avenue. There is a cycle path on the roundabout that connects Crichton Avenue with Kingsway North.</p>  <p>The map shows the Crichton Avenue Roundabout at the center. A red rectangle highlights a section of the cycle path between Kingsway North and Crichton Avenue. A callout box with an arrow points to this area, containing the text: "AREA THAT PARKING HAS BEEN REPORTED AS A CONCERN BY COMPLAINANT". Other streets shown include Archer Close, Kingsway North, Crichton Avenue, and Burrell Avenue. Landmarks include the Church of St Joseph, Church Hall, and Ashton Park.</p>	
<p><b>Recommendation</b>  No action. Site visits have not witnessed any parking at this location. The proximity to the shops suggests parking to be short term non-resident parking. Implementing restrictions is unlikely to have an effect on this as any parking would need to be reported and then witnessed for 5-10mins before enforcement could take place.</p>	
<p><b>Cost:</b> N/A</p>	

**C2****Location:** Westminster Road/The Avenue**Nature of problem**

Respark bays with different times and days of parking restrictions and the resident advises this is leading to confusion of when parking is legal and inconsistent enforcement.

Also school drop off and collection time short term parking on The Avenue and Westminster Road.

**Background information**

The Avenue and Westminster Road are residential streets within the R23 Respark zone. The timings of restrictions within the parking bays range from 24/7, Mon-Sat 8am-6pm and there are two 24/7 Community bays on The Avenue. St. Peters School is very close and will attract short term parking at school drop off and collection times.



**Recommendation:** No action. Parking enforcement have confirmed there is no confusion regarding the restriction timings and any changes to the timings would not affect the school peak time parking issue.

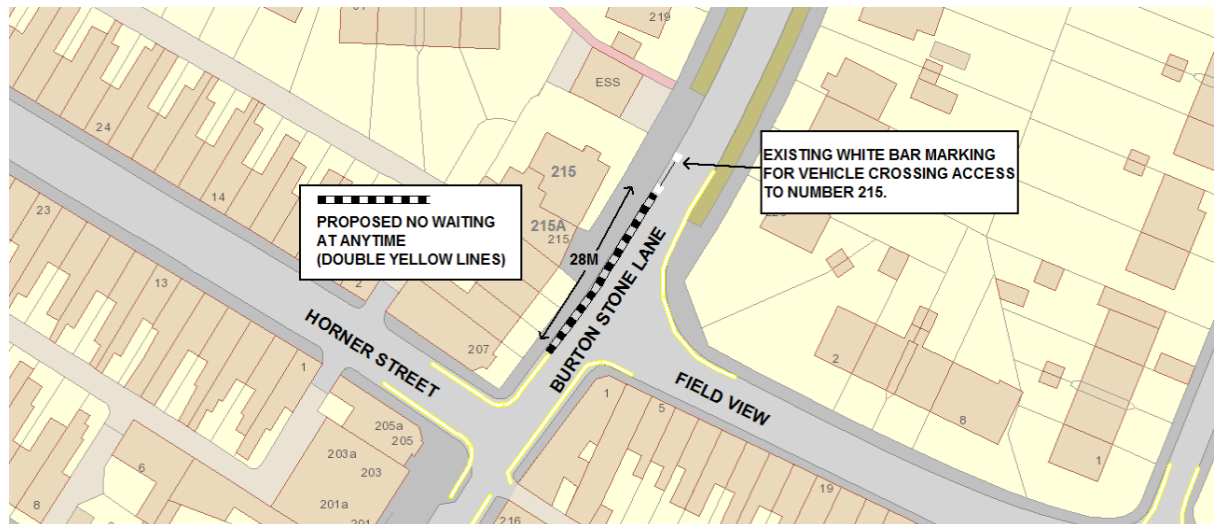
**Cost:** N/A

**C3****Location: Burton Stone Lane****Nature of problem**

Vehicles parking on Burton Stone Lane opposite the junction of Field View causing visibility issues for vehicles proceeding to Crichton Avenue. Vehicles proceeding to Crichton Avenue are having to queue behind the parked vehicles and this is leading to a hazard caused by vehicles attempting to proceed in both directions.

**Background information**

There is a parade of shops on Burton Stone Lane that include butchers, Sainsbury's local supermarket, sandwich shops and take-aways that will lead to short term parking. 215A Burton Stone Lane is an Age Concern shop. There is currently no waiting at anytime junction protection for Horner Street that also prevents parking outside 207 and 209 Burton Stone Lane.

**Recommendation**

To extend the current double yellow lines on Burton Stone Lane for 28metres from the junction protection of Horner Street to the existing white bar marking outside 215 Burton Stone Lane

**Cost:** Lining Works £28.00

Advertising + Making £550.00

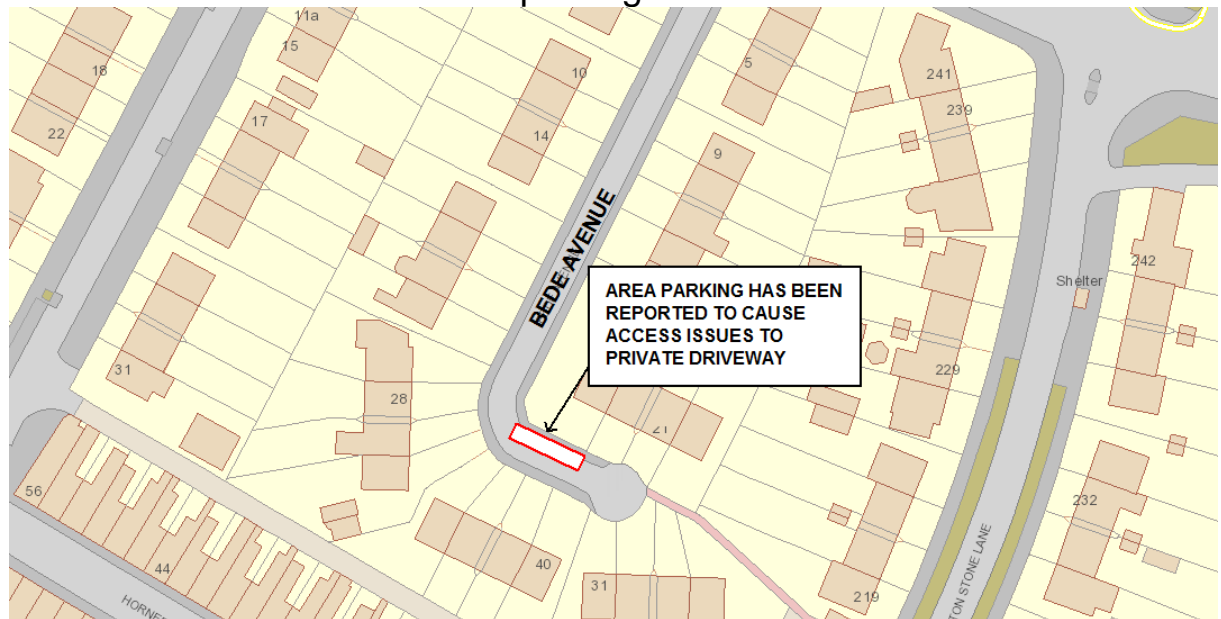
Total: £578.00

**C4****Location:** Bede Avenue**Nature of problem**

Resident of number 36 Bede Avenue advises that parking opposite their private driveway access is restricting their ability to access and exit their driveway.

**Background information**

Bede Avenue is a residential street. All properties have private driveway access for at least one vehicle. There are no local business that would attract short term non-resident parking.

**Recommendation**

No action. With no local businesses attracting short term parking this suggests it is a resident parking issue. Any obstruction would need to be reported to the police and any parking in front of private driveways can be reported to the parking hotline for enforcement.

**Cost:** N/A



**C5****Location:** Clifton Dale**Nature of problem**

Request from the developer of the previous Hotel Noir site to add 1 Clifton Dale to the existing R65 Respark Zone

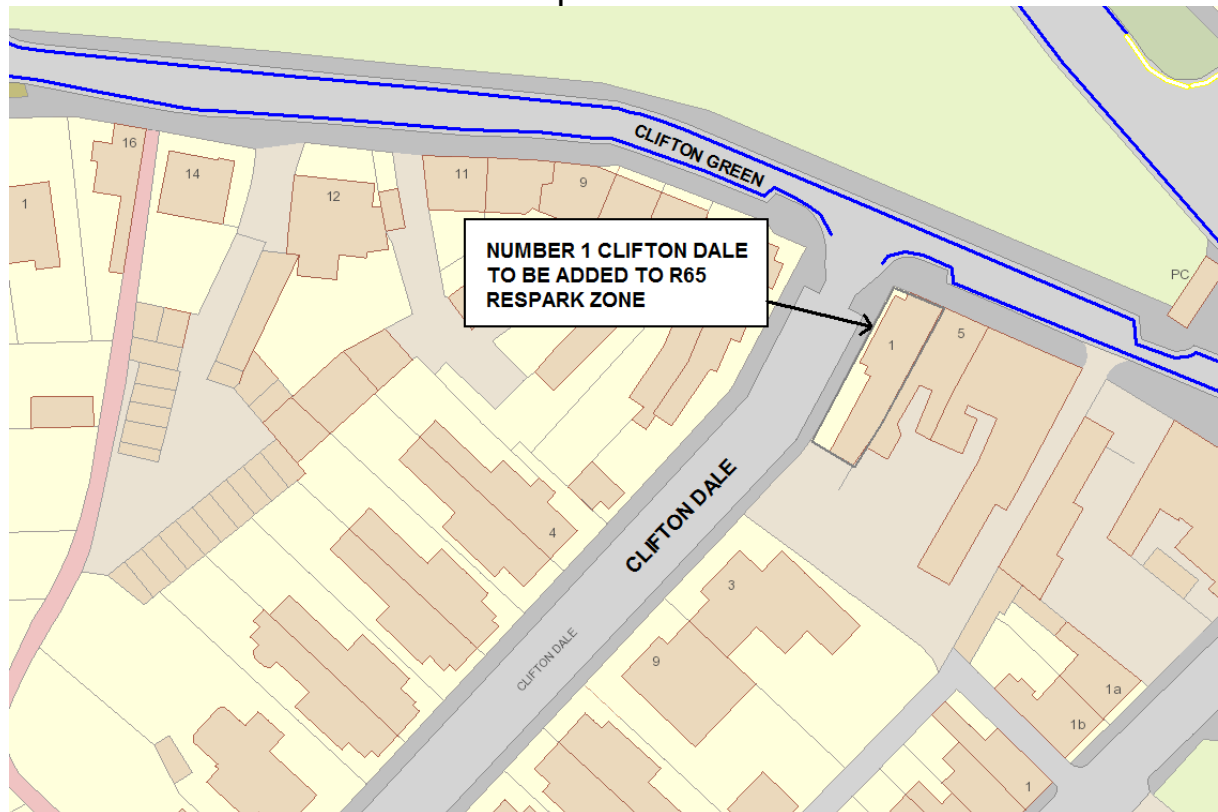
**Background information**

The previous Hotel noir site has been converted into 9 apartments and 1 four bedroomed town house. The agent of the developer, The Planning and Design Associates, requested all properties be added to the respark zone and be able to apply for Household permits.

The agent has been advised the apartments would not be considered for addition to the zone.

**Recommendation**

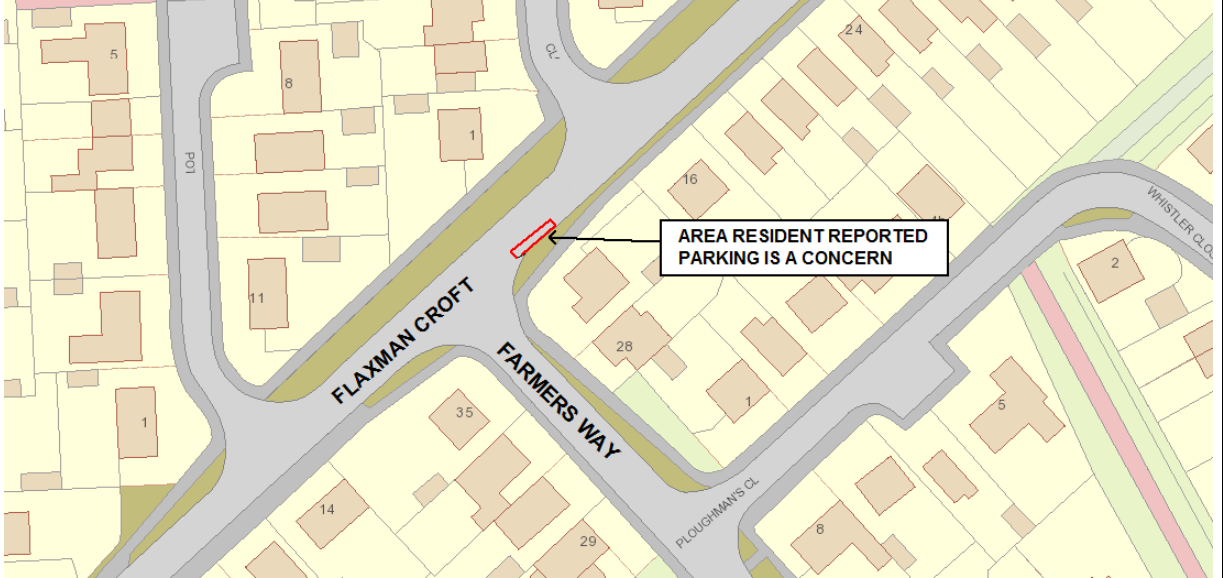
To add 1 Clifton Dale to R65 Respark zone.




**Cost: Advertising & Making £500.00**

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## Annex D Copmanthorpe Ward

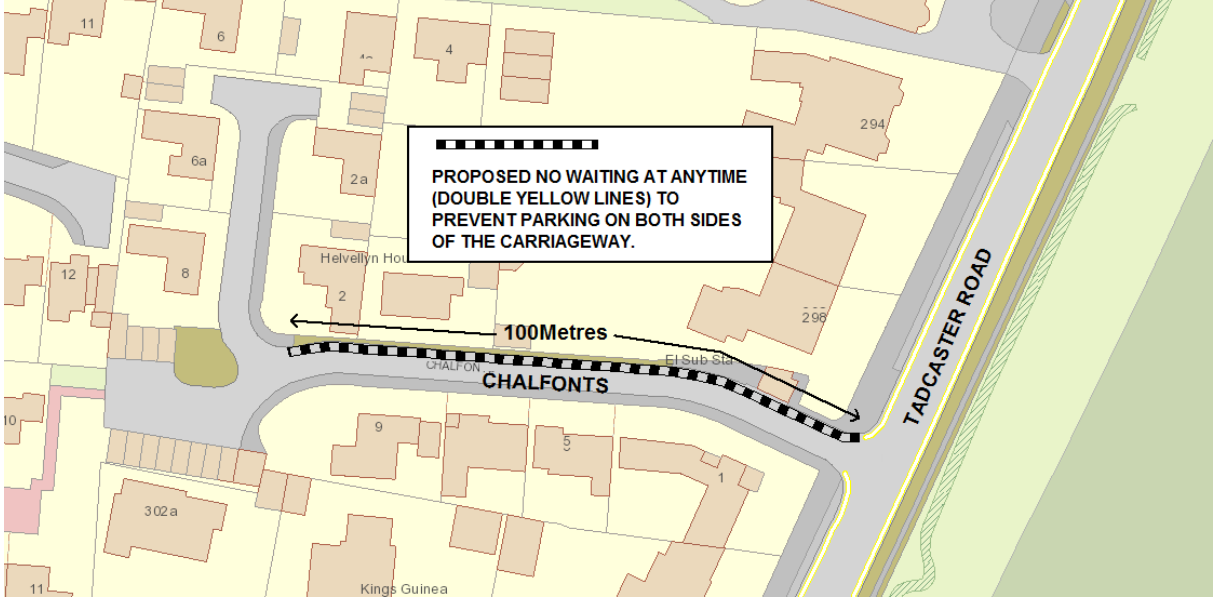
<b>D1</b>	<b>Location:</b> Farmers Way/Flaxman Croft junction
<p><b>Nature of problem</b> A resident reported vehicles are parking on Flaxman Croft, close to the junction of Farmers Way and causing sight line visibility issues when exiting Farmers Way.</p>	
<p><b>Background information</b> Farmers Way and Flaxman Croft are residential streets with no local businesses nearby, which suggests the parking is residents and visitors. We do not have any waiting restrictions in this residential area.</p> 	
<p><b>Recommendation</b> No action. The estate roads and junctions in this area are wider than most within our authority. The junction is 17metres in width.</p>	
<p><b>Cost:</b> N/A</p>	

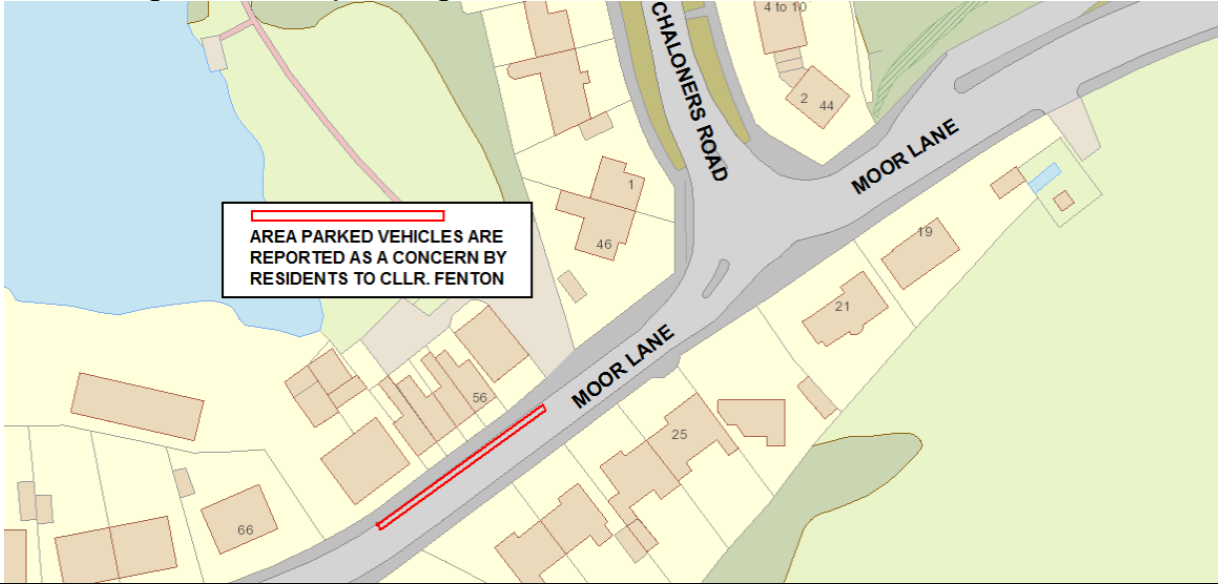
<b>D2</b>	<b>Location:</b> The Link
<p><b>Nature of problem</b> A resident reported a concern regarding vehicles parking on The Link. Resident states vehicles are parking close to the junction of Manor Heath and causing vehicles entering The Link to move to the centre of the carriageway and into the path of vehicles approaching the junction in the direction of Manor Heath.</p>	
<p><b>Background information</b> The Link is a small road connecting Manor Heath and College Road. It has 3 residential properties.</p> 	
<p><b>Recommendation</b> No action. Several site visits have only witnessed 1 or 2 parked vehicles that were not causing an obstruction.</p>	
<p><b>Cost:</b> N/A</p>	

## Ward Councillor comments

Cllr. Carr- I've consulted with Copmanthorpe Parish Council (of which I'm a member), and in both cases happy to accept officer recommendation.

# Annex E Dringhouses & Woodthorpe Ward

<p><b>E1</b></p>	<p><b>Location:</b> Chalfonts</p>
<p><b>Nature of problem</b> Residents have reported an issue of vehicles parking on both sides of the carriageway leading to refuse and recycling vehicles being unable to access the full length of the street and make collections.</p>	
<p><b>Background information</b> Chalfonts is a residential street with a carriageway of 5metres in width. There are 4 properties on the south side of the street and 1 property (Helvellyn House) on the north side of the street. The carriageway leads to further properties at the end of the street and 12 garages for the use of residents from numbers 10-21 Chalfonts.</p> 	
<p><b>Recommendation</b> To double yellow lines for 100Metres on the north side of the carriageway to prevent parking on both sides of the carriageway.</p>	
<p><b>Cost:</b> Lining Works £100.00      Advertising + Making £500.00 Total: £600.00</p>	

<b>E2</b>	<b>Location:</b> Moor Lane
<p><b>Nature of problem</b> Report from Cllr. Fenton on behalf of residents who are raising concerns regarding parked vehicles on the north side of the carriageway in the approach to roundabout. Residents concerns are regarding vehicles having to pass the parked vehicles in the centre of the carriageway, and at speed. Vehicles are parking between 52 and 64 Moor Lane.</p>	
<p><b>Background information</b> There is a café/food store located at 52 Moor Lane that will attract short term parking. The entrance to Chapmans Pond is located next to the foodstore and 6 short term parking is available for visitors to the pond and food store. 56-64 Moor Lane are residential properties with number 64 having off street parking.</p> 	
<p><b>Recommendation</b> No action at this time. Waiting restrictions would remove resident parking and could contribute to increase the speed of vehicles in the approach to the roundabout.</p>	
<p><b>Cost:</b> N/A</p>	

**E3**

**Location:** Burns Court

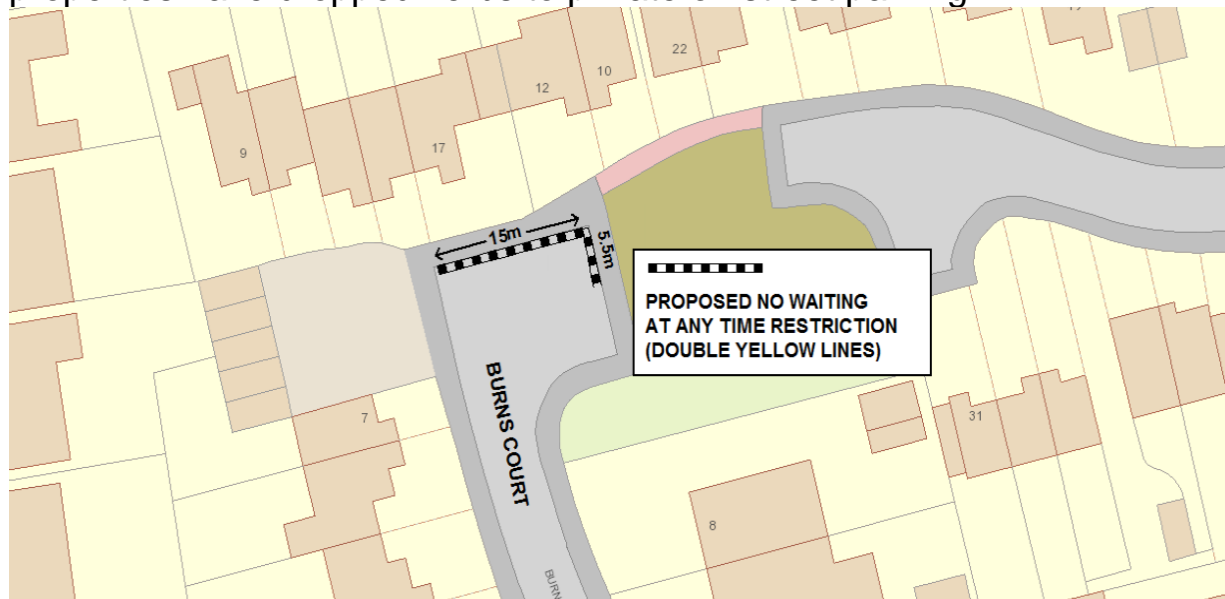
**Nature of problem**

The resident of 12 Burns Court is unable to access and exit her driveway due to vehicles parking at the bottom of the cul-de-sac. The resident has reported the parking to the parking hotline and PCN's have been issued but this has not resolved the issue and has caused further friction with her neighbours.



**Background information**

Burns Court is a residential cul-de-sac with unrestricted parking. All properties have dropped kerbs to private off street parking.

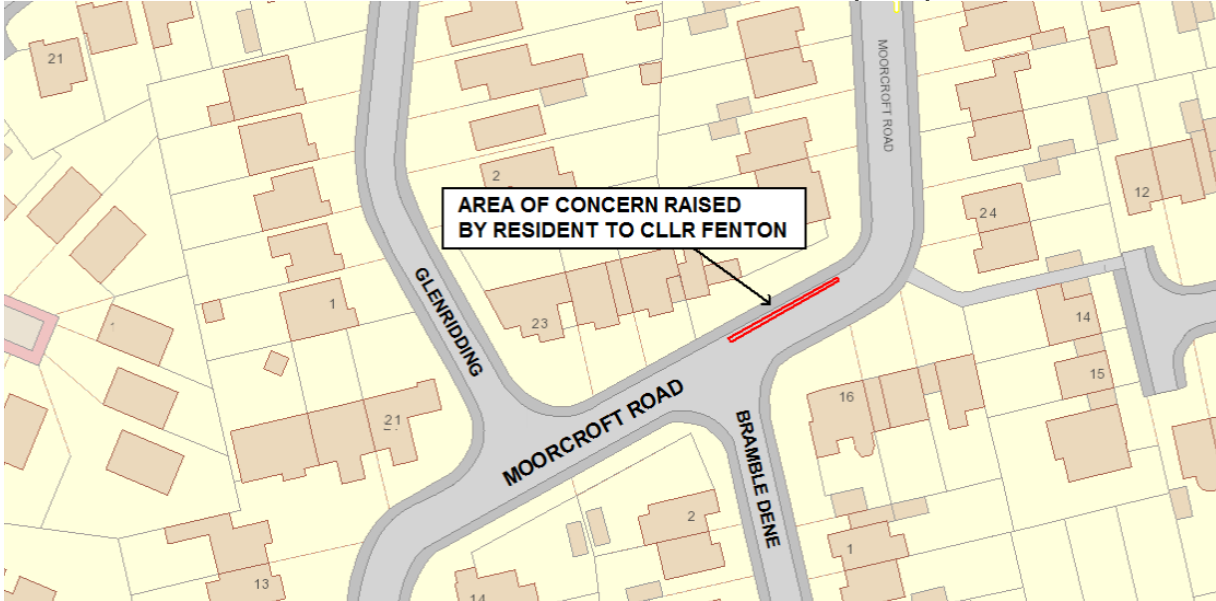


**Recommendation**

Implement no waiting at any time restriction to limit parking on the northern and eastern side of the cul-de-sac and provide access for the resident of number 12. This restriction would not ordinarily be considered but enforcement has been ineffective in reducing inconsiderate parking

**Cost: Lining: £25.00**  
**Total: £525.00**

**Advertising and Making: £500.00**

<b>E4</b>	<b>Location:</b> 27-29 Moorcroft Road
<p><b>Nature of problem</b> Residents have raised a concern to Cllr. Fenton regarding vehicles parking in the approach to the bend and causing vehicles to move to the centre of carriageway in the approach to, and while rounding the bend. Residents have commented if a vehicle is approaching in the opposite direction at speed this may lead to a collision.</p>	
<p><b>Background information</b> Moorcroft Road is a residential road and has a 20mph speed restriction.</p>	
 <p>The map shows Moorcroft Road as a residential street with a 20mph speed restriction. It features a bend where Moorcroft Road meets Bramble Dene. A red line on the map indicates the 'AREA OF CONCERN RAISED BY RESIDENT TO CLLR FENTON', which is located in the approach to the bend. Other roads shown include Glenridding and Moorcroft Road. House numbers are visible on the map, such as 21, 2, 23, 24, 12, 14, 15, 16, 1, 13, and 14.</p>	
<p><b>Recommendation:</b> No action. Moorcroft Road has a 20mph speed restriction and vehicles should be proceeding at 15-20mph through the estate.</p>	
<p><b>Cost:</b> N/A</p>	



**E5**

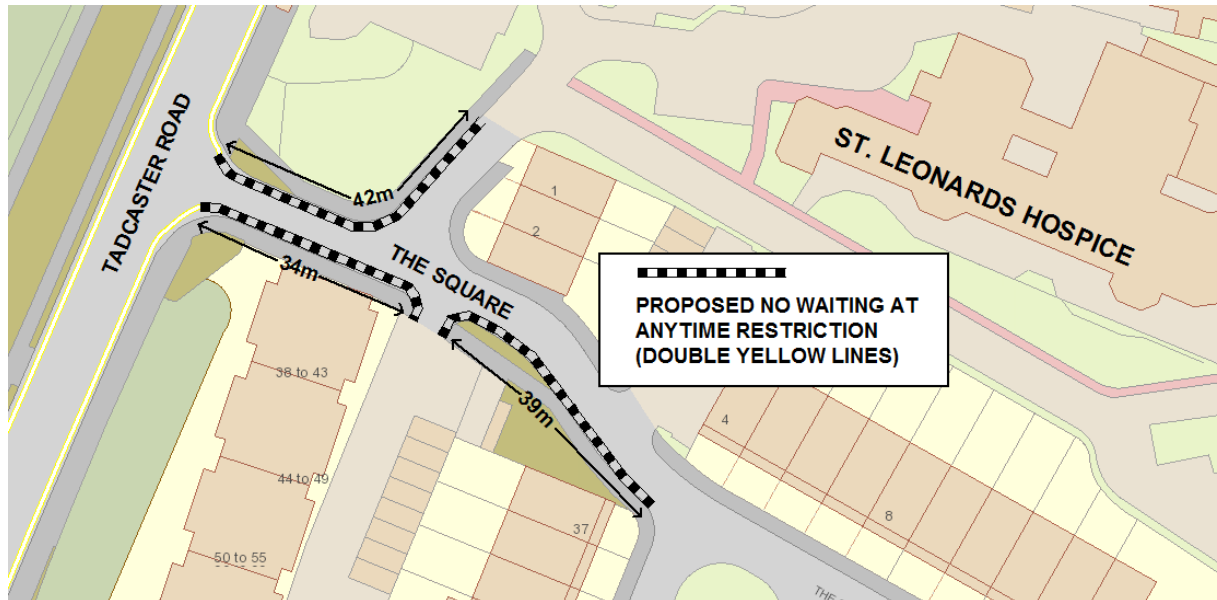
**Location:** The Square

**Nature of problem**

Vehicles parking on both sides of the carriageway entering The Square from Tadcaster Road leading to access issues for residents, delivery vehicles and ambulances visiting St. Leonards Hospice. Reports have indicated these are students of York College and residents of The Square with more than one vehicle.

**Background information**

The Square is a residential street with 37 townhouses, 20 apartments and commercial offices. The townhouses all have parking amenity for 1-2 vehicles and the apartments have private off street parking amenity. The Square provides access to the St. Leonard’s Hospice site. The highway of The Square was successfully adopted and certificate issued on 24/03/2021.



**Recommendation**

Implement no waiting at any time restrictions to provide free flow of traffic entering The Square and St. Leonards Hospice site.

**Cost:** Lining £115.00

Advertising & Making £ 500.00

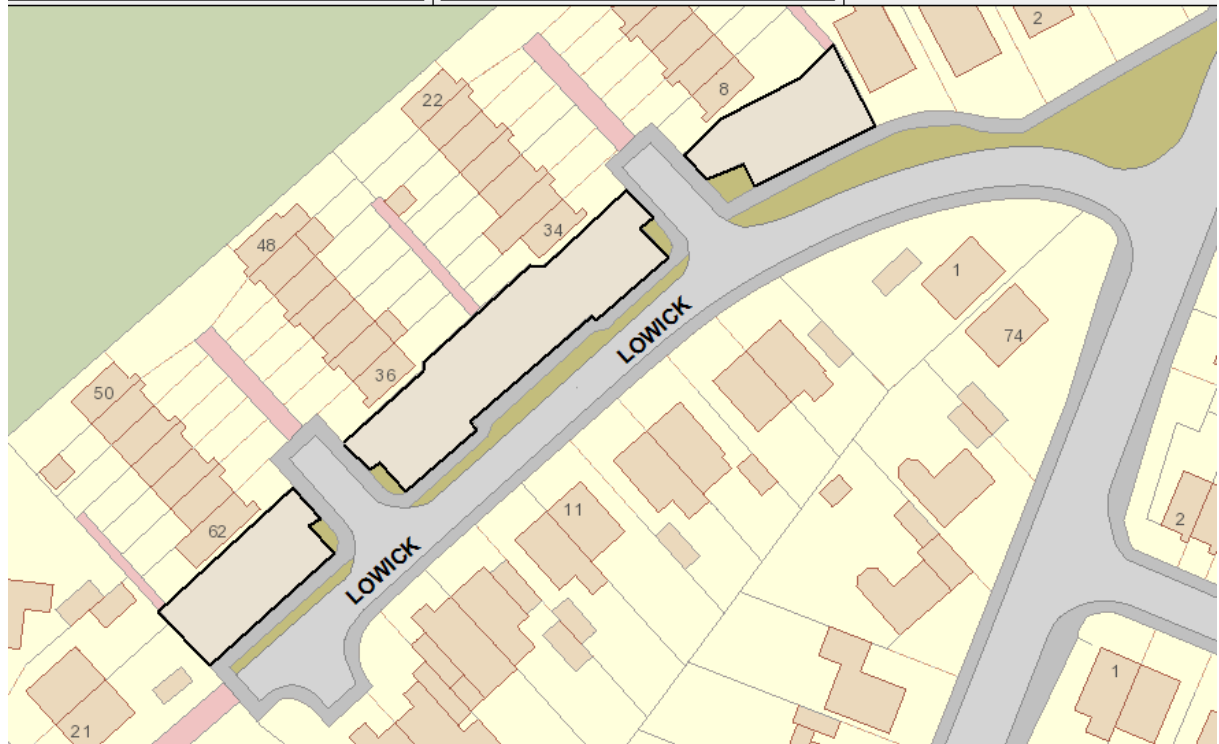
Total: £615.00

**E6****Location: Lowick****Nature of problem**

A resident has raised an issue of vehicles parking outside their property and on the footpath of Lowick leading to difficulties exiting their driveway and pedestrians being able to proceed on the footpath. Resident has requested double yellow lines in front of the properties for the full length of Lowick.

**Background information**

Lowick is a residential street with bungalows on the south-eastern side of the street. All properties have vehicles crossings and off-street parking amenity for a minimum of two vehicles. There are two cul-de-sacs that lead to property numbers 8-64 Lowick that also has off street parking amenity provided (highlighted on the plan below). The resident has raised this issue with the police and local Cllr's.

**Recommendation**

No action. Residents could apply for white bar markings to prevent parking in front of their private driveways. The issue of vehicles parking on the footpath is an obstruction offence and should be reported to the police. Site visits witnessed minimal parking with no vehicle access issues.

**Cost: N/A**

Ward Councillors comments

Cllr. Fenton:

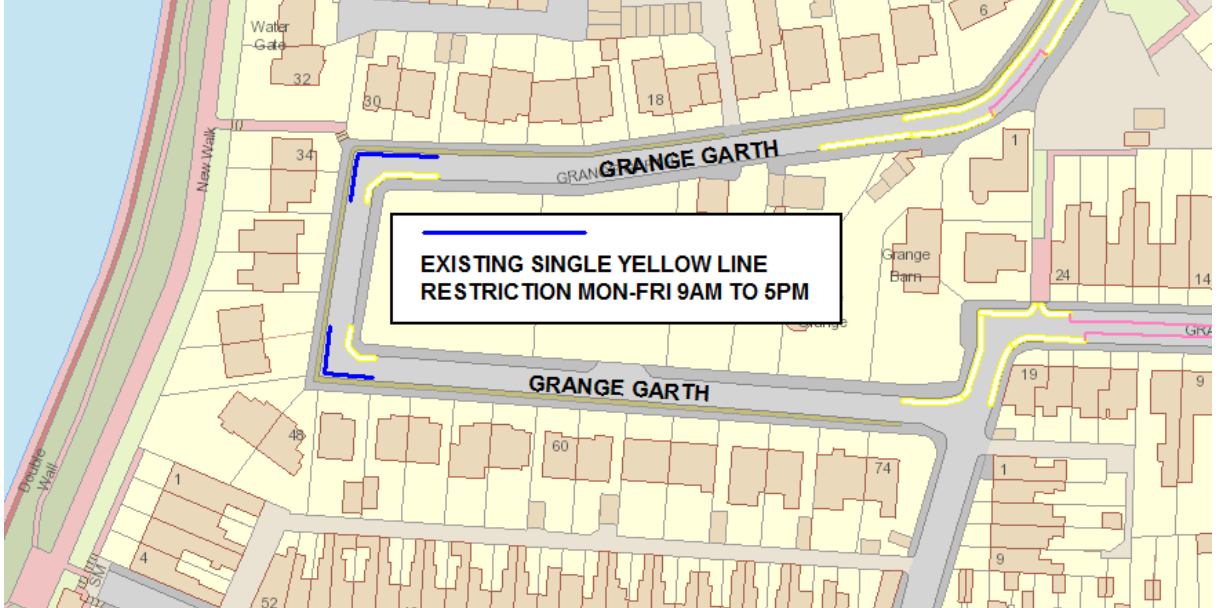
E4 (Moorcroft Road) – I don't support the recommendation and would at least like the proposed restrictions to be advertised for consultation

E5 (The Square) – The Chair of The Square Management Committee has got back to me to say that he is happy with the proposed extent of the DYLS.

E6 (Lowick) – I will engage with residents over the coming week on what restrictions, if any, they would support and will provide feedback at the Decision Session (or in writing beforehand if I'm not able to attend due to work commitments)

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## Annex F Fishergate Ward

<b>F1</b>	<b>Location: Grange Garth</b>
<p><b>Nature of problem</b>                  Resident has raised an issue of vehicles parking on the single yellow lines outside of the operating times, leading to the resident being unable to access their driveway and PCN's being issued</p>	
<p><b>Background information</b>                  Grange Garth is a residential street with single yellow line restrictions outside properties 28-36 and 44-50, with times of operation 9am to 5pm Mon-Fri. Grange Garth also lies within the R20 Respark Zone</p>	
<p><b>Recommendation</b>                  No further action at this time. The resident reported the parking to the parking hotline and a PCN was issued. Enforcement has been successful and infrequent problem parking does not warrant a 24/7 change to parking restrictions in order to access private driveways.</p>	
 <p>The map shows a residential street named 'GRANGE GARTH'. A blue line indicates the 'EXISTING SINGLE YELLOW LINE RESTRICTION MON-FRI 9AM TO 5PM'. The map includes various property numbers (e.g., 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100) and other landmarks like 'Water Gate', 'New Walk', and 'Grange Barn'. A text box in the center of the map reads: 'EXISTING SINGLE YELLOW LINE RESTRICTION MON-FRI 9AM TO 5PM'.</p>	
<p><b>Cost: N/A</b></p>	

**F2**

**Location: Broadway**

**Nature of problem**

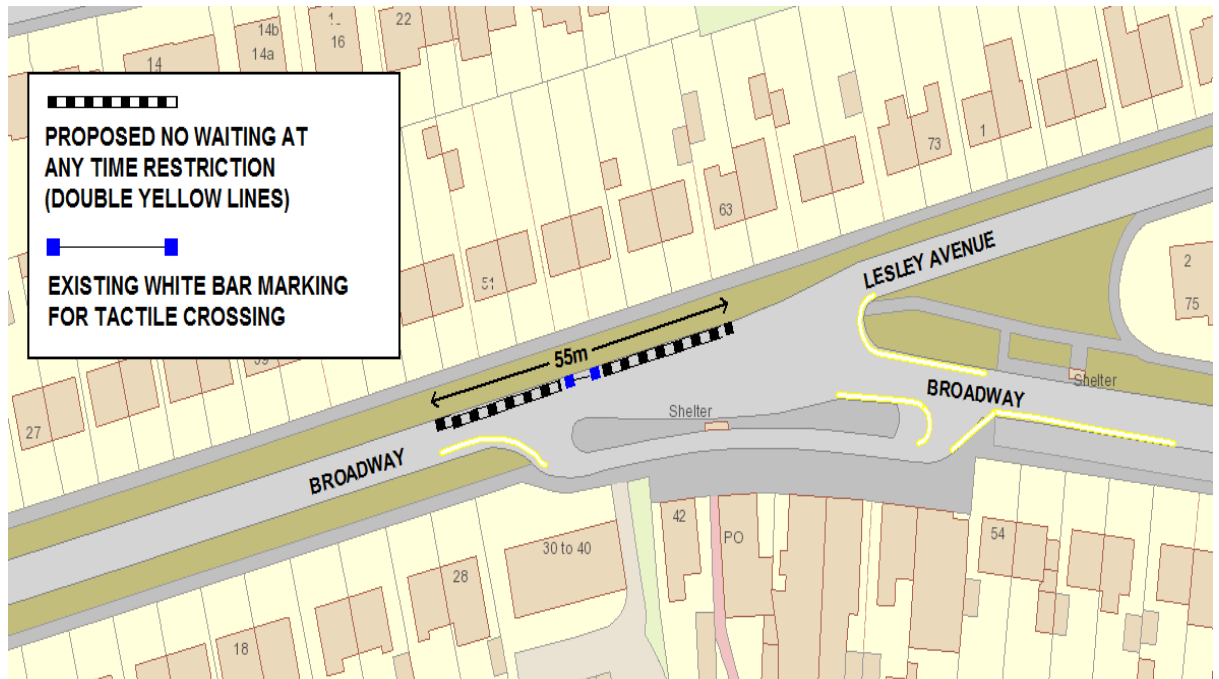
Resident raised an issue of vehicles parking opposite the exit of the parade of shops leading to safety/visibility concerns for vehicles exiting the layby and into two way traffic.

**Background information**

42-52 Broadway is a small parade of shops, including a coffee shop, hairdressers, convenience store, post office and gift shop. The parade has parking spaces in front of the shops with a bus shelter located on Broadway. The access road has existing no waiting at any time restrictions on the entrance and exit.

**Recommendation**

To implement no waiting at any time restrictions (double yellow lines) opposite the exit of the layby to allow a safer exit and visibility.



**Cost: Lining £50.00**  
**Total £550.00**

**Making & Advertising £500.00**

**F3**

**Location: Grants Avenue**

**Nature of problem**

Resident of 13 Grants Avenue has raised an issue of parking opposite their driveway and advised this is leading to them having to mount the kerb and footpath in order to exit the driveway.

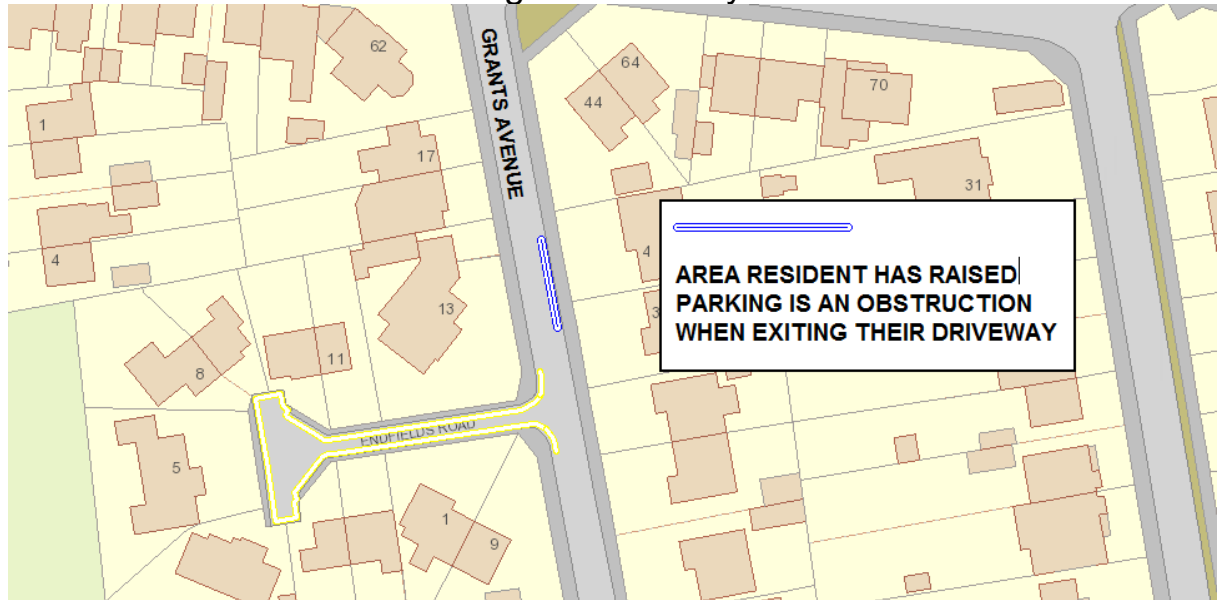
**Background information**

13 Grants Avenue has a vehicle crossing(dropped kerbs) and off street parking for two vehicles.



**Recommendation**

No action. Both of the residents vehicles are able to exit left out of the driveway and any vehicle parked on the right side of the drive able to exit in both directions without the need to mount the raised kerb. Site visit witnessed a vehicle exiting the driveway with no issue.



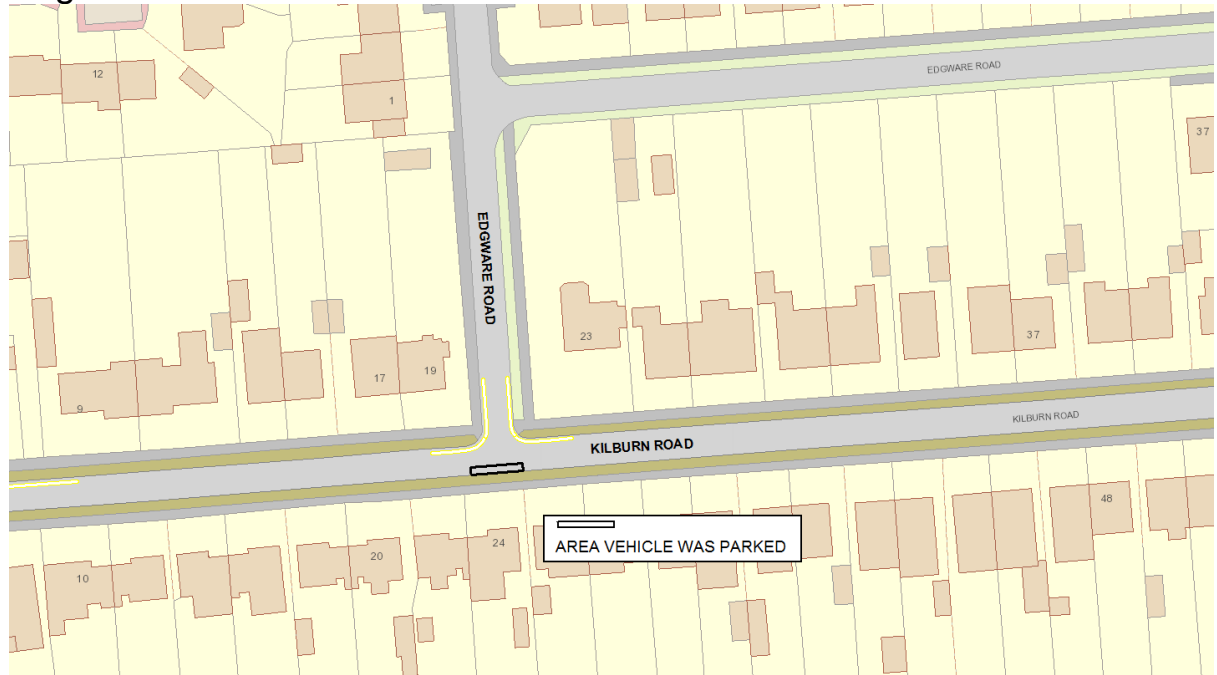
**Cost: N/A**

**F4****Location: Kilburn Road(OUTSIDE NO. 24)****Nature of problem**

The resident of 24 Kilburn Road reported that a vehicle with damage to the bodywork and headlights was parked outside their property for a number of weeks and was causing difficulties for refuse wagons to access Edgware Road. Resident has requested double yellow lines be installed.

**Background information**

Kilburn Road is a residential street and no.24 is opposite the junction for Edgware Road.

**Recommendation**

No action. The resident reported the vehicle to the non-emergency police line and the vehicle was removed within a few days. No further instances of obstruction has been reported at this location.

**Cost: N/A**

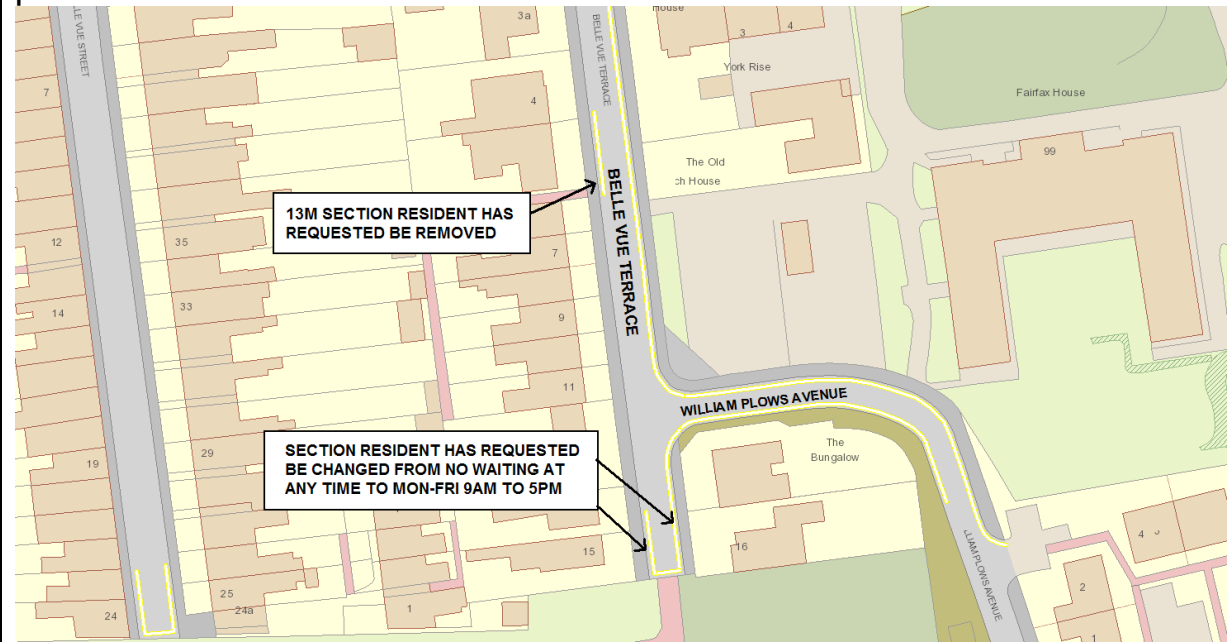


**F5****Location: Belle Vue Terrace****Nature of problem**

The resident of 15 Belle Vue Terrace has requested a change to the restrictions at the south end of Belle Vue Terrace from no waiting at anytime to single yellow line Mon-Fri 9am to 5pm. Another resident has requested the removal of the 13m section of double yellow lines outside number 5.

**Background information**

The south end of Belle Vue Terrace provides vehicle access to the cemetery. The 13m double yellow line section was placed as a "fire bay" when Belle Vue Terrace was within a Resident Parking area in the 1980's. 8metres of the double yellow lines also have dropped kerbs for a vehicle access to number 5. The 13metres is also a convenient passing place as the carriageway is not wide enough for two way traffic and parked vehicles.

**Recommendation**

No action. Funerals take place at weekends and evenings on occasion. The 13m section provides a passing place and 8m of this is taken for a vehicle access to number 5 Belle Vue Terrace.

**Cost: N/A**

**F6****Location: Grange Garth****Nature of problem**

Resident raised an issue regarding the size and location of the R20 Respark zone entry signs located on Grange Garth. A second resident also raised a safety concern regarding the respark bay located on the bend adjacent to 1 Grange Garth, stating vehicles travelling in opposite directions are unsighted due to having to move around vehicles parked in the bay.

**Background information**

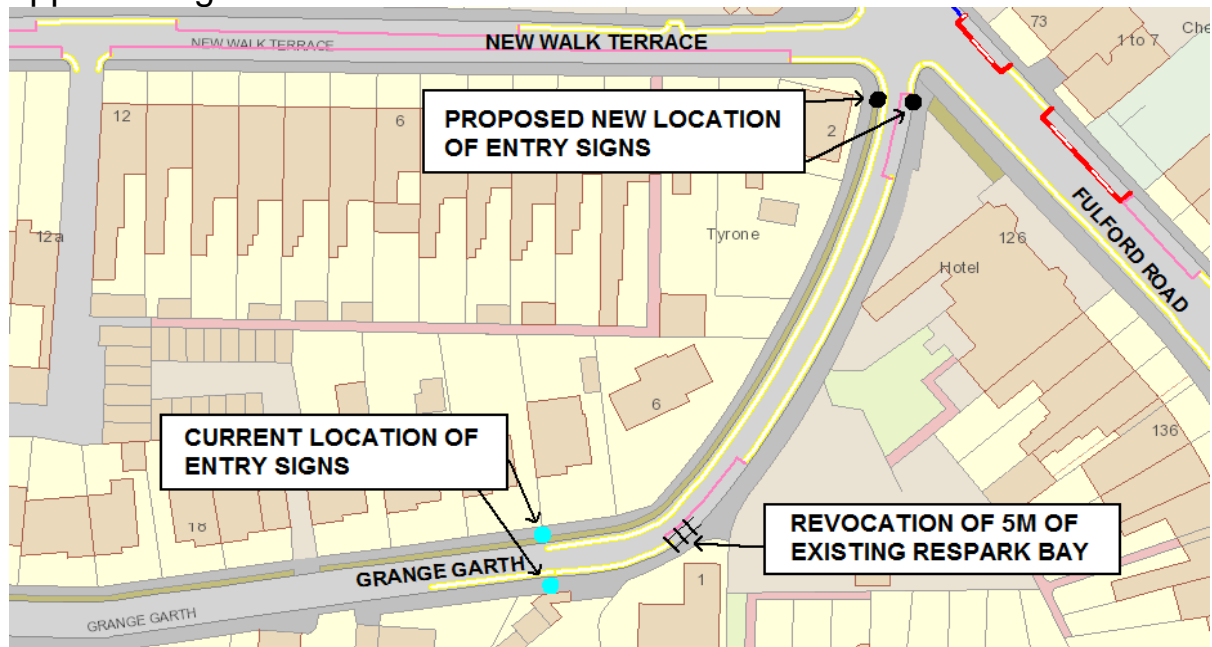
Grange Garth is a residential street. Following consultation the R20 Respark zone was extended to include the full length of Grange Garth in 2019. The zone was implemented as an 'Entry sign zone' and signs were placed on street to advertise the entrance to the zone.

The zone timings are Mon-Fri 9am to 5pm. The two bays located on Grange Garth between Fulford Road and the zone timings are Mon-Sun 9am to 5pm (60mins no return within 1 hour)

**Recommendation**

To relocate the entry signs to the top of Grange Garth and advertise a change to the timings of the two bays to Mon-Fri 9am to 5pm (60mins no return within 1 hour) to bring them in line with the rest of the zone.

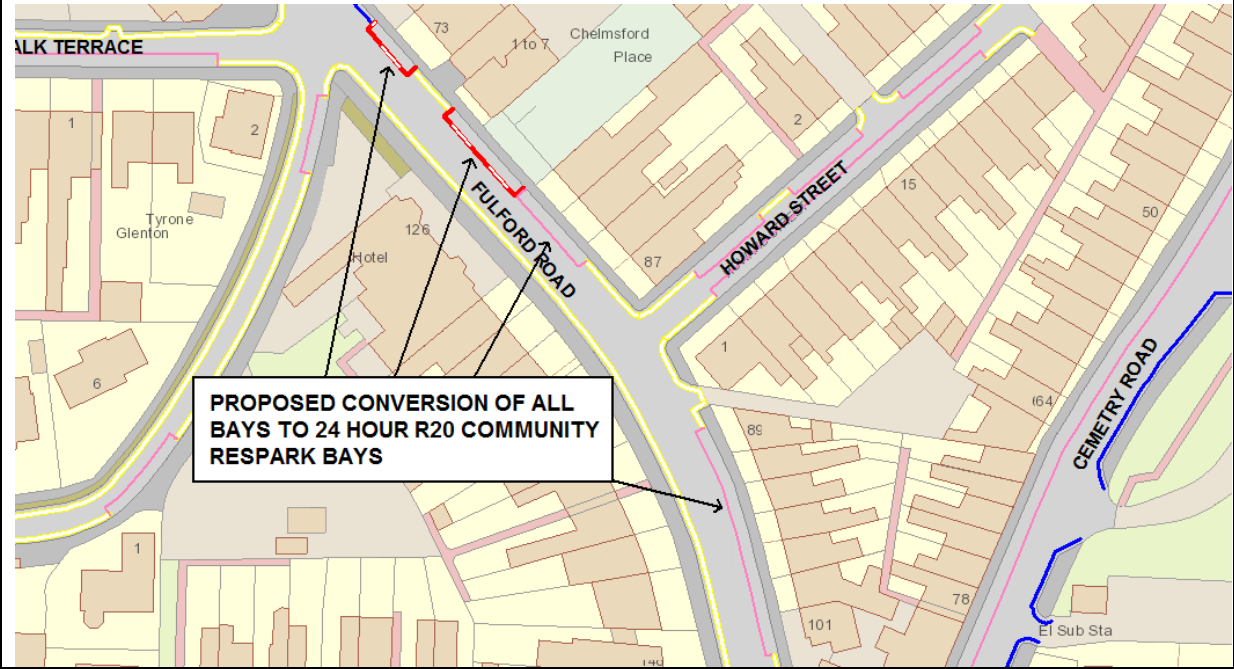
To revoke 5 metres of the bay and extend double yellow lines located adjacent to 1 Grange Garth to provide a better forward view of approaching traffic.



**Cost:** Relocation of signs £150.00 Lining £ 100.00


Advertising & Making £500.00

Total £750.00

<b>F7</b>	<b>Location: Fulford Road</b>
<p><b>Nature of problem</b> Due to nearby redevelopment of properties from guest house to flats or HMO's a reconfiguration of the existing bays was requested.</p>	
<p><b>Background information</b> There are two existing 24 hour Guest House/Multiple Occupancy(GM) bays located between 71-81 Fulford Road. There are two further R20 Respark bays located between 81-101 Fulford Road.</p>	
<p><b>Recommendation</b> To convert all bays to 24 hour R20 community respark bays in line with Howard Street and Cemetery Road timings in order for all residents and visitors to utilise.</p>	
 <p>The map shows a street layout with Fulford Road running diagonally from the top left to the bottom right. Howard Street branches off to the right, and Cemetery Road branches off to the bottom right. Chelmsford Place is a small green area at the top. Various buildings and plots are shown with numbers. A callout box with the text 'PROPOSED CONVERSION OF ALL BAYS TO 24 HOUR R20 COMMUNITY RESPARK BAYS' has arrows pointing to specific sections of Fulford Road.</p>	
<p><b>Cost:</b> Lining &amp; Re-signing £200.00 Advertising &amp; Making £500.00 Total £700.00</p>	

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## Annex G Fulford & Heslington Ward

<b>G1</b>	<b>Location: Eastward Avenue</b>
<p><b>Nature of problem</b> Resident has raised an issue of parking on Eastward Avenue via Cllr.Aspden. The resident states there is parking during school drop off and collection times which is leading to access/obstruction issues for residents and delivery vehicles being able to proceed along Eastward Avenue. Resident has requested a 'No Parking Zone'(single yellow lines) during the hours on Mon-Fri 9am to 5pm.</p>	
<p><b>Background information</b> Eastward Avenue is a residential street in close proximity to Fulford School and St. Oswalds School. The avenue has 35 residential properties.</p> 	
<p><b>Recommendation</b> No action. The introduction of waiting restrictions would affect all residents of Eastward Avenue. School time parking would be moved to neighbouring streets and the police can take action against any vehicles causing an obstruction.</p>	
<p><b>Cost:</b> N/A</p>	

**G2**

**Location: Heslington Lane(opposite Barmby Avenue)**

**Nature of problem**

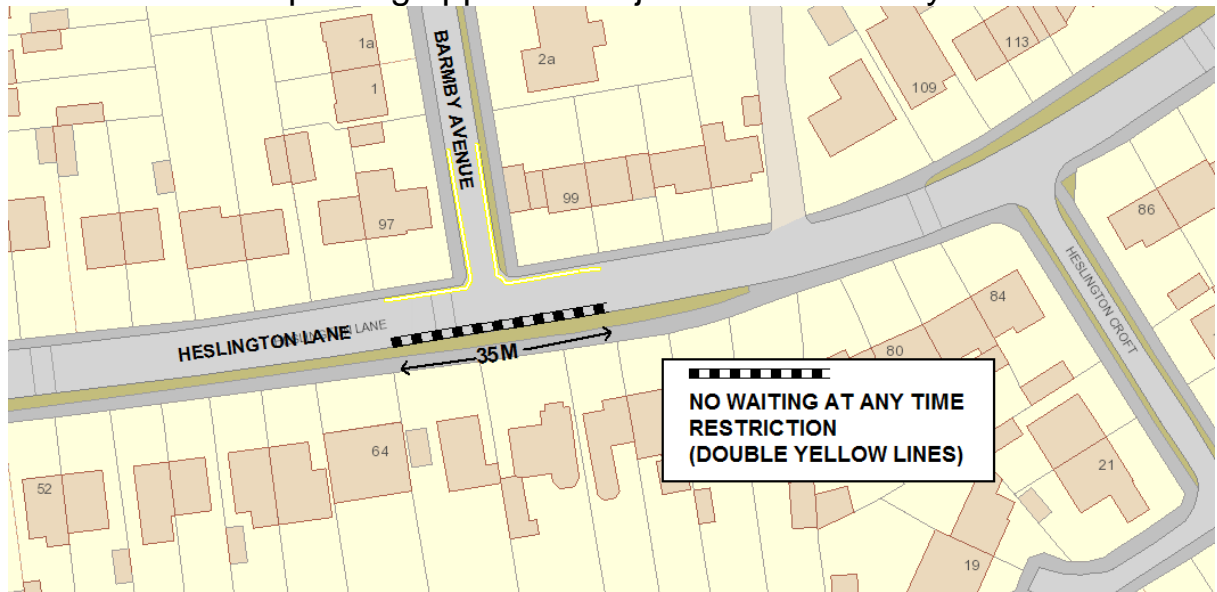
Resident has raised an issue of short term parking during school peak hours on Heslington Lane opposite the junction of Barmby Avenue. Resident has requested double yellow lines be installed following the installation of double yellow lines opposite the junction of Grants Avenue in 2019.

**Background information**

Barmby Avenue junction is in relatively close proximity to St.Oswalds and Fulford School(150-200m). There is existing no waiting at anytime restrictions in place on the junction of Barmby Avenue and Heslington Lane.

**Recommendation**

Implement no waiting at any time restrictions for 35metres on Heslington lane opposite the Barmby Avenue Junction. Officer visits during peak hours witnessed parking opposite the junction of Barmby Avenue.



**Cost: Lining £35.00  
Total £535.00**

**Advertising & Making £500.00**

**G3**

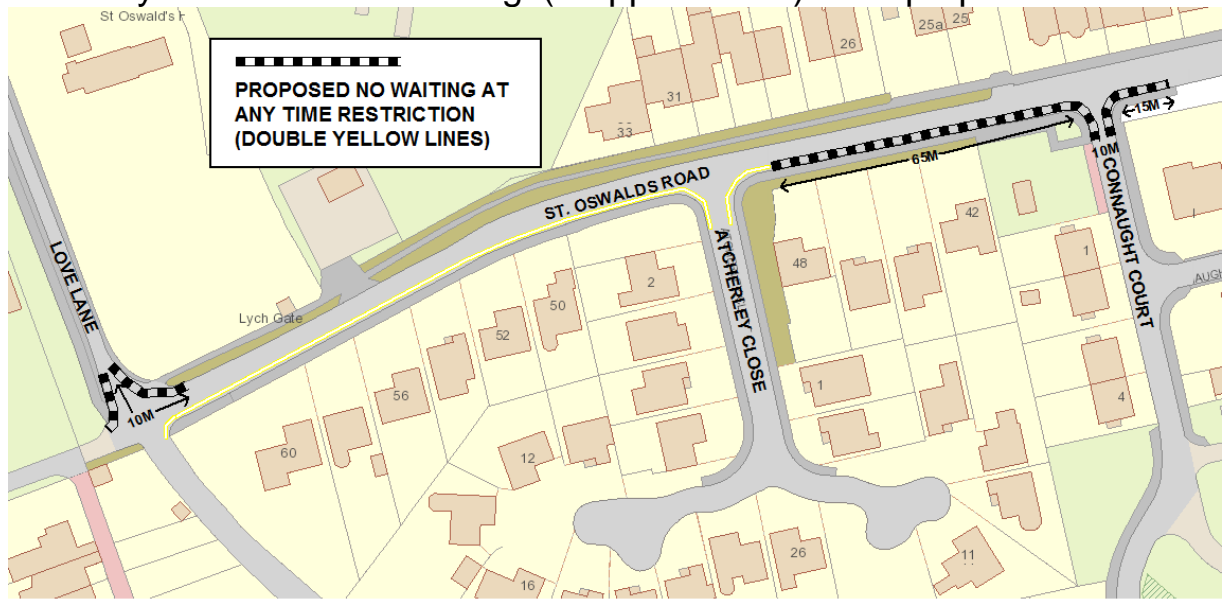
**Location: St. Oswalds Road**

**Nature of problem**

Resident has raised an issue of vehicles parking on both sides of the carriageway between the junctions of Connaught Court and Atcherley Close leading to a chicane of parked vehicles and larger vehicles having difficulties proceeding along St.Oswalds Road. Resident also raised an issue of restricted visibility when exiting Love Lane due to vehicles parking close to the junction.

**Background information**

St. Oswalds Road is a residential street with an electricity sub-station and property numbers 42-48 located on the south side of the road between the junctions of Connaught Court and Atcherley Close. All of these properties have off-street parking amenity for a minimum of two vehicles. The properties on the north side of the road have private driveways and vehicle crossings(dropped kerbs) to all properties.



**Recommendation**

Implement no waiting at any time restrictions on the south side of the carriageway, including 10metre junction protection for Connaught Court and Love Lane.

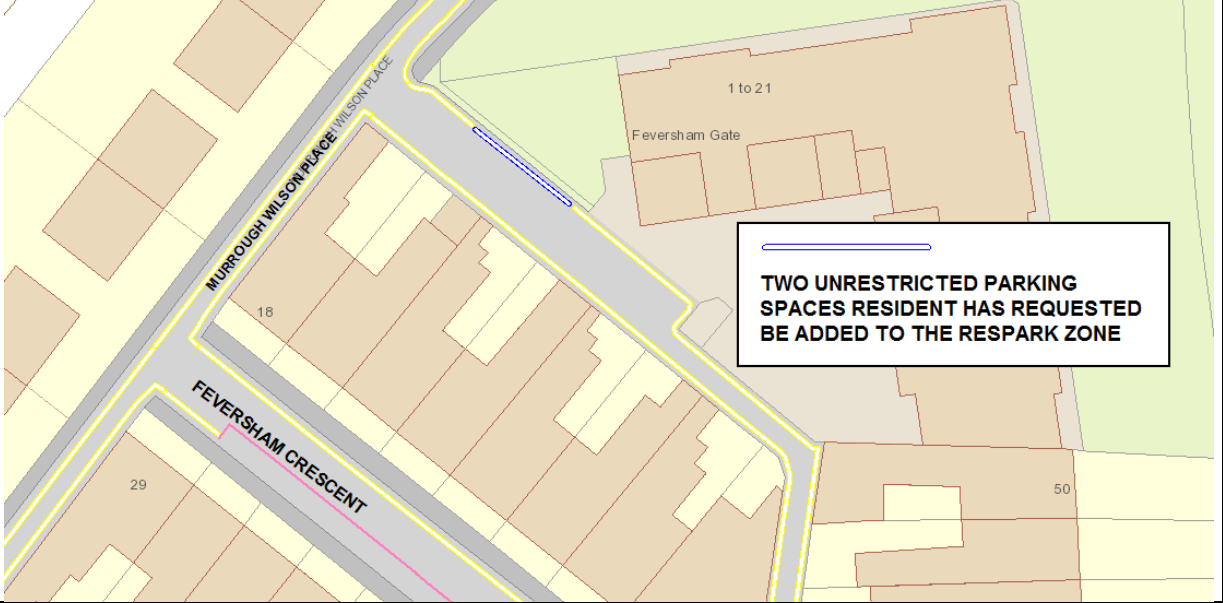
**Cost:** Lining £130.00  
Total £660.00

Advertising & Making £500.00

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## Annex H Guildhall Ward

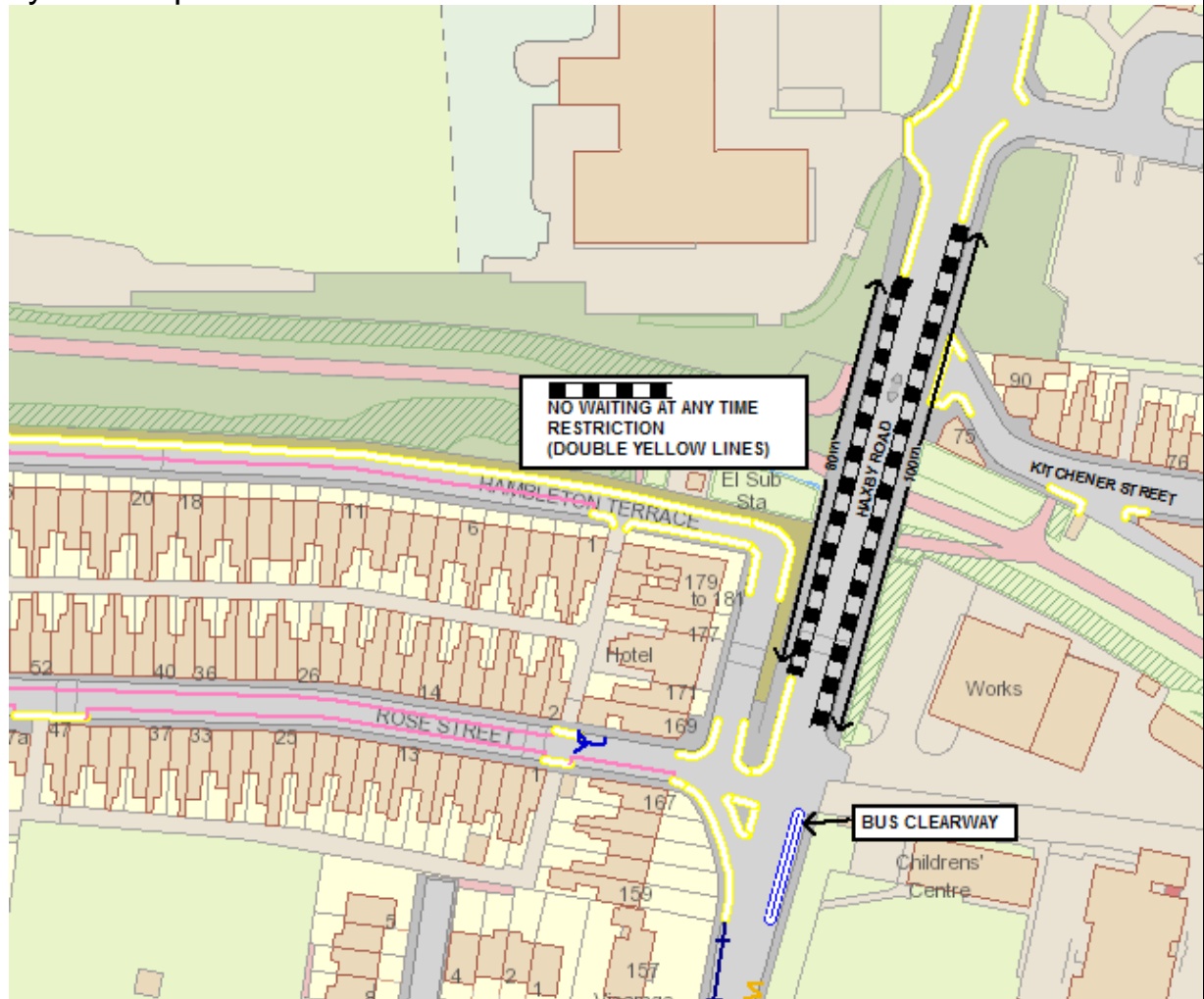
<b>H1</b>	<b>Location: Feversham Crescent</b>
<p><b>Nature of problem</b> Resident has requested two additional parking spaces be added to the R28 Respark Zone due to parking being limited on Feversham Crescent.</p>	
<p><b>Background information</b> There are currently two unrestricted parking spaces to the rear of 16&amp;18 Feversham Crescent, adjacent to Feversham Gate flats. Feversham Crescent and Murrough Wilson Place are within the R28 Respark Zone. Feversham Gate Flats are not within the Respark Zone.</p>	
 <p>The map displays a residential area with several streets: Feversham Crescent (pink line), Murrough Wilson Place (yellow line), and Feversham Gate. Buildings are shown in brown and yellow. A blue double line on Murrough Wilson Place indicates the location of two unrestricted parking spaces. A callout box with a blue line pointing to these spaces contains the text: 'TWO UNRESTRICTED PARKING SPACES RESIDENT HAS REQUESTED BE ADDED TO THE RESPARK ZONE'. Other buildings are labeled with numbers: 1 to 21, 18, 29, and 50.</p>	
<p><b>Recommendation</b> No action. The two parking spaces are utilised by residents and visitors of Feversham Gate Flats. The spaces can also be used by residents and visitors of Feversham Crescent.</p>	
<p><b>Cost: N/A</b></p>	

**H2****Location: Haxby Road****Nature of problem**

Resident cyclist raised an issue of vehicles parking close to the cycle chicane in the approach to the inbound bus clearway causing cyclists to move in and out of the middle of the carriageway in order to pass the parked vehicles and then buses docked in the clearway. Vehicles also parking on the north side of the bridge restricting cyclist access to enter the Orbital Route.

**Background information**

The Haxby Road bridge has a cycle lane in both directions and has a pedestrian island on the north side of the bridge. The bridge provides cycle and pedestrian access to the Orbital Route.

**Recommendation**

To implement no waiting at any time restrictions on the inbound and outbound sides of the carriageway.

**Cost:** Lining £180.00

Advertising &amp; Making £500.00

Total £680.00

**H3****Location: Kings Staith****Nature of problem**

Due to limited parking available within the R11 Respark Zone a resident has requested the Magistrates and Police vehicles bay on Kings Staith be made available overnight to residents.

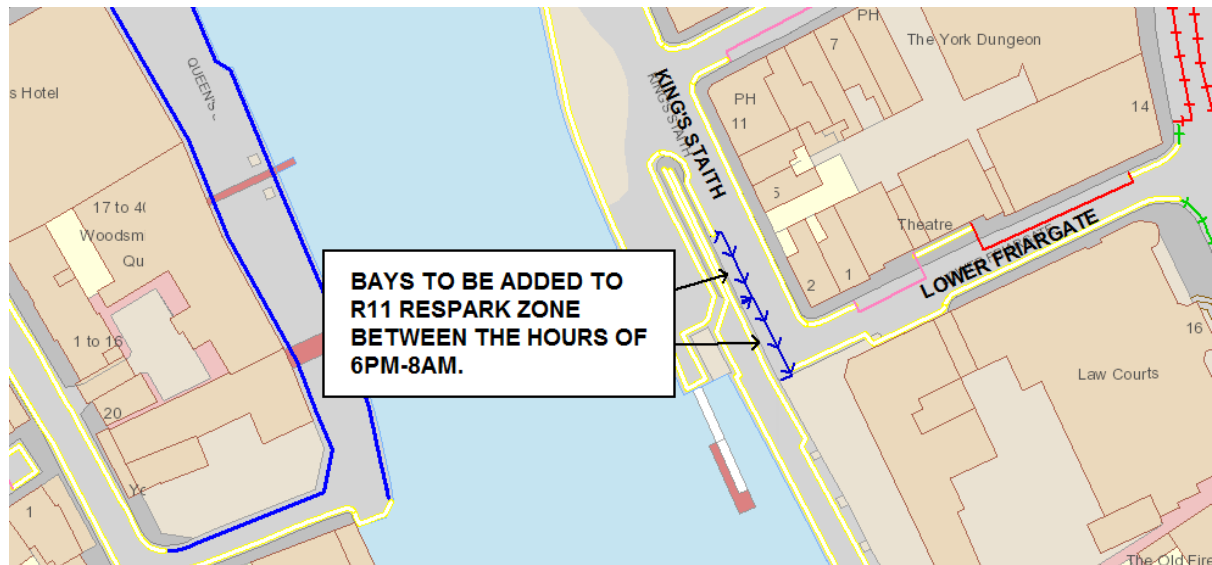
**Background information**

There are seven parking bays currently used by Magistrates and Police vehicles. Four of the bays can be used by Magistrates between the hours of 8am to 6pm and Police vehicles 6pm to 8am. The three remaining bays can be used by Police vehicles 24/7.

**Recommendation**

To add the bays to the R11 Respark Zone between the hours of 6pm to 8am. Police vehicles would still be able to park within the bays on a 24/7 basis to carry out enquiries on an evening and for attendance at the Magistrates court that may be required during the day.

Recommended following comments received from Insp. Godfrey and Ds Poole.



**Cost: Advertising & Making £500.00**

# H4

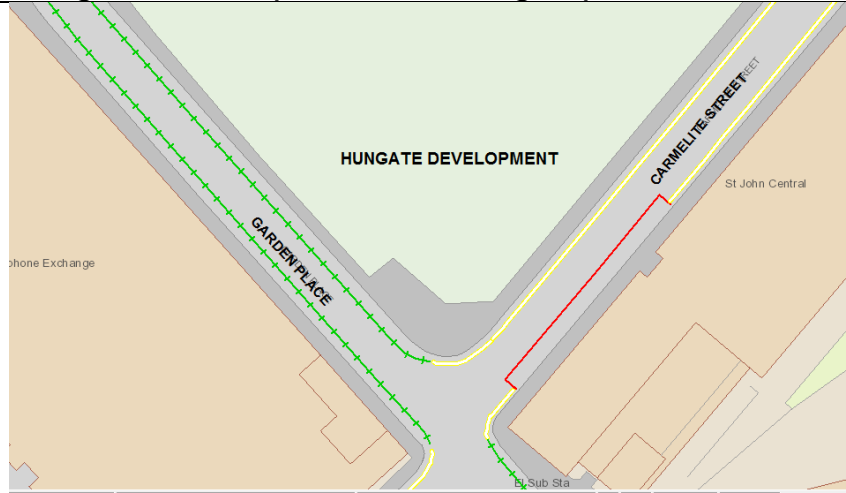
**Location: Carmelite Street**

## Nature of problem

Vehicles travelling along Carmelite Street in the direction of Garden Place are moving around the parked vehicles within the Pay & Display bays in the approach to the junction and into the path of vehicles turning from Garden Place into Carmelite Street. Vehicles have no visibility of each other due to the Hungate Development hoarding in place.

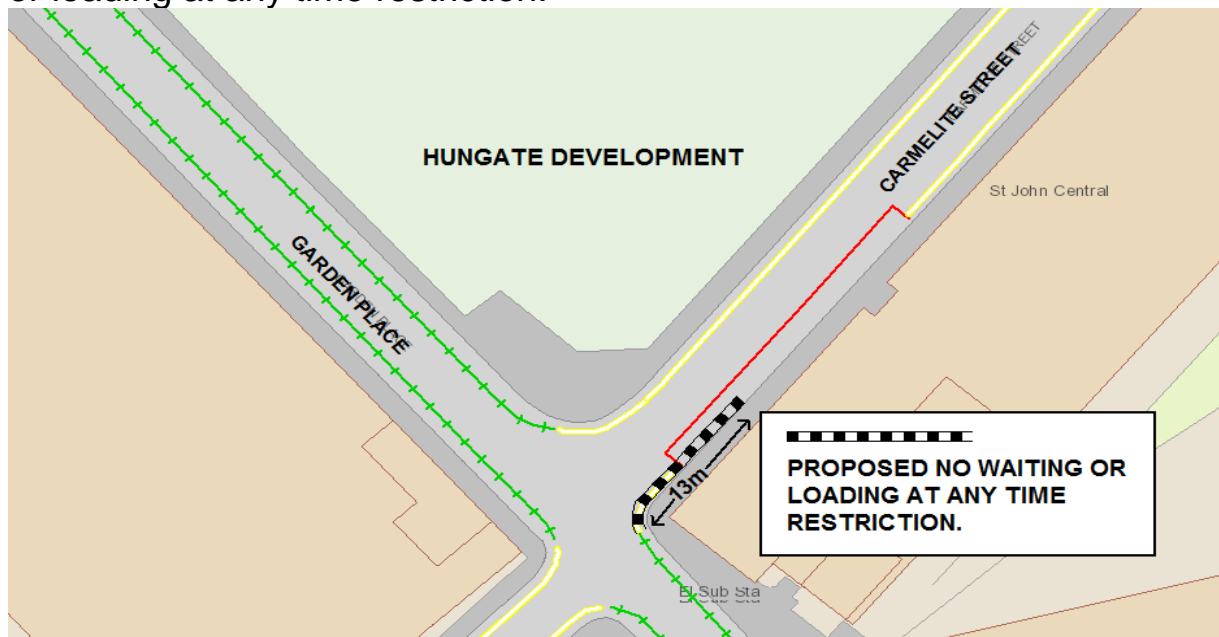
## Background information

Carmelite Street has a 2 hour Pay & Display bay located 3metres from the junction of Garden Place. There is currently a 24 hour waiting and loading ban restriction in place on Garden Place and no waiting at any time restriction on the north eastern side of Carmelite Street.



## Recommendation

To remove 5metres of the Pay & Display bay and implement no waiting or loading at any time restriction.



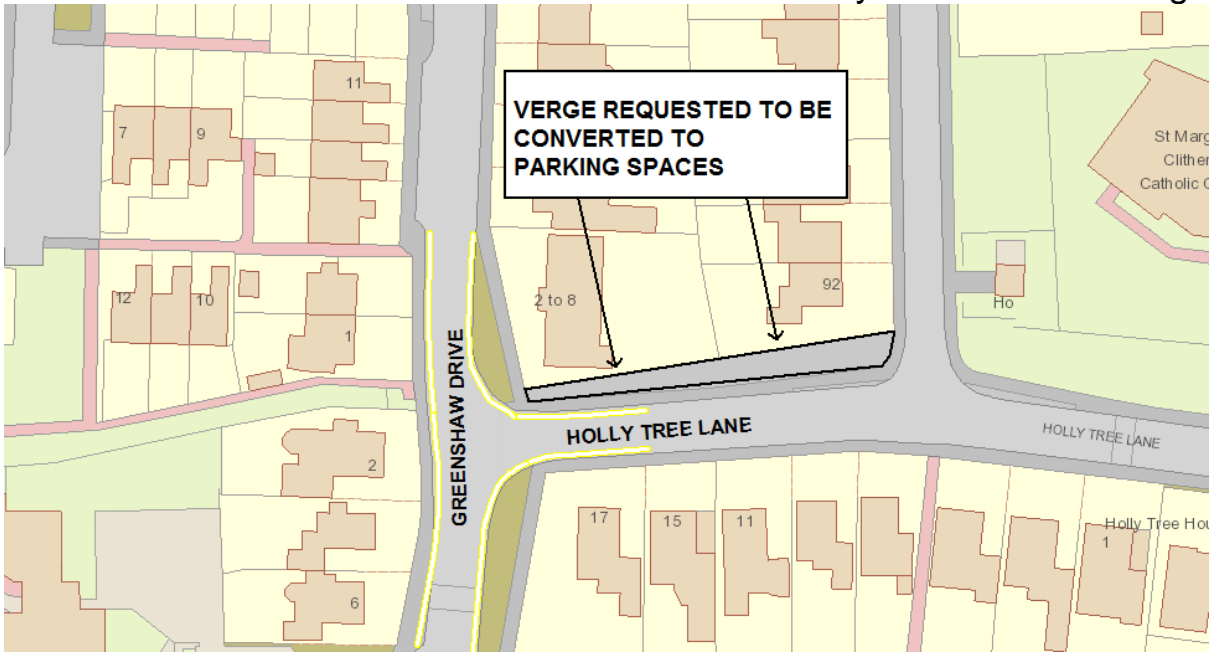
**Cost:** Lining £15.00  
Total £515.00

Advertising & Making £500.00



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## Annex I Haxby & Wigginton Ward

<b>11</b>	<b>Location: Greenshaw Drive</b>
<p><b>Nature of problem</b> Resident has raised an issue regarding the parking layby outside 5-11 Greenshaw Drive being used by residents of the flats at 2-8 Greenshaw Drive. Resident also advised vehicles have been witnessed parking on the double yellow lines and verge in the approach to the roundabout. Resident has requested the verge outside 2-8 Greenshaw Drive on Holly Tree Lane be converted to parking spaces for the residents of the flats.</p>	
<p><b>Background information</b> There are existing no waiting at any time restrictions in all directions approaching the roundabout. The verge is adjacent to the current restrictions. The parking layby has unrestricted parking outside 5-11 Greenshaw Drive. 2-8 Greenshaw Drive is owned by Yorkshire Housing.</p> 	
<p><b>Recommendation</b> No action. The verge adjacent to the flats is an unadopted highway and owned by Yorkshire Housing. The parking layby in front of 5-11 Greenshaw drive is unrestricted and available on a first come first served basis.</p>	
<p><b>Cost: N/A</b></p>	

**12**

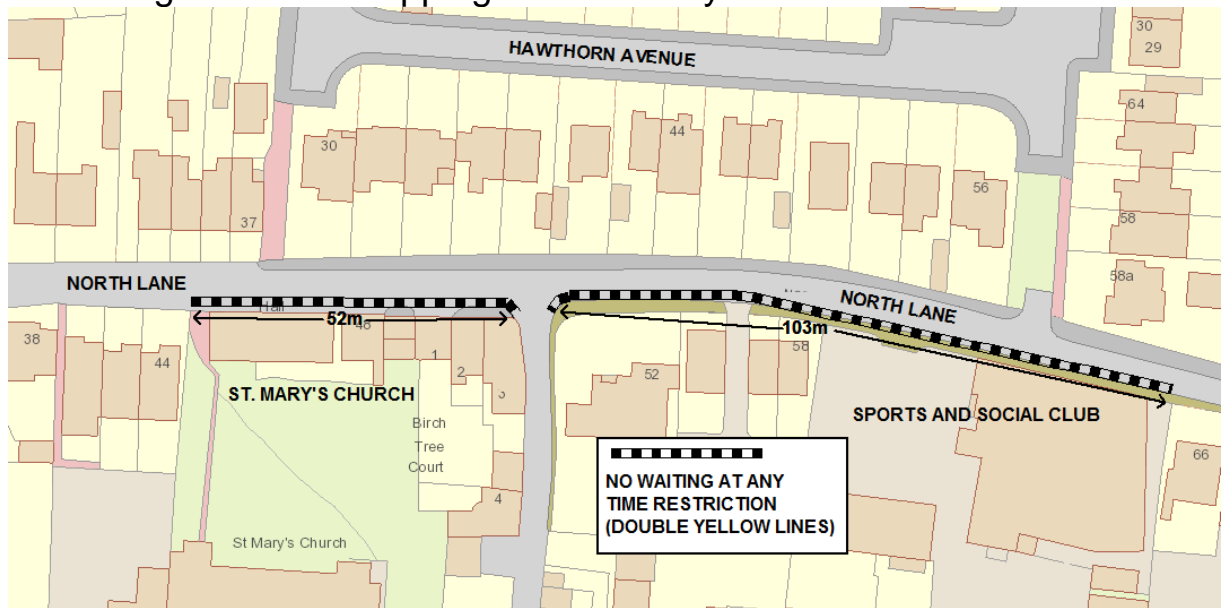
**Location: North Lane**

**Nature of problem**

Issue raised regarding vehicles parking on the section of North Lane between St. Mary's Church hall and the rear of Haxby Sports & Social Club car park. Vehicles often parking on both sides of the carriageway, partially on the footpath, causing restricted access for pedestrians and free movement of larger vehicles along the carriageway.

**Background information**

The section of North Lane raised as a concern between St. Mary's Church hall and the rear of Haxby Sports & Social Club is 160m in length and has properties 48-58 North Lane between the hall and club. There is a 120m footpath opposite the properties that runs behind the properties of Hawthorn Avenue. The carriageway width is 4m close to the sports club and 5.5m nearer the church hall. North Lane is 85m from The Village and the shopping hub of Haxby.



**Recommendation**

To implement two sections of no waiting at anytime restrictions(double yellow lines) on the south side of the carriageway to allow the free movement of traffic and facilitate parking adjacent to the footpath on the north side.

**Cost:** Lining £155.00  
Total £655.00

Advertising & Making £500.00

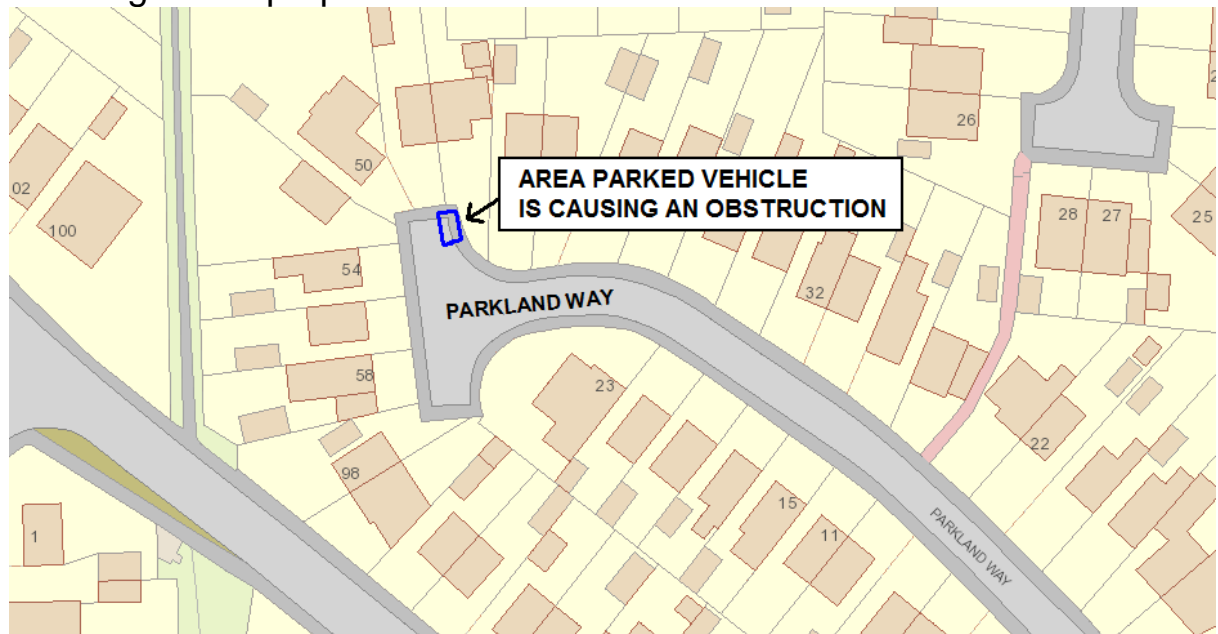


**I3****Location: Parkland Way****Nature of problem**

A resident of Parkland Way has raised the issue of a vehicle parking on the footpath opposite their private access causing the resident to have difficulties exiting her driveway.

**Background information**

Parkland Way is a residential street with a turning head. All properties surrounding the turning head have private driveways and vehicle crossings to all properties.

**Recommendation**

No action. The offending vehicle is parking on the footpath and this is a matter of obstruction that should be reported to the police. The resident has been advised to contact her local PCSO to discuss this matter. The resident has also been advised to reverse onto their driveway and exit in a forward gear.

**Cost: N/A**

**14**

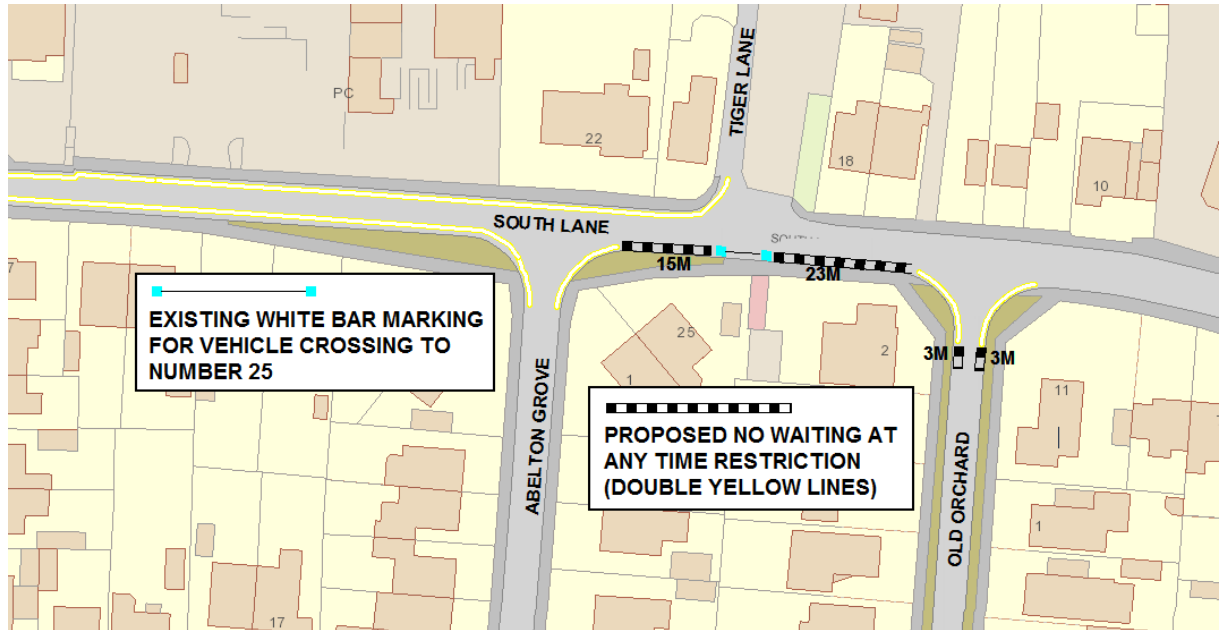
**Location: South Lane**

**Nature of problem**

Resident has raised an issue via Cllr. Pearson regarding vehicles parking on both sides of South Lane. Cllr. Pearson has also requested an extension to the double yellow lines on Old Orchard due to vehicles parking close to the junction and leading to vehicles approaching the junction having to move in to the centre of the carriageway and in to the path of vehicles entering the junction from South Lane

**Background information**

The section of South Lane between Abelton Grove and Old Orchard is opposite to the junction of Tiger Lane. It is in close proximity to the rear of the Haxby shopping hub and attracts short term non-resident parking. Old Orchard is a through road leading to Holly Tree Lane and on to York Road.



**Recommendation**

Implement no waiting at any time restrictions between the junctions of Abelton Grove and Old Orchard, and to extend the existing no waiting at any time restrictions on Old Orchard by 3metres.

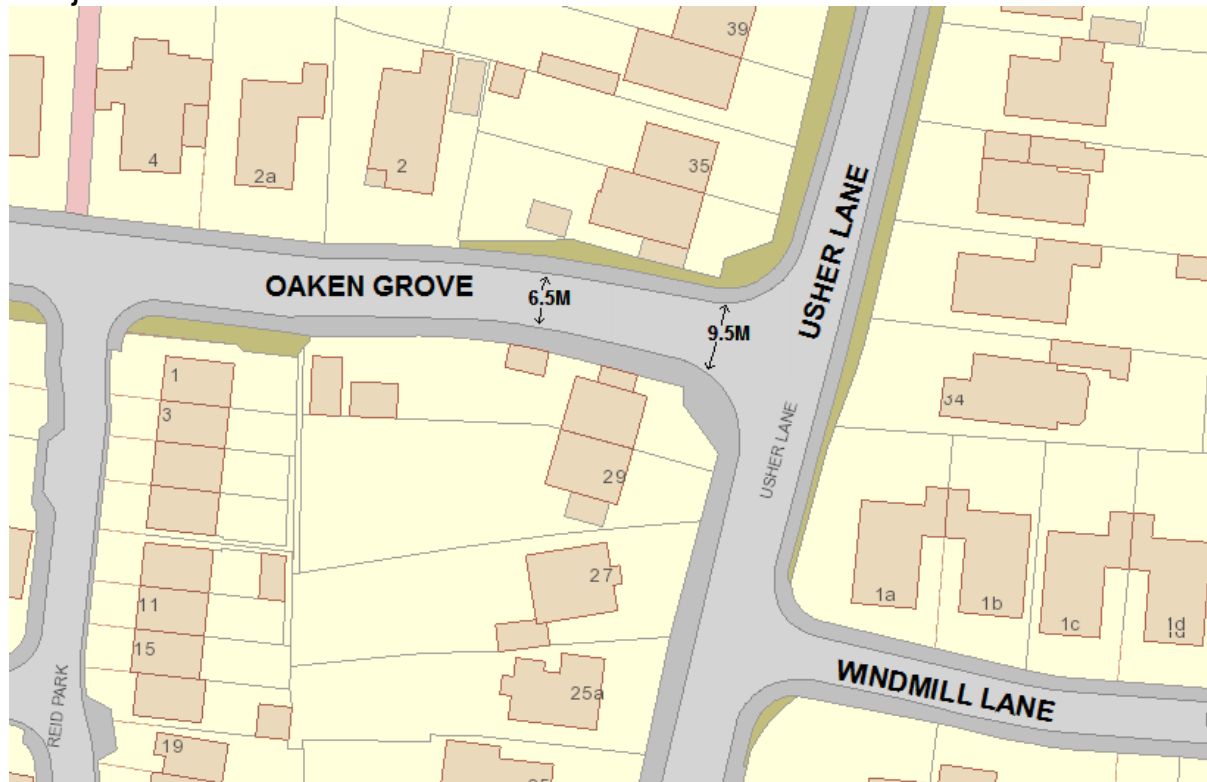
**Cost:** Lining £40.00                      Advertising & Making £500.00  
 Total £540.00

**15****Location: Oaken Grove/Usher Lane junction****Nature of problem**

Cllr. Pearson has raised a concern regarding vehicles parking on both sides of the carriageway on Oaken Grove, close to the junction of Usher Lane, leading to vehicles moving to the centre of the carriageway in the approach to the junction and into the path of vehicles entering the junction from Usher Lane.

**Background information**

Oaken Grove is a residential street. The width of the carriageway in the 40metres of approach to the junction of Usher Lane is 6.5m and 9.5m as the junction meets Usher Lane.

**Recommendation**

No action. The width of the carriageway is sufficient for vehicles to park on both sides of the carriageway with a minimum of 3m to 6m of carriageway remaining in the approach to the junction.

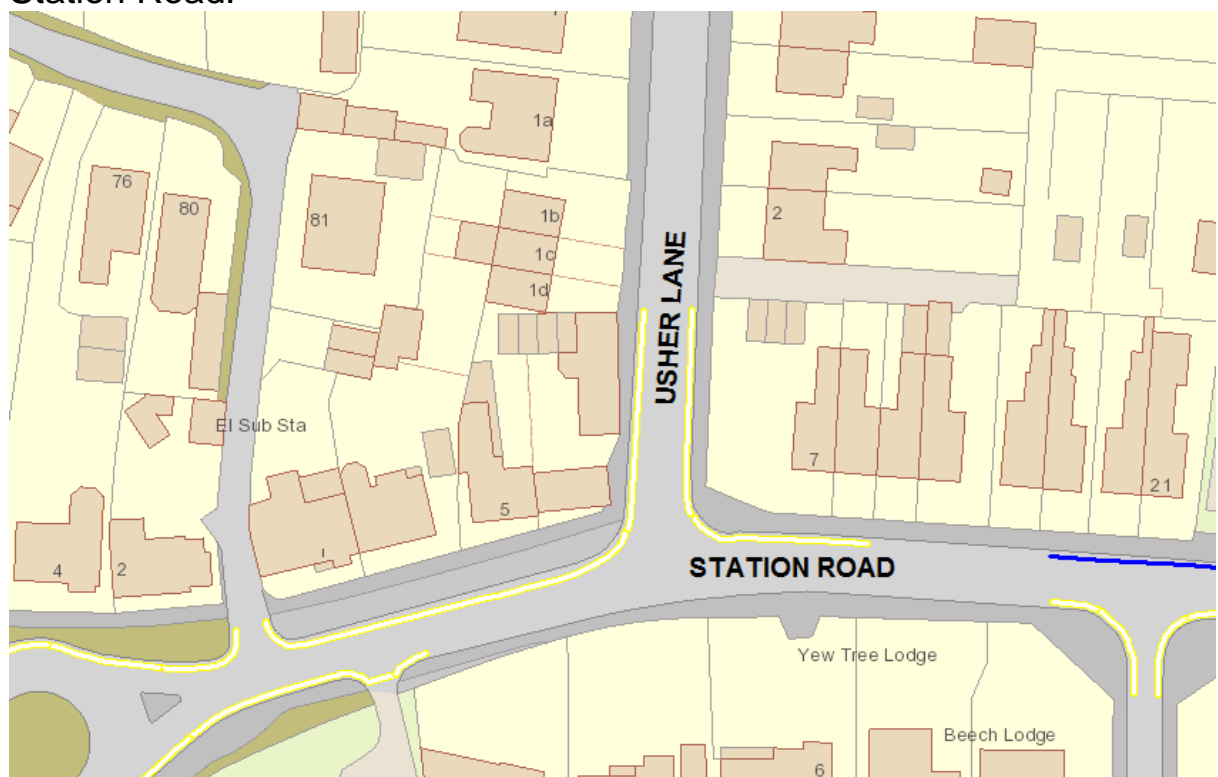
**Cost:** N/A

**16****Location: Usher Lane****Nature of problem**

Resident has raised an issue of vehicles parking on both sides of the carriageway on the Station Road end of Usher Lane, leading to vehicles having to negotiate in and out of the parked vehicles when proceeding along Usher Lane.

**Background information**

Usher Lane is a residential area with existing no waiting at any time restrictions in place for the final 30m of usher lane in the approach to Station Road.

**Recommendation**

No action. Any restriction imposed on Usher lane will impact upon residents and the parked vehicles act as a traffic calming measure.

**Cost: N/A**

**17**

**Location: Greenshaw Drive**

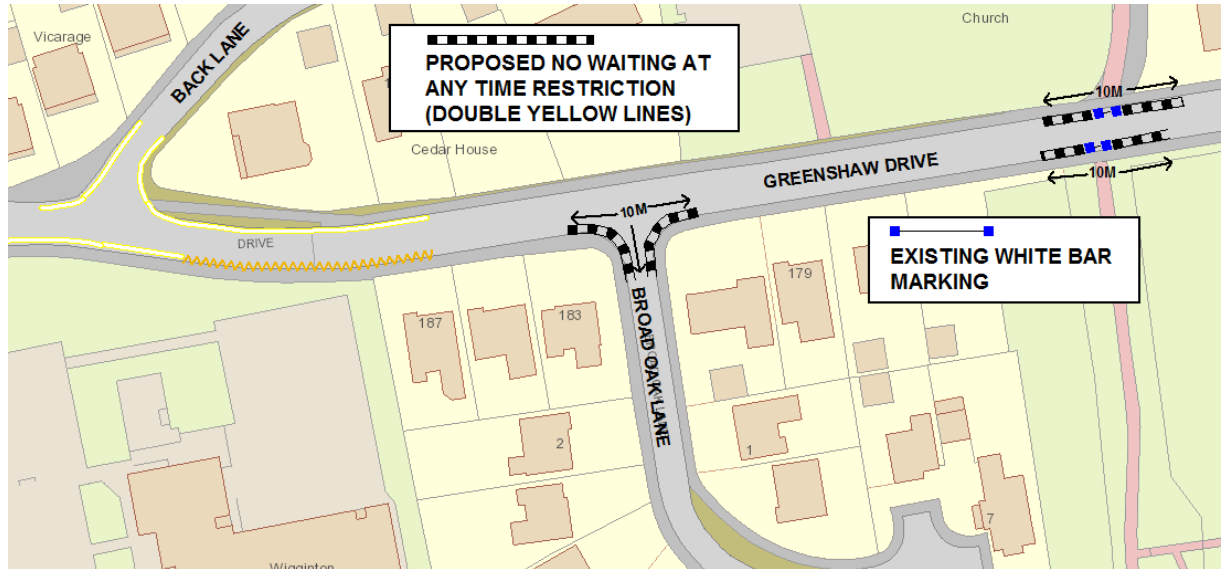
**Nature of problem**

Cllr. Cuthbertson has requested no waiting at any time restrictions on Greenshaw Drive due to school peak hours parking on both sides of the carriageway.

**Background information**

There are no waiting at any time restrictions currently in place on the junction of Back Lane and 45metres of the north side of Greenshaw Drive. No waiting at any time restrictions are in place on the south side of the carriageway from the junction of Westfield Lane for 55metres and then 40metres of no stopping(zig zags) lines between the times of 8am to 9am and 3pm to 4pm.

Pedestrian entrances to Wigginton Primary School are located on Greenshaw Drive and Westfield Lane.



**Recommendation**

Implement no waiting at any time restriction at the junction of Broad Oak Lane and 10metres either side of the existing bar marking on Greenshaw Drive for increased pedestrian visibility when using the crossing points.

**Cost:** Lining £80.00  
Total £580.00

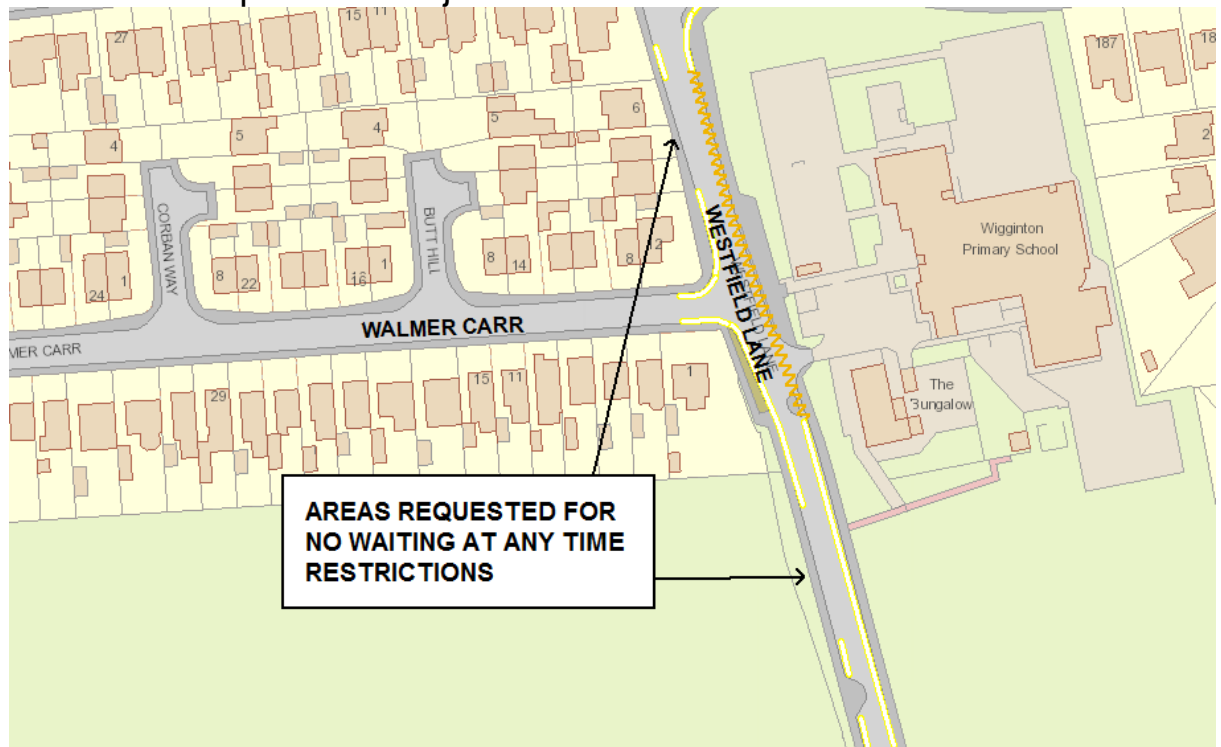
Advertising & Making £500.00

**18****Location: Westfield Lane****Nature of problem**

Cllr. Pearson has requested no waiting at any time restrictions on two sections of Westfield Lane due difficulties navigating around parked vehicles opposite Wigginton Primary School and when navigating through the traffic calming chicane south of the school.

**Background information**

There are two sections of unrestricted parking to the north (in front of 6-10 Westfield Lane) and south of the existing no waiting at any time restrictions in place at the junction of Walmer Carr.

**Recommendation**

No action. There is 10metres before and after the traffic calming measure, and 20 metres of double yellow lines before 6-10 Westfield Lane to allow vehicles to pull into when approaching oncoming vehicles.

**Cost: N/A**

**19**

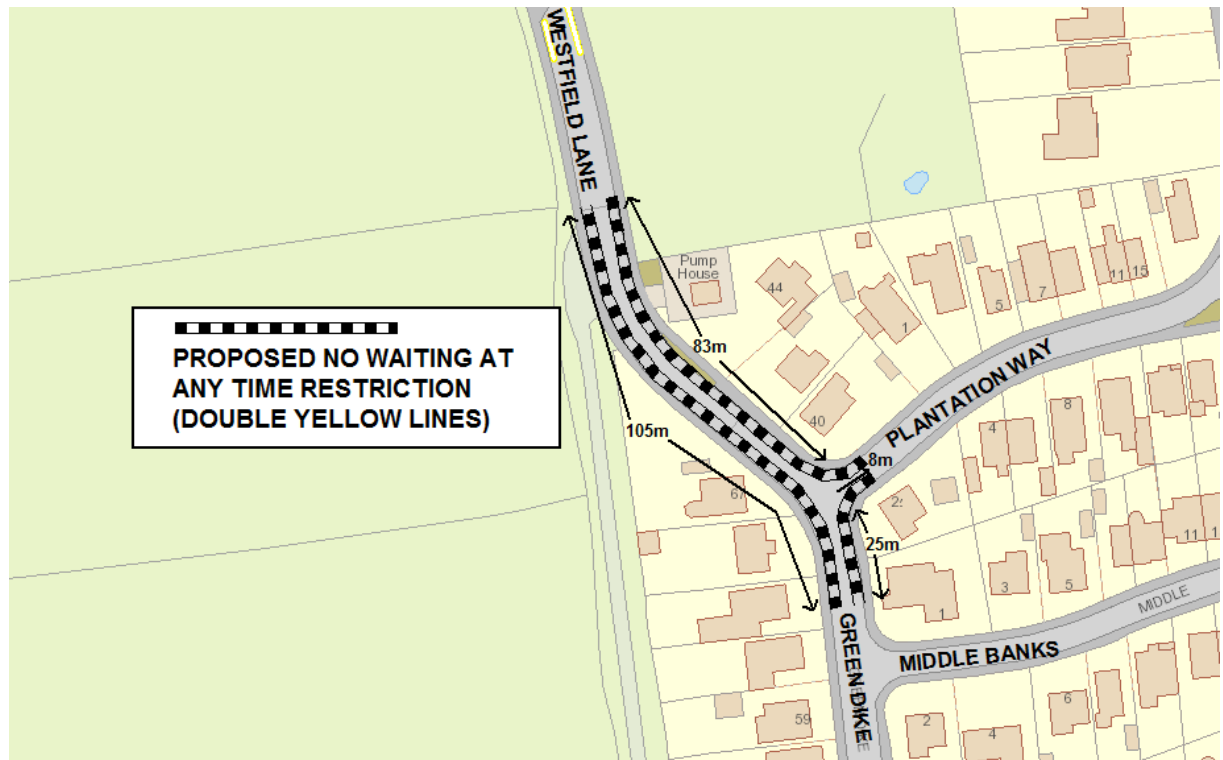
**Location: Westfield Lane/Green Dike**

**Nature of problem**

Cllr. Pearson has requested no waiting at any time restrictions on the bends joining Westfield Lane to Green Dike due to parked vehicles causing vehicles to move to the centre of the lanes when approaching oncoming vehicles and rounding the bends

**Background information**

The properties on either side of the bends all have vehicles crossings(dropping kerbs) and off street parking amenity for a minimum of two vehicles.



**Recommendation**

Implement no waiting at any time restrictions to include junction protection for Plantation Way.

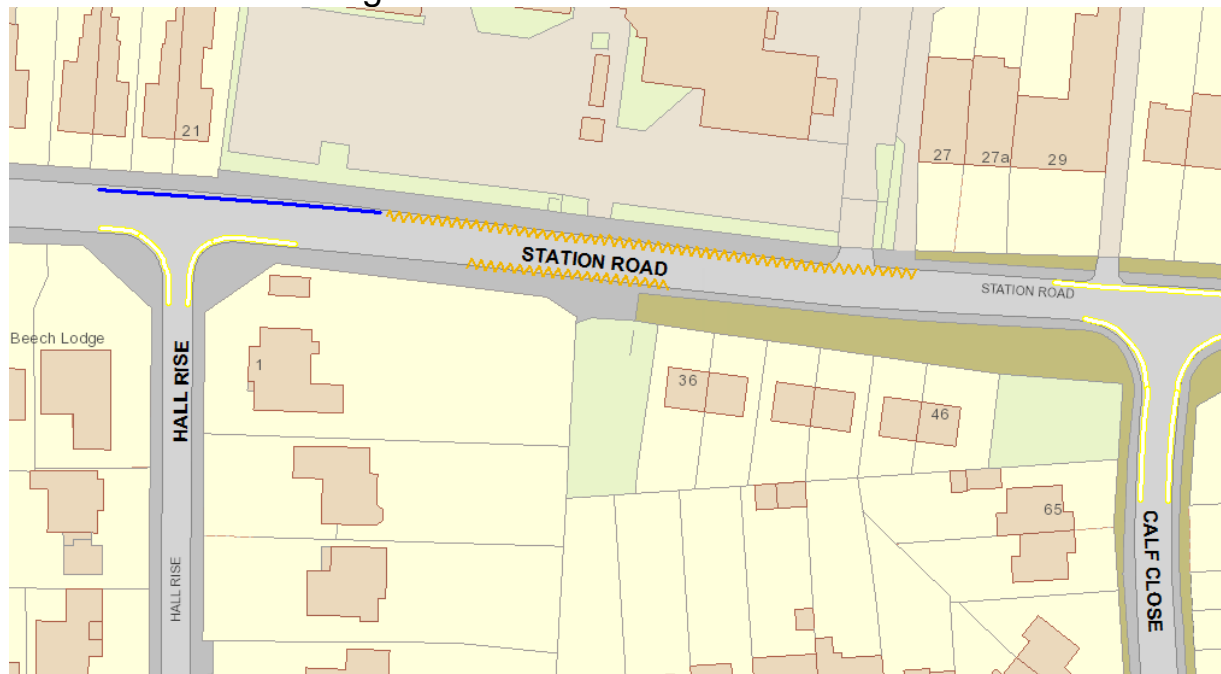
**Cost:** Lining £230.00      Advertising & Making £500.00  
 Total £ 730.00

**I10****Location: Station Road****Nature of problem**

Cllr. Pearson has requested further restrictions be implemented on Station Road close to Ralph Butterfield Primary School due to vehicles parking during school peak hours and to increase visibility of the pedestrian crossing point.

**Background information**

There are 80metres of No Stopping(zig zag) lines on the north side of the carriageway and 30metres on the south side where the pedestrian crossing point is located. There is a further 45 metres of No Waiting restriction (single yellow line) during hours 8.30am to 9.30am and 3pm to 4pm located on the north side of the carriageway. Properties 36-46 Station Road are bungalows.

**Recommendation**

No action. A limited amount of short term parking near to primary schools is tolerated in order for parents to drop off/collect children. There is 30metres of No Stopping(ziz zag) lines located on the south side of the carriageway for visibility of the pedestrian crossing point.

**Cost: N/A**

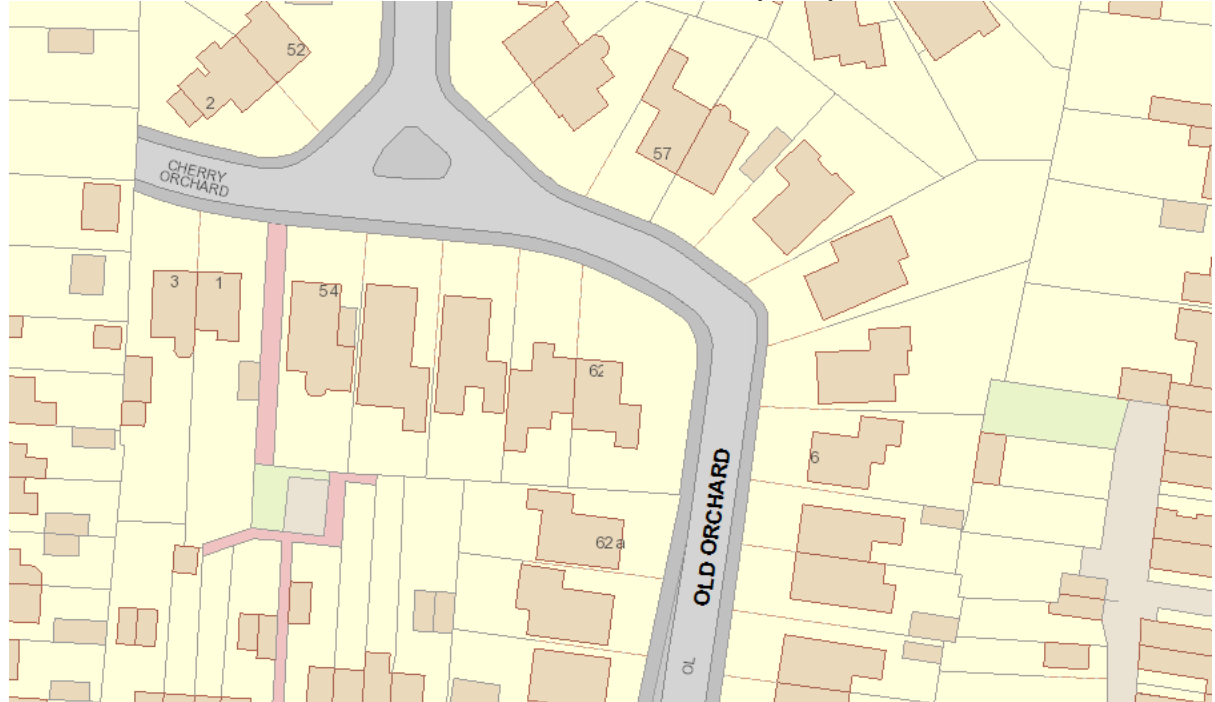


**I11****Location: Old Orchard****Nature of problem**

Cllr. Pearson has requested no waiting at any time restriction be implemented on the bend of Old Orchard due to vehicles parking close to the bend and causing vehicles to move into the oncoming vehicles lane when rounding the bend.

**Background information**

Old Orchard is a residential street with a 30mph speed restriction.

**Recommendation**

No Action. Site visits did not witness any vehicles parking close to the bend. All surrounding properties have vehicles crossing (dropped kerbs) and private driveways. Any parking is likely to be short term resident or visitor parking.

**Cost: N/A**

Ward Councillor comments

Cllr Cuthbertson:

I1 – agreed

I2 – agreed

I3 – agreed

I4 – agreed

I5 - agreed

I6 – not agreed; I don't accept that parked vehicles have traffic calming effect at this busy (during school/peak times), instead they represent a risk to parents and children crossing

I7 – agreed

I8 – agreed

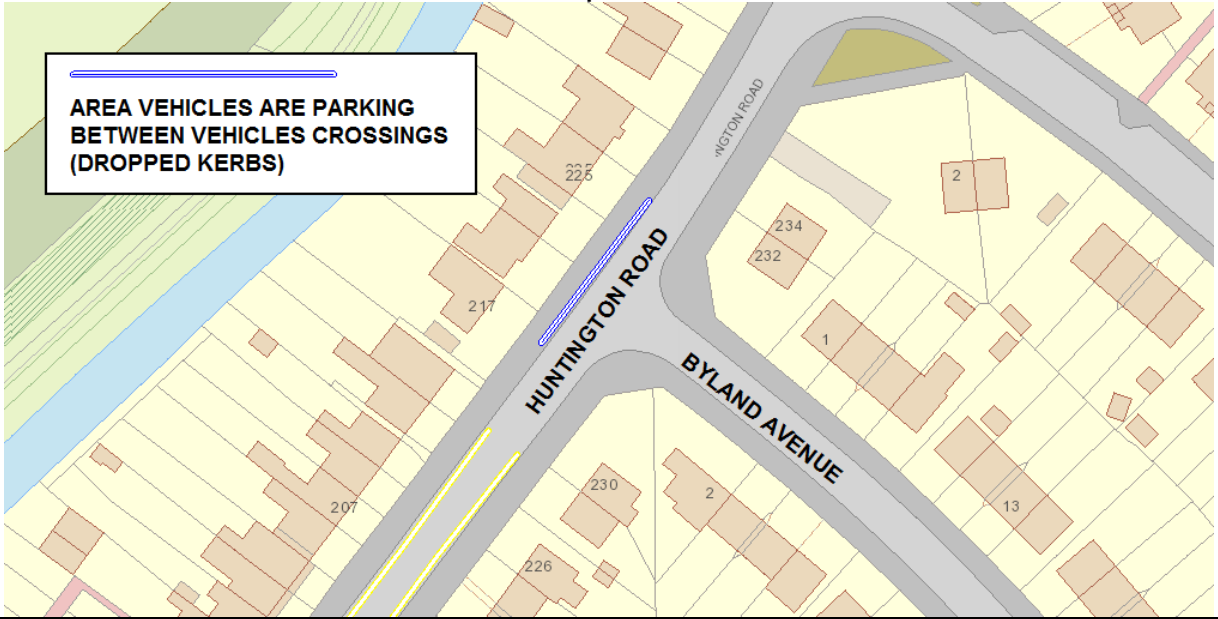
I9 – reluctantly agree – parked vehicles obstruct sight lines here, though I would prefer not to proliferate double yellow lines if possible

I10 – agreed

Cllr. Pearson- no comments received

Cllr. Hollyer- no comments received

## Annex J Heworth Ward

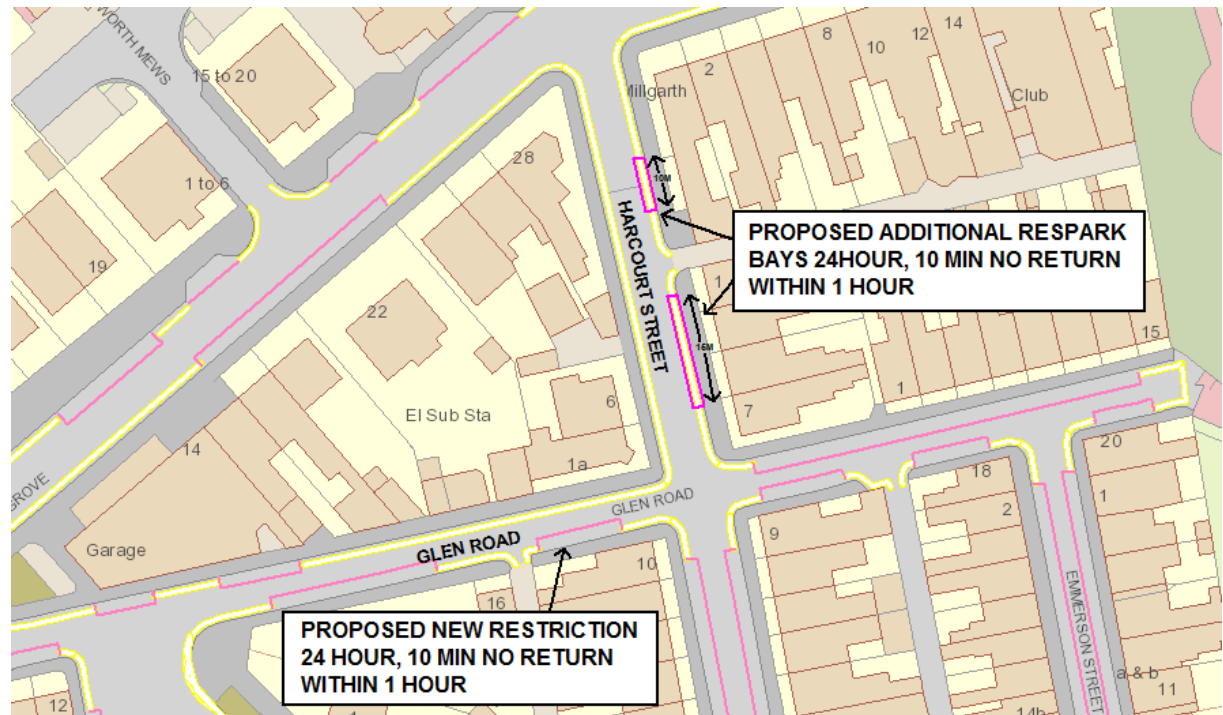
<b>J1</b>	<b>Location: Huntington Road/Byland Avenue roundabout.</b>
<p><b>Nature of problem</b> Resident has raised an issue of vehicles parking on the pavement and restriction visibility when the resident is attempting to access/exit their private driveway, which is very close to the mini-roundabout on Huntington Road.</p>	
<p><b>Background information</b> 217-225 Huntington Road all have vehicle crossings(dropped kerbs) and private driveways. The footpath adjacent to the mini roundabout is 4-4.5metres in width. The footpath is segregated between paved footpath and tarmaced area where vehicles park.</p>	
	
<p><b>Recommendation</b> No action. Restrictions on the carriageway would not be enforceable against vehicles parked on the metalled area.</p>	
<p><b>Cost: N/A</b></p>	

**J2****Location: Harcourt Street/Glen Road****Nature of problem**

Resident of Harcourt Street has raised the issue of difficulties when trying to find a parking space within the existing Respark parking bays. Resident lives in the section between Hawthorn Grove roundabout and Glen Road. Resident also states the existing bays that have a restriction of 1 hour parking, no return within an hour are being used by taxi's as a waiting area leading to further difficulties when residents try to park.

**Background information**

Harcourt Street and Glen road are within the R30 Respark Zone. Three parking bays that are located on Glen Road between Harcourt Street and Hawthorn Grove currently allow 1 hour parking with no return within 1 hour.

**Recommendation**

To revoke a 10m and 15m section of double yellow lines on Harcourt Street and install two Respark parking bays. To change the parking restriction on one bay on Glen Road from 1 hour parking to 10 minute parking, no return within 1 hour.

**Cost:** Lining and Signing £225.00 Advertising & Making £500.00  
Total £725.00

**J3****Location: Tang Hall Lane****Nature of problem**

Planning Officer while looking into the enforcement of Co-Op supermarket storing crates and trolleys within the layby on Lang Lane requested a review of the parking restrictions within the layby in front of the shops on Tang Hall Lane as long term parking within the bay may lead to short term parking on neighbouring streets.

**Background information**

143-153a are occupied by Co-Op supermarket, Post Office, two take-aways, Boots Chemists and Thomas the Bakers. The parking bay located in front of the shops currently has no parking restriction. The bay located adjacent to Co-Op on Lang Lane has a restriction for the bay to be used for loading only between 7am-9am(except Sunday) and 60minutes parking between 9am-10pm(except Sunday).

**Recommendation**

No Action. Site visits and previous surveys of this area did not witness long term parking, and we have received no complaints from residents of business owners regarding any parking issues at this location.

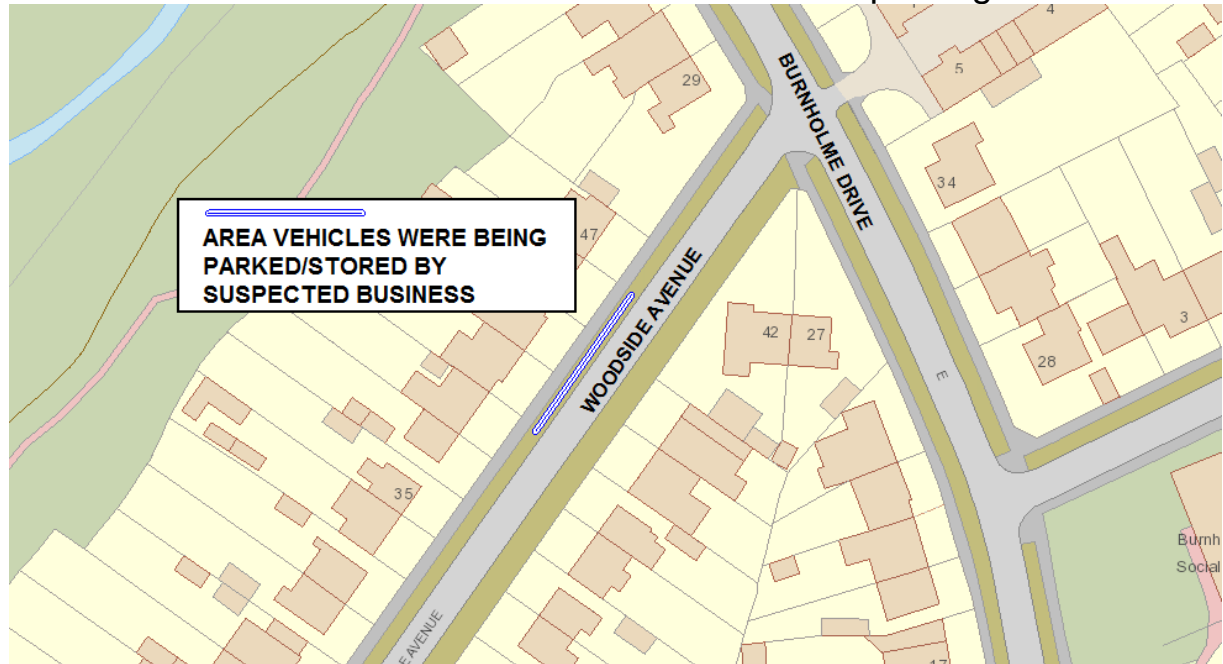
**Cost: N/A**

**J4****Location: Woodside Avenue****Nature of problem**

Cllr. Webb raised an issue of vehicles being parked/stored on the carriageway and verge due to a suspected mechanics business being operated by a resident of Woodside Avenue. Residents also raised an issue of vehicles parking near to the junction of Burnholme Drive and restricting safe access to Woodside Avenue.


**Background information**

Woodside Avenue is a residential street that has no parking restrictions.

**Recommendation**

No action. Site visits did not witness parked vehicles causing any access issues into Woodside Avenue and we would not look to implement double yellow lines for a small section of the carriageway within a residential area.

**Cost: N/A**


<b>J5</b>	<b>Location: Thornfield Avenue</b>
<b>Nature of problem</b> Resident has raised the issue of vehicles parking on the carriageway and footpath leading to restricted access to the full length of the street.	
<b>Background information</b> Thornfield Avenue is a residential cul-de-sac with a carriageway width of 3metres. Some properties have vehicles crossings and off street parking amenity.	
	
<b>Recommendation</b> No Action. Any parking on the footpaths causing an obstruction should be reported to the police.	
<b>Cost: N/A</b>	

## Ward Councillor comments

Cllr. R. Webb- I am happy with the suggestion for J2 on Harcourt St as proposed.



## Annex K Holgate Ward

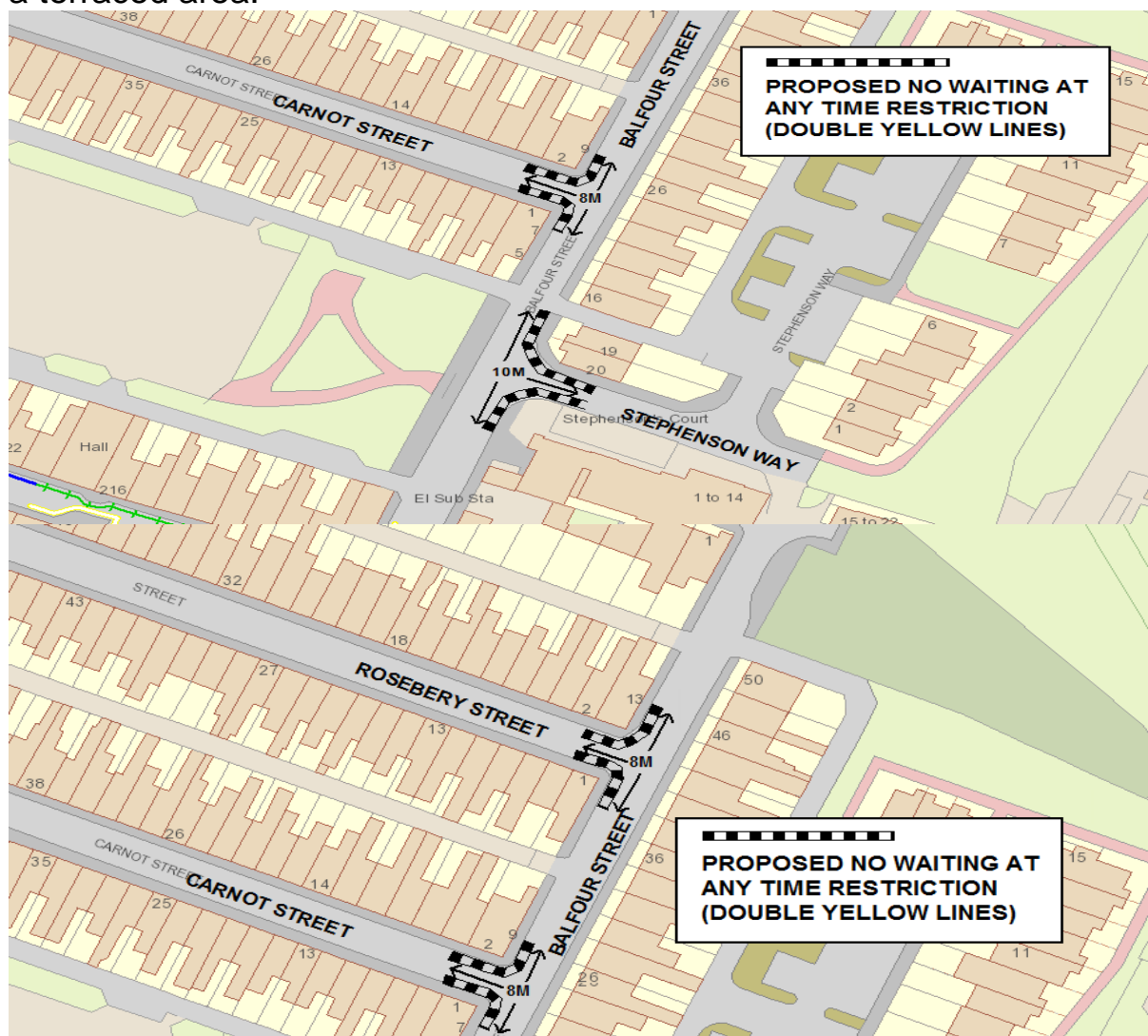
<b>K1</b>	<b>Location: Albany Street, Bromley Street, Bright Street and Hanover Street East.</b>
<p><b>Nature of problem</b></p> <p>The Waste Services team have raised the issue of waste collection wagons being unable to access Albany Street due to vehicles parking close to the junctions of Hanover Street East and Bromley Street. Residents have also raised a safety concern for pedestrians having to walk into the carriageways due to vehicles parked so close to the junctions.</p>	
<p><b>Background information</b></p> <p>Albany Street is a residential street. The area is heavily parked by residents due to it being a terraced area.</p> 	
<p><b>Recommendation</b></p> <p>Implement minimal no waiting at any time restrictions at the junctions of Albany Street, Bromley Street, Hanover Street East and Bright Street. Site visits witnessed vehicles parking very close to the junctions.</p>	
<p><b>Cost:</b> Lining £40.00      Advertising &amp; Making £500.00 Total £540.00</p>	

**K2****Location: Balfour Street junctions****Nature of problem**

Residents and Cllr's raised the issue of vehicles parking close to the junctions leading to waste collection wagons being unable to access the streets and visibility issues when exiting the streets. Residents have also raised a safety concern for pedestrians having to walk into the carriageways due to vehicles parked so close to the junctions

**Background information**

Balfour Street, Carnot Street and Rosebery Street are residential terraced streets. The area is heavily parked by residents due to it being a terraced area.

**Recommendation**

Implement no waiting at any time restrictions to all junctions.

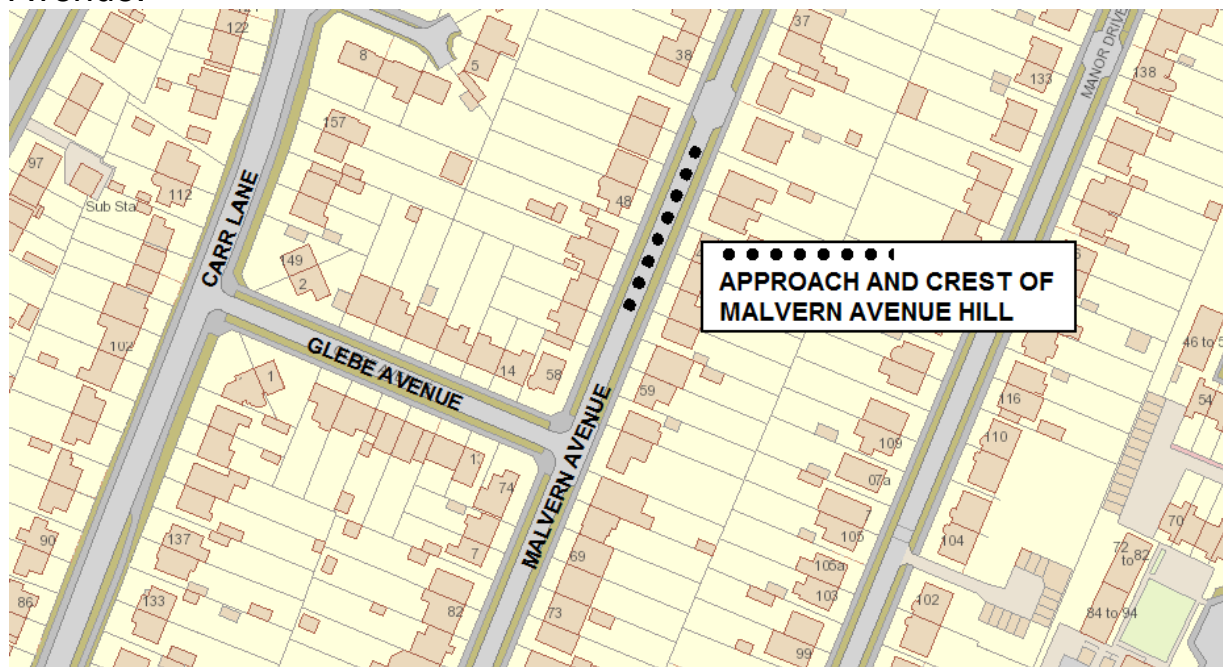
**Cost:** Lining £105.00      Advertising & Making £500.00  
Total £605.00

**K3****Location: Malvern Avenue****Nature of problem**

Cllr. Heaton has raised an issue on behalf of some residents of Malvern Avenue regarding the parking of vehicles near to, and on the crest of the hill leading to vehicles travelling in opposite directions being unsighted and having to slow down quickly when heading towards each other at the crest of the hill.

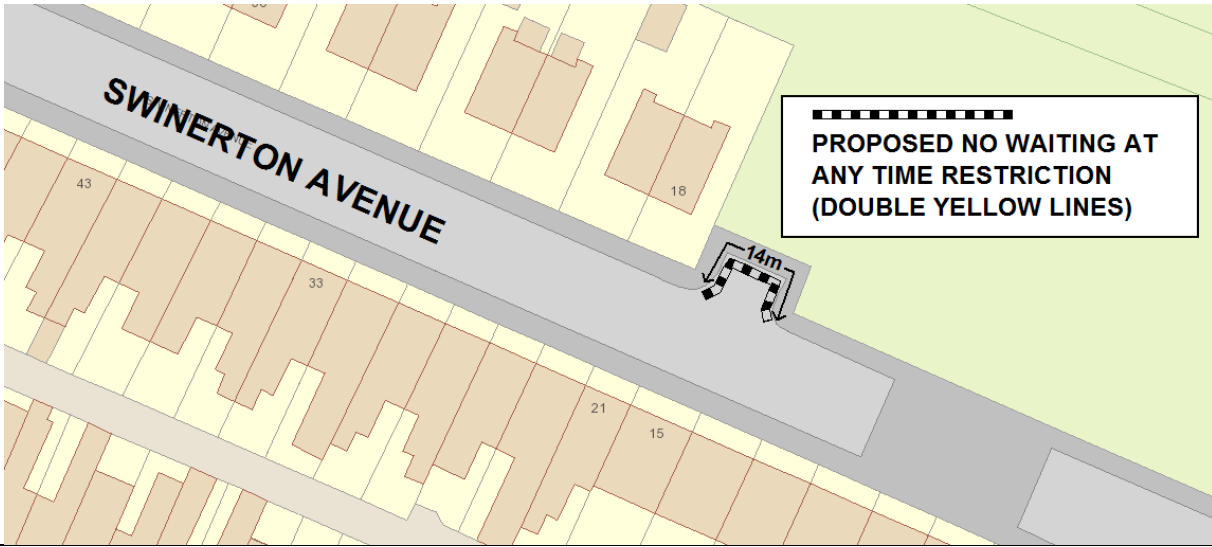
**Background information**

Malvern Avenue is a residential street. The street can be used by drivers as a cut through from Boroughbridge Road to Carr Lane. The crest of the hill is approximately 60metres from the cut through road of Glebe Avenue.

**Recommendation**

No action. The parked vehicles act to slow vehicles down and waiting restrictions could serve to increase the speed of vehicles over the crest of the hill.

**Cost: N/A**

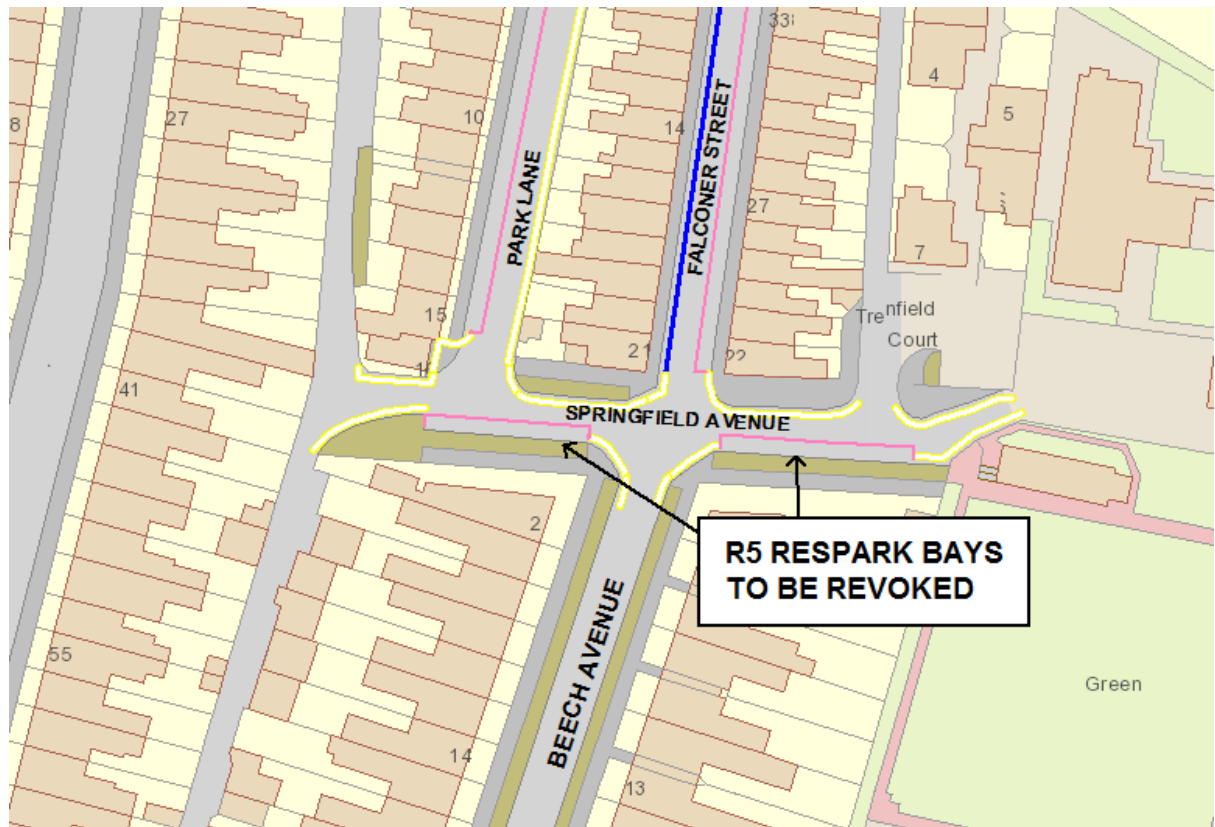
<p><b>K4</b></p>	<p><b>Location: Swinerton Street</b></p>
<p><b>Nature of problem</b>                  Resident has raised an issue of vehicles parking in the turning area at the end of Swinerton Avenue leading to vehicles being unable to turn around at the end of the road.</p>	
<p><b>Background information</b>                  Swinerton Avenue is a residential street with a turning head located at the east end of the street.</p> 	
<p><b>Recommendation</b>                  Implement no waiting at any time restriction within the turning head to allow vehicles to turn and exit the street.</p>	
<p><b>Cost:</b> Lining £15.00                      Advertising &amp; Making £500.00                  Total £515.00</p>	

**K5****Location: Springfield Avenue/Beech Avenue****Nature of problem**

Residents have raised an issue via Cllr. Taylor regarding their inability to park on Beech Avenue due to residents of the neighbouring R5 Respark Zone parking on Beech Avenue free of permit charges and leading residents of the northern end of Beech Avenue parking on Springfield Avenue, and receiving PCN's for parking within the R5 Respark bays.

**Background information**

Falconer Street and Park Lane are within the R5 Respark Zone. Numbers 1 and 2 Beech Avenue are also within the R5 Respark Zone. Springfield Avenue has two R5 Respark bays with permit times of Mon-Sat 9am-5pm(60mins no return within 1 hour). The two Respark bays located on Falconer Street and Park Lane have the same timings as above.

**Recommendation**

To advertise the revocation of the two Respark bays located on Springfield Avenue to help alleviate the parking issue on Beech Avenue.

**Cost:** Lining N/A

Advertising &amp; Making £500.00

Total £500.00

**K6**

**Location: Garfield Terrace**

**Nature of problem**

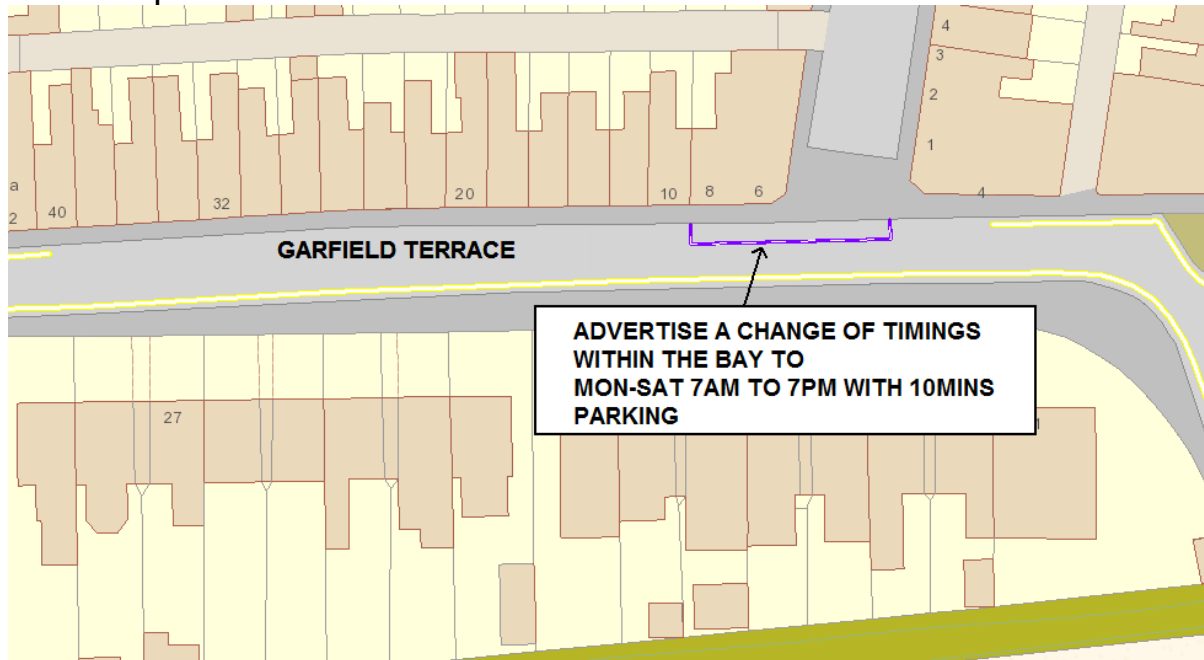
The owner of Corking Wines has raised an issue via Cllr. Taylor regarding difficulties they are experiencing receiving their deliveries due to vehicles parking within the parking bay. Resident has requested the bay be changed from a parking bay to a loading bay.

**Background information**

The current restriction within the bay is 30mins parking Mon-Sat 7am to 5pm.

**Recommendation**

Advertise a change of timings within the bay to 10mins parking Mon-Sat 7am to 7pm



**Cost:** Re-signing £100.00  
Total £600.00

Advertising & Making £500.00

## Ward Councillor comments

Cllr Heaton-

K3- I do have some significant concerns about the recommendation for Malvern Avenue. Given that this is a blind crest the issue is of cars being forced blind into a single lane with the possibility of oncoming traffic is significant. The issue is much wider than simply being about speed there.

Cllr. K. Taylor-

K5- We have received numerous representations from residents on this matter and welcome the Council's response to those in this attempt to try and address it. Compared to either:

a) forcing a review of the overall, and quite far-reaching, existing Res Park scheme, or

b) suggesting that Beech Avenue joins the above even though they have not requested to do so

Both of which are also very time consuming and expensive options.

or

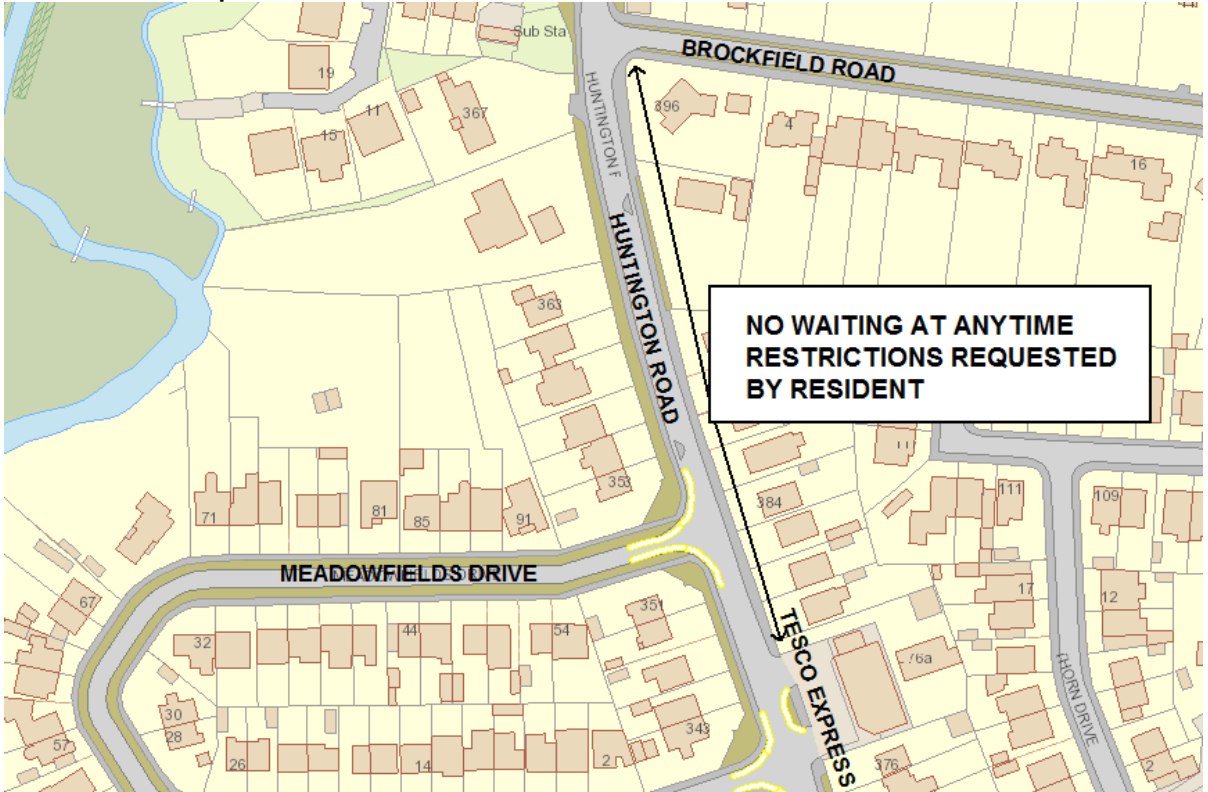
c) doing nothing (which will see current problems and misery continue)

Lifting restrictions in this small area appears to be a prudent first move to try and provide sufficient easing of parking pressures.

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## Annex L Huntington & New Earswick Ward

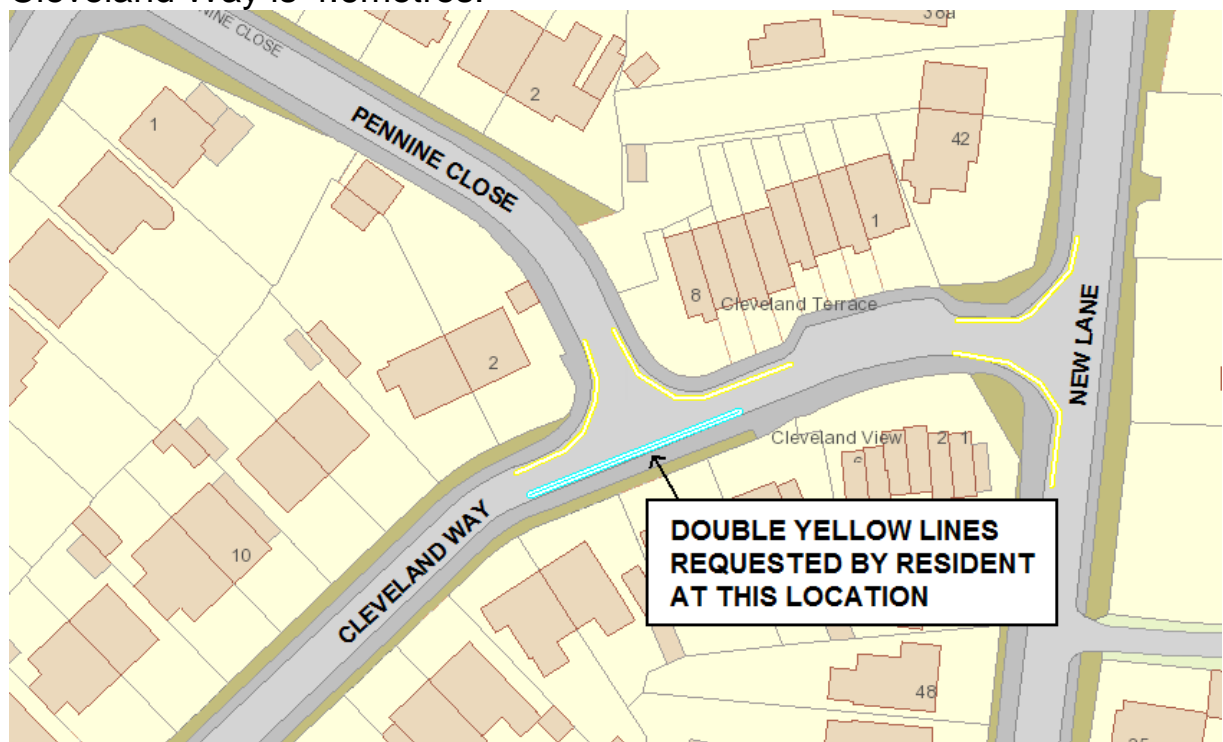
<b>L1</b>	<b>Location: Huntington Road</b>
<p><b>Nature of problem</b> Resident has requested double yellow lines be installed from the Tesco Express supermarket to Brockfield Road due to vehicles parking on Huntington Road and causing a bottle neck effect.</p>	
<p><b>Background information</b> The section of Huntington Road between the Tesco store and Brockfield Road is approximately 165 metres in length, has a cycle lane in both directions and has 'Priority over oncoming vehicles' traffic calming measures in place.</p>	
	
<p><b>Recommendation</b> No action. Site visits have not witnessed any parking that would cause any restriction to the free flow of traffic.</p>	
<p><b>Cost: N/A</b></p>	

**L2****Location: Cleveland Way****Nature of problem**

Resident has requested double yellow lines be installed opposite the existing junction protection restrictions in place at the junction of Cleveland Way/Pennine Close. Resident initially raised the issue of parking close to the junction prior to the installation of the existing restrictions and requested further restrictions to be put in place opposite the junction.

**Background information**

Cleveland Way is a residential street. The junction of Pennine Close/Cleveland Way is 16metres in width. The carriageway width of Cleveland Way is 4.6metres.

**Recommendation**

No action. The existing junction protection restrictions have increased the visibility for vehicles entering/exiting Pennine Close. There are also vehicle crossings(dropped kerbs) to 3,5 and 7 Cleveland Way that can be enforced if parked in front of.

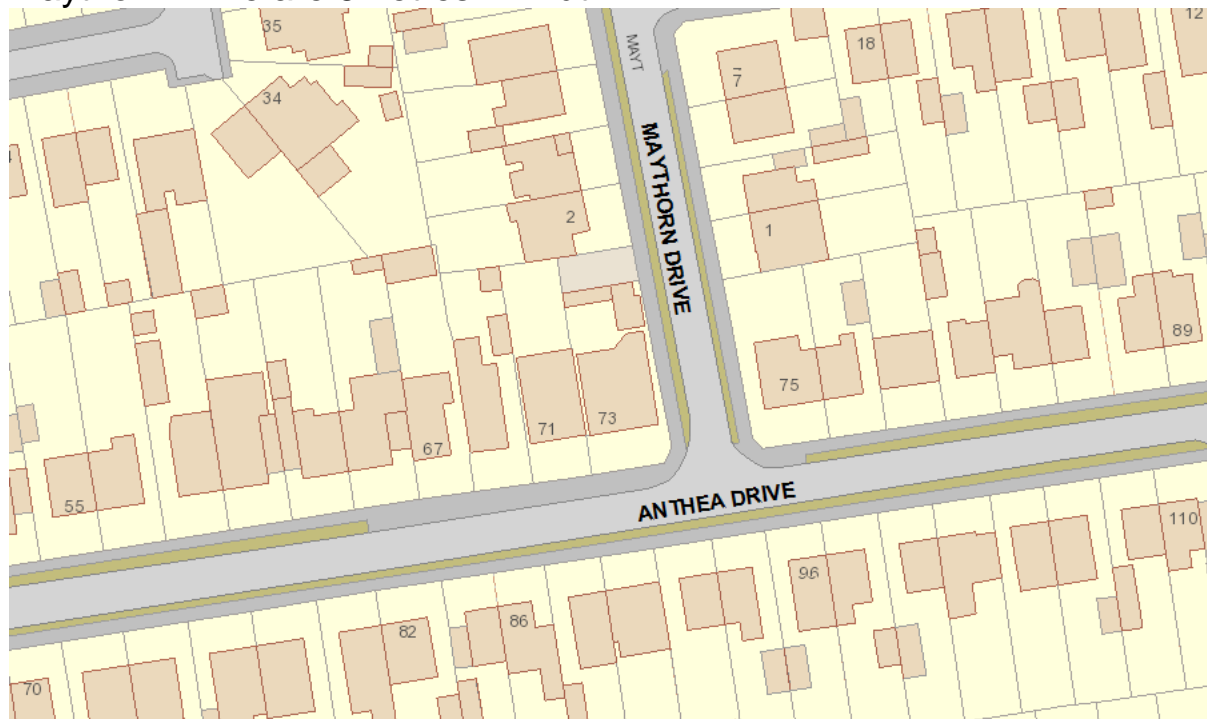
**Cost: N/A**

**L3****Location: Anthea Drive/Maythorn Drive****Nature of problem**

Parish Cllr. Haxsby has requested via Cllr. Orrell that the junction of Anthea Drive/Maythorn Drive be investigated and have double yellow lines installed as junction protection.

**Background information**

The junction of Anthea Drive/Maythorn Drive is within a residential area. The junction width is 12metres. The carriageways of Anthea Drive and Maythorn Drive are 5metres in width.

**Recommendation**

No action. Any parking is likely to residents or visitors. Site visits during office hours did not witness any parking close to the junction that would cause any issues entering or exiting Maythorn Drive.

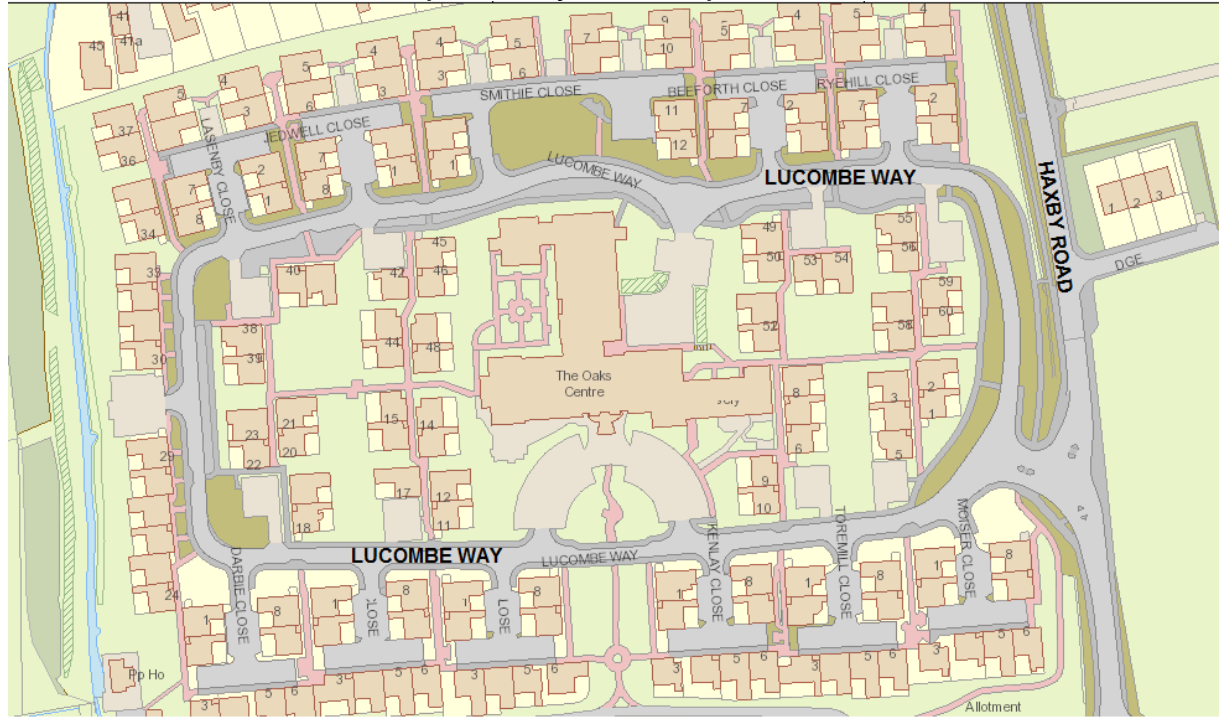
**Cost: N/A**

**L4****Location: Lucombe Way****Nature of problem**

A number of residents from Hartrigg Oaks retirement community have raised an issue of parents idling on Lucombe Way during peak school hours leading to residents not being able to access their properties.

**Background information**

Hartrigg Oaks retirement community is located on Lucombe Way and 11 cul-de-sacs. It is in close proximity to Joseph Rowntree School.

**Recommendation**

No action. Lucombe way is approximately 700metres in length and extensive no waiting at any time restrictions would not prevent parent vehicles from idling or parking for short periods on the estate.

**Cost: N/A**

**L5****Location: White Horse Close & North Moor Road****Nature of problem**

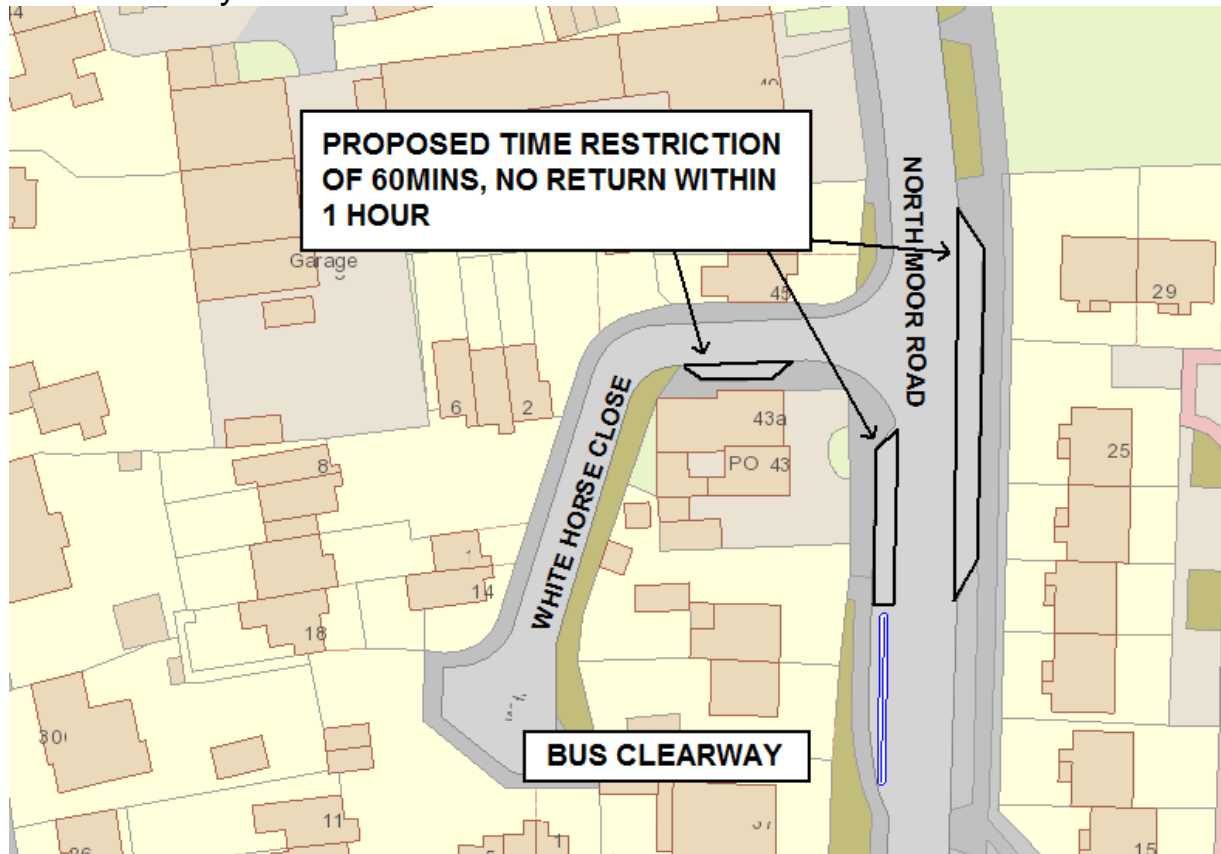
Cllr. Orrell has raised an issue on behalf of some residents of White Horse Close regarding vehicles parking long term within the bays on White Horse Close and North Moor Road leading to visitors to the local businesses being unable to park within the bays.

**Background information**

There are a number of businesses located on North Moor Road, including a Post Office, convenience store, wedding shop, barbers, pharmacy and take-away.

**Recommendation**

Implement a 60 minute, no return within 1 hour time parking restriction within the bays located on White Horse Close and North Moor Road



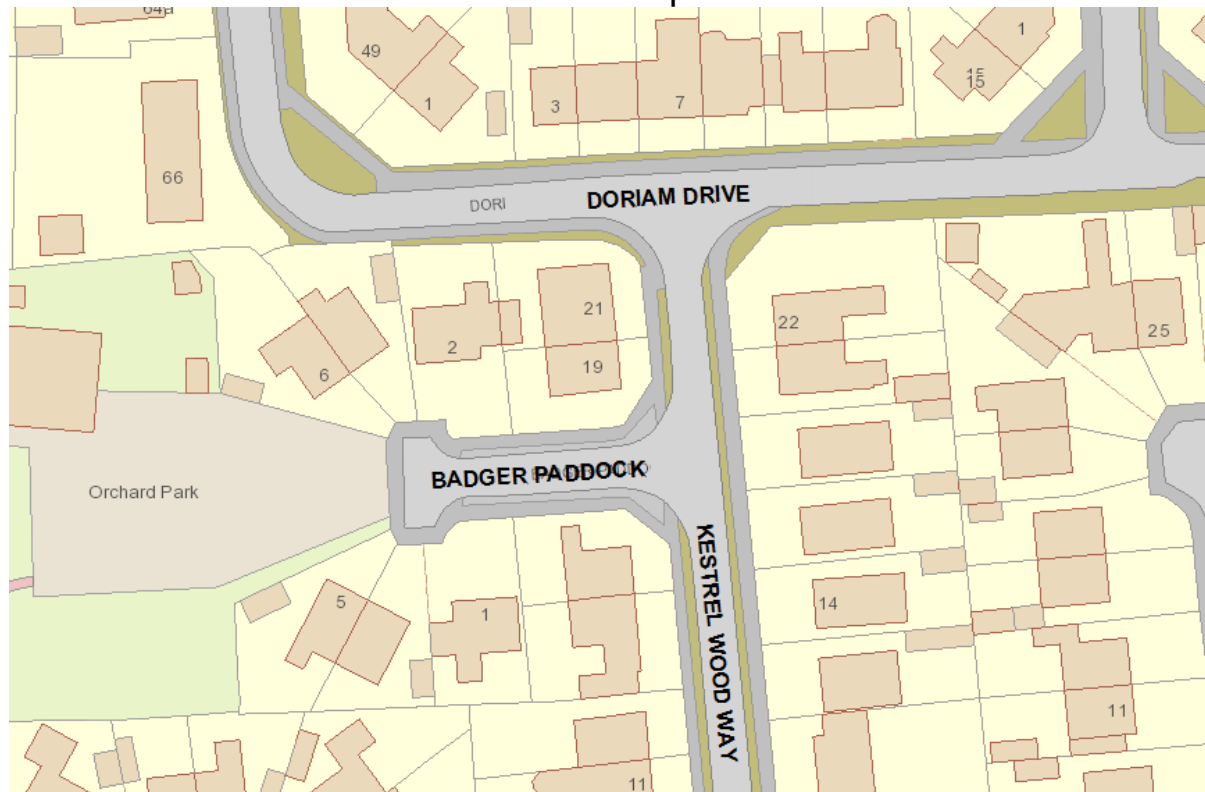
**Cost:** Lining & Signing £250.00    Advertising & Making £500.00  
Total £750.00

**L6****Location: Badger Paddock****Nature of problem**

Resident has requested no waiting at any time junction protection restrictions on the junction of Badger Paddock/Kestrel Wood Way. Resident states vehicles are parking close to the junction which is leading to difficulties exiting his driveway.


**Background information**

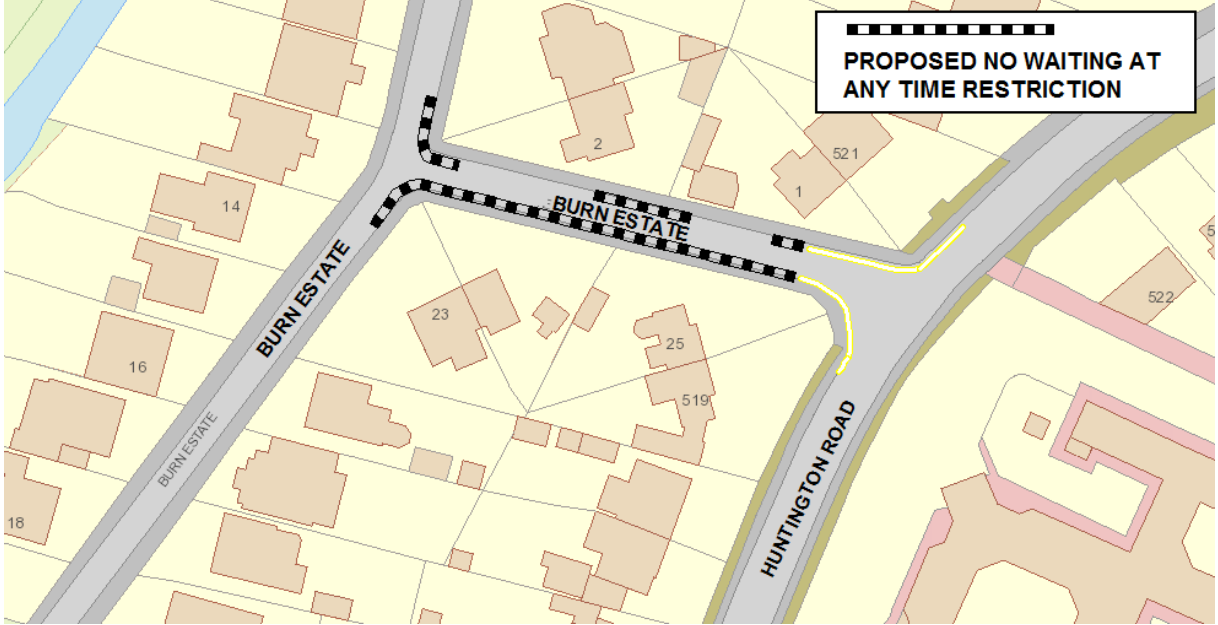
Badger Paddock is a small cul-de-sac within a residential area. The end of the cul-de-sac leads to Orchard Park pre-School.

**Recommendation**

No action. Two site visits did not witness any parking close to the junction. Any parking is likely to be residents or short term visitor parking.

**Cost: N/A**

<b>L7</b>	<b>Location: Avon Drive/Strensall Road junction</b>
<p><b>Nature of problem</b> Cllr. Orrell has raised an issue on behalf of a resident regarding vehicles parking close to the junction of Strensall Road. Resident has requested no waiting at any time restrictions be implemented as junction protection.</p>	
<p><b>Background information</b> Avon Drive is a residential street. The junction is 22metres in width and the carriageway is 5.5metres wide.</p> 	
<p><b>Recommendation</b> No action. Three site visits have not witnessed any vehicles parked within 20metres of the junction. The resident has provided two images of vehicles parked on Avon Drive but both vehicles were parked more than 10metres from the junction.</p>	
<p><b>Cost: N/A</b></p>	

<p><b>L8</b></p>	<p><b>Location: Burn Estate</b></p>
<p><b>Nature of problem</b> Residents have raised an issue regarding parked vehicles and the width of the carriageway restricting them from being able to access and exit their driveways.</p>	
<p><b>Background information</b> Burn Estate is a small residential street with four properties with vehicle crossings and off street parking amenity.</p>	
	
<p><b>Recommendation</b> Implement no waiting at any time restrictions and junction protection on the western junction.</p>	
<p><b>Cost:</b> Lining £100.00      Advertising &amp; Making £500.00 Total £600.00</p>	



## Ward Councillor comments

Cllr. K Orrell, Cllr C. Runciman and Cllr. C. Cullwick:

L1 Huntington Road

Agree with the recommendation but would note that the yellow lines need repainting. Additionally the resident who reported this is correct that there are regular issues with parking in this area.

L2 Cleveland Way

Agree that the recent waiting restrictions have improved visibility but there are still periodic issues. Request that this area continues to be monitored.

L 3 Anthea Drive / Maythorn Road.

One issue at this junction is that vehicles park on the grassed verge causing damage. A TRO would make this illegal.

L 4 Lucombe Way

It is disturbing that cars are reported to idling in this area. There is signage in parts of the city about idling. Could a sign be installed here?.

L 5 White Horse Close / North Moor Road

Thank you for this proposal. The request followed cars for sale being parked there for long periods. The restriction should stop this happening again.

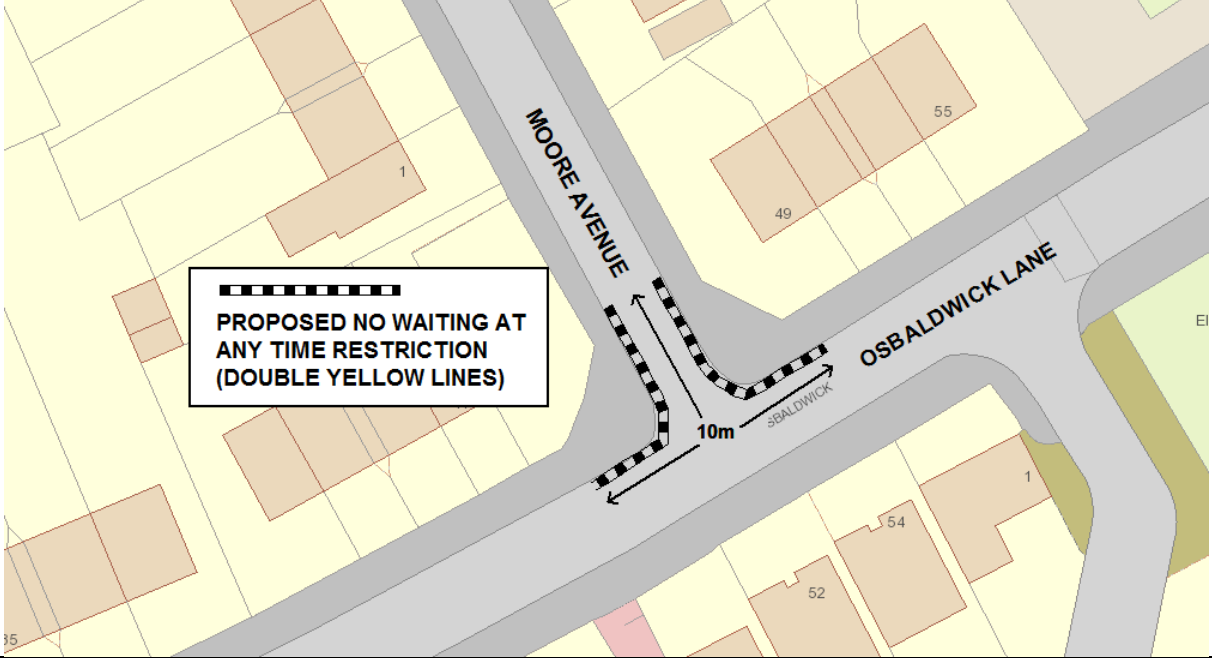
L 7 Avon Drive / Strensall Road

There have been periodic issues with parking near this junction. Vehicles have been parked, usually during the evenings or week-ends, there for days or weeks and then moved on. Officer visits are unlikely to see cars parking there during office hours. When they are parked there it makes the junction dangerous. Would request that this proposal be put to local residents to ascertain their views.

L 8 Burn Estate

Support this proposal going for consultation.

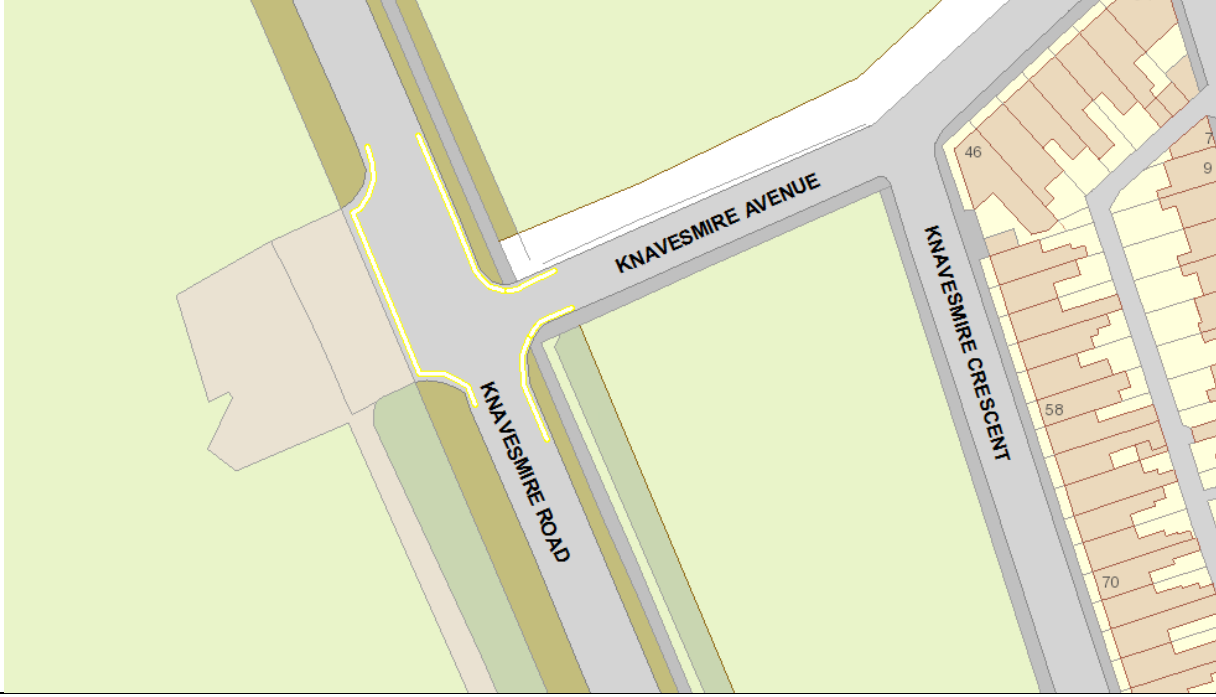
## Annex M Hull Road Ward

<b>M1</b>	<b>Location: Moore Avenue/Osbaldwick Lane junction</b>
<p><b>Nature of problem</b> A resident has raised an issue of vehicles parking very close to the junction leading to pedestrians having difficulties clearly seeing oncoming traffic when crossing the junction.</p>	
<p><b>Background information</b> Moore Avenue has a tactile pedestrian crossing located at the junction. The width of the footpath on Osbaldwick Lane is approximately 3metres.</p> 	
<p><b>Recommendation</b> Implement no waiting at any time restrictions to the junction of Moore Avenue/Osbaldwick Lane. Two site visits witnessed vehicles parked entirely on the footpath and very close to the junction.</p>	
<p><b>Cost:</b> Lining £40.00      Advertising &amp; Making £500.00 Total £540.00</p>	

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## Annex N      Micklegate Ward

<b>N1</b>	<b>Location: Falkland Street</b>
<p><b>Nature of problem</b>  A resident of Cromwell House has requested the removal of an R15 Respark bay from Falkland Street. Resident states exiting the Cromwell House car park can be difficult due to vehicles parked within the bay when turning right from the car park.</p>	
<p><b>Background information</b>  Falkland Street has 4 respark bays. The Cromwell House car parking area is accessed from Falkland Street and has 13metres of no waiting at anytime restrictions in place in front of the exit of the car park.</p>	
<p><b>Recommendation</b>  No Action. Site visit witnessed three vehicles exiting from Cromwell House with no difficulties.</p>	
<p><b>Cost: N/A</b></p>	

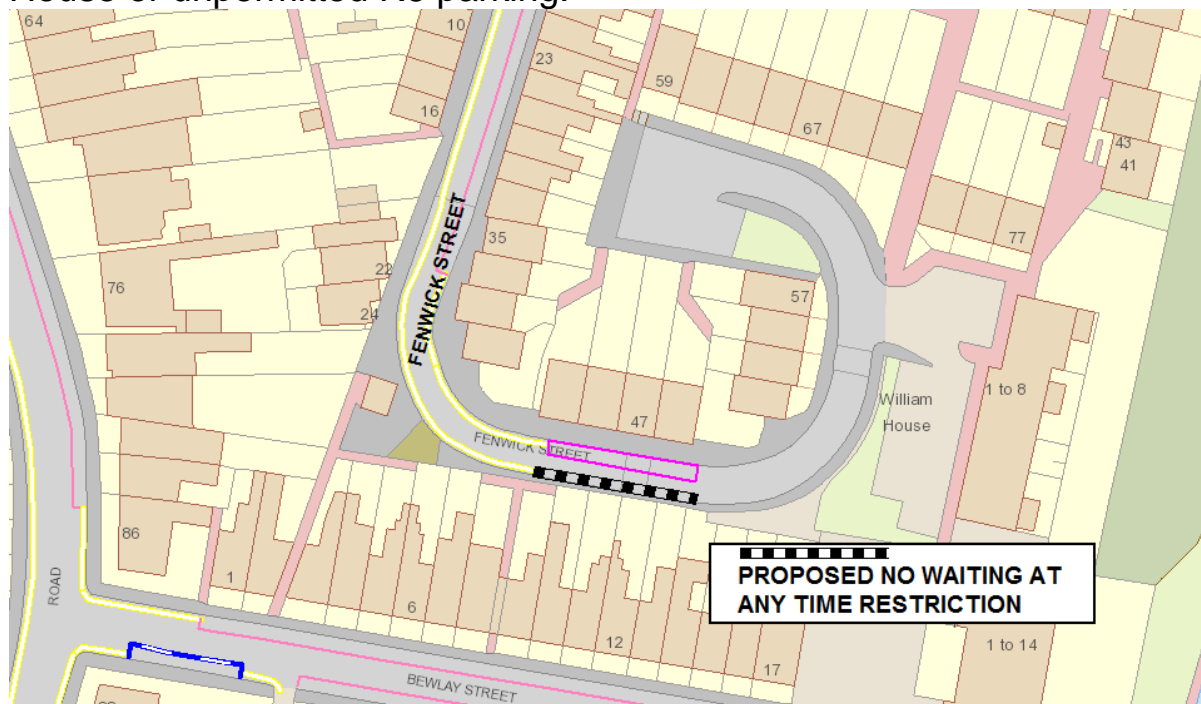
<b>N2</b>	<b>Location: Knavesmire Road/Knavesmire Avenue junction</b>
<b>Nature of problem</b> Cllr. Crawshaw requested the no waiting at any time restriction to the left of the junction be made as long as the restriction to the right of the junction in order to aid better visibility when exiting Knavesmire Avenue and Knavesmire Road has vehicles parked on both sides of the carriageway.	
<b>Background information</b> The junction of Knavesmire Avenue is 11metres in width and the carriageway of Knavesmire Road is 9.5metres wide. The right side of the junction has 25metres and the left has 15metres of no waiting at any time restrictions.	
	
<b>Recommendation</b> No action.	
<b>Cost: N/A</b>	

**N3****Location: Fenwick Street****Nature of problem**

The residents of 43,47 and 49 Fenwick Street have provided a co-signed letter requesting their properties are added to the R6 Respark Zone. They are experiencing difficulties being able to park near to their properties due to commuter parking.

**Background information**

43-77 Fenwick Street are not part of the R6 zone. There is limited parking available on the cul-de-sac end of Fenwick Street and additional parking pressures may have resulted due to the development of William House or unpermitted R6 parking.

**Recommendation**

Advertise to extend the R6 Respark Zone to include 43-49 Fenwick Street and install a 22m 24 hour, 10 mins no return within 1 hour parking bay with no waiting at any time restrictions on the south side of the carriageway opposite the bay.

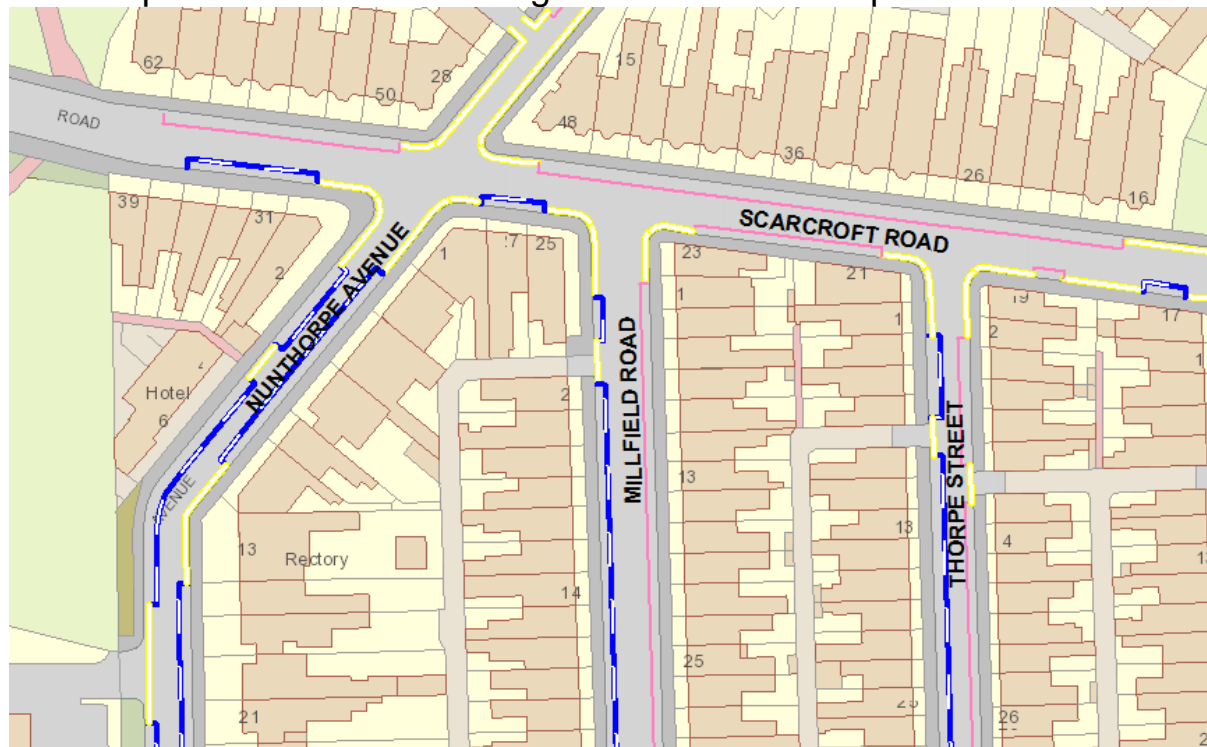
**Cost:** Lining £80.00    Advertising & Making £500.00  
Total £580.00

**N4****Location: Scarcroft Road****Nature of problem**

1 resident of Scarcroft Road has requested residents of the R16 Respark zone be able to park within the R49 Respark zone due to difficulties parking outside their property on the north side of Scarcroft Road and witnessing available spaces within the R49 zone on the south side of the carriageway.

**Background information**

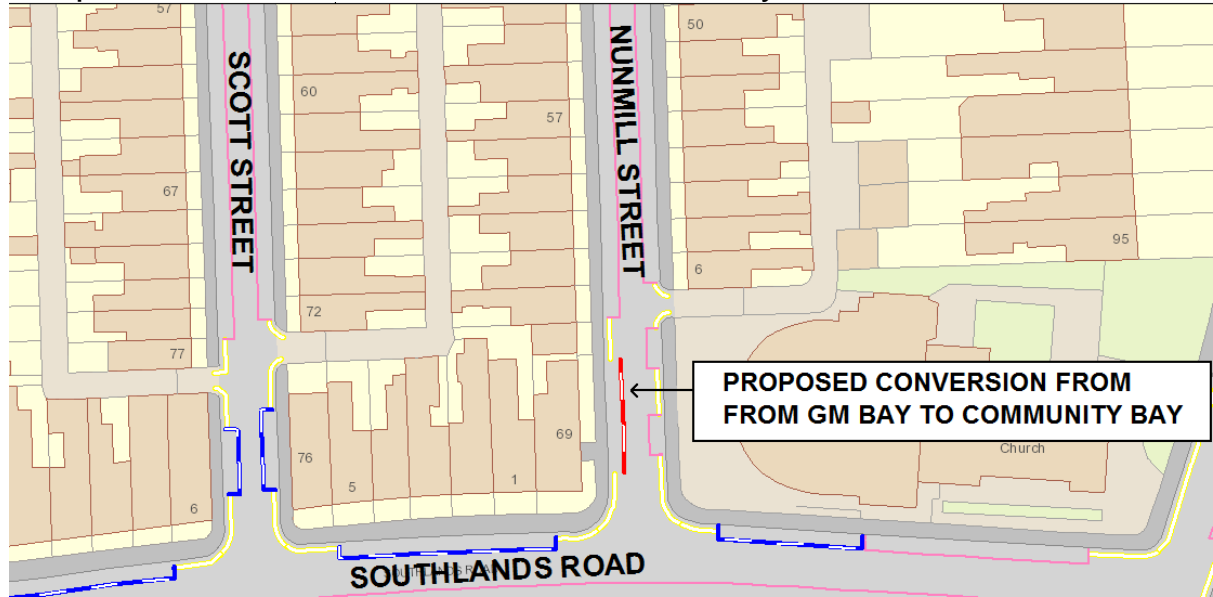
The R16 and R49 Respark zone boundaries are along the centre line of Scarcroft Road. R49 consists of Thorpe Street, Millfield Road and Nunthorpe Avenue. R16 is a larger zone and encompasses 16 streets.

**Recommendation**

No action. Permitting residents from a larger zone to park within a much smaller zone may lead to residents of Thorpe Street, Millfield Road and Nunthorpe Avenue being unable to park within their zone.

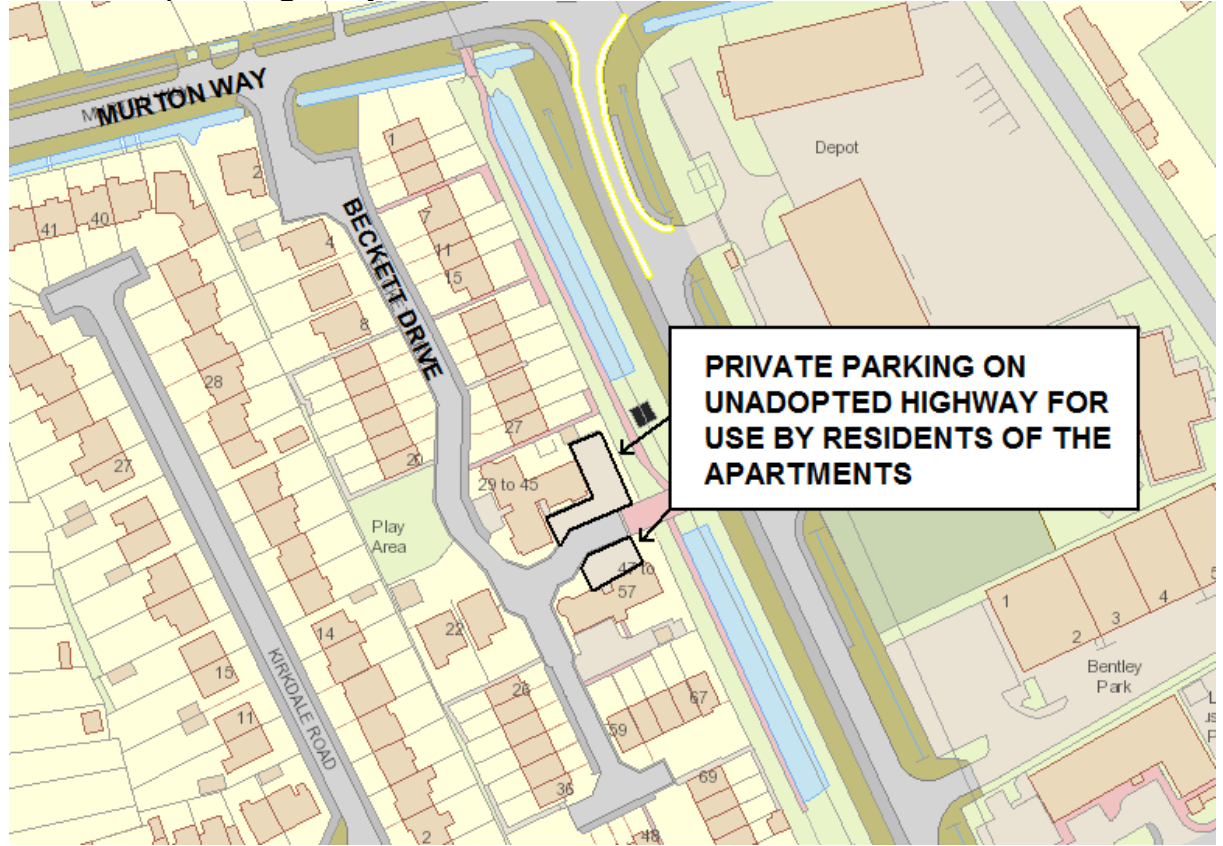
**Cost: N/A**



<b>N5</b>	<b>Location: Nunmill Street</b>
<p><b>Nature of problem</b> A resident of Nunmill Street has requested the conversion of the existing GM Bay located near to the junction of Southlands Road be changed to a Community Bay for use by all residents of the R40 Respark zone.</p>	
<p><b>Background information</b> Following recent development The Southlands Guest House has changed to a residential dwelling. The previous guest house was the only property located on Southlands Road to be included in the R40 Respark zone and had sole use of the GM bay.</p>	
	
<p><b>Recommendation</b> To convert the GM Bay into a Community Bay, with 10 mins parking no return within 1 hour restriction.</p>	
<p><b>Cost:</b> Lining &amp; Re-signing £200.00 Advertising &amp; Making £500.00 Total £ 700.00</p>	

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## Annex O Osbaldwick & Derwent Ward

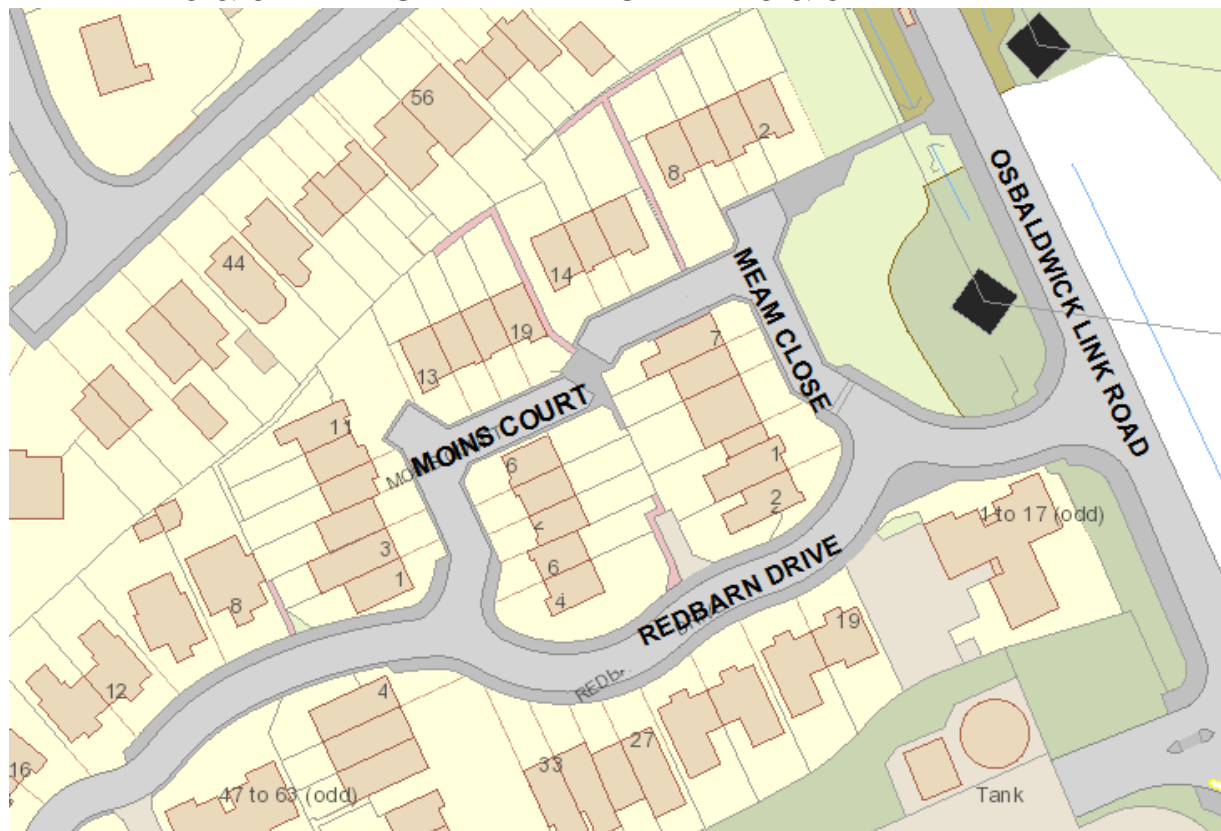
<b>01</b>	<b>Location: Beckett Drive</b>
<p><b>Nature of problem</b> Resident has requested no waiting at any time restriction be implement on one side of the full length of Beckett Drive due to vehicles parking on the footpath/carrageway and resident has concerns emergency vehicles would not be able to access the full length of the drive if required.</p>	
<p><b>Background information</b> Beckett Drive is a residential street with vehicle crossings(dropped kerbs) and off street parking amenity for a 1 vehicle to all properties. 29-57 Beckett Street are two blocks of apartments that have private parking on unadopted highway.</p> 	
<p><b>Recommendation</b> No Action. Extensive no waiting at any time restrictions would have a detrimental effect to all residents. Any parking on the footpaths is an obstruction offence and should be reported to North Yorkshire Police.</p>	
<p><b>Cost: N/A</b></p>	

**O2****Location: Meam Close****Nature of problem**

A resident has reported an issue of high levels of parking due to some properties in the immediate area becoming HMO's.

**Background information**

Meam Close is small cul-de-sac located off Redbarn Drive. All properties have vehicle crossings(dropped kerbs) and off street parking amenity for a minimum of one vehicle. 41 & 43 Redbarn Drive are HMO's with 6 residents. 3 & 5 Moins Court are HMO's with 5 & 6 residents.

**Recommendation**

No Action. Site visits did witness higher levels of parking but no obstructions of the carriageway and any restrictions would not solve this issue.

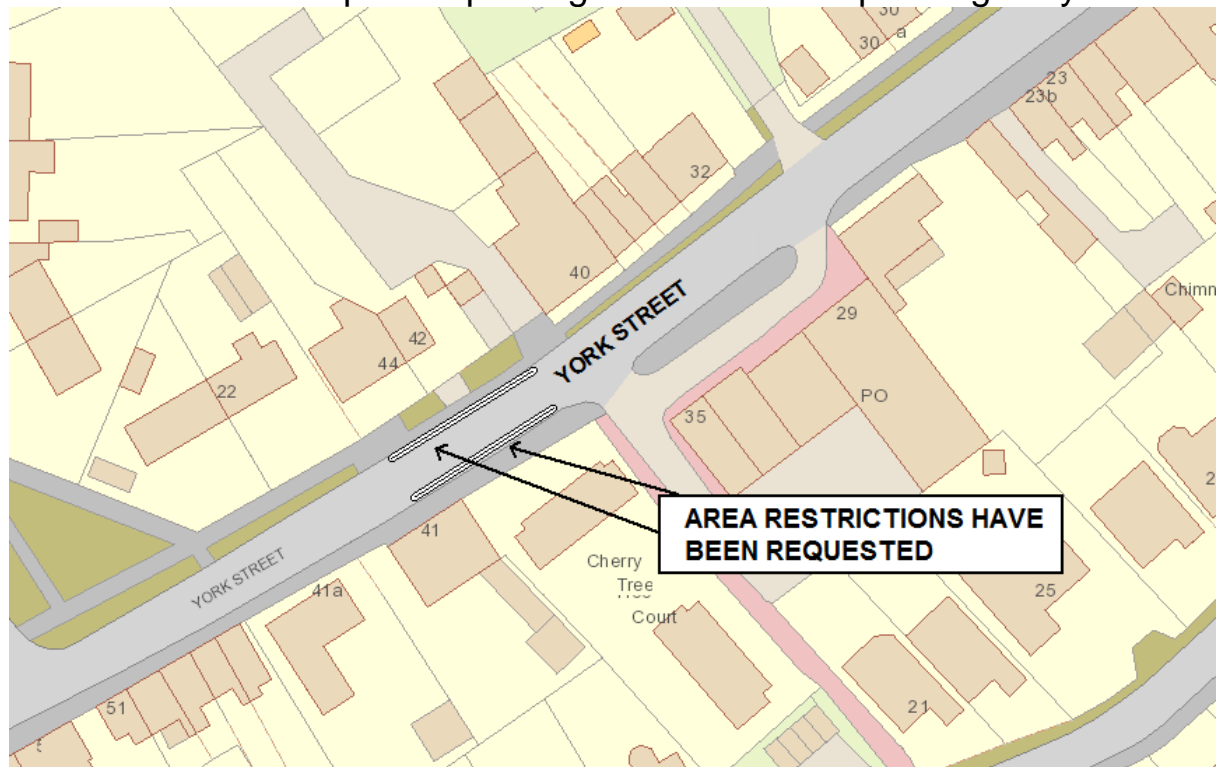
**Cost: N/A**

**O3****Location: York Street, Dunnington****Nature of problem**

A resident has requested no waiting at any time restrictions be installed on York Street as they are experiencing difficulties exiting their private driveway due to vehicles parked outside, and opposite, their property.

**Background information**

York Street is a residential street. Some properties have vehicle crossings(dropped kerbs) and private driveways but there are also terraced properties that require on street parking. There are local shops located close to the highlighted area that may attract short term parking, but these also have private parking areas on unadopted highway.

**Recommendation**

No action. The carriageway width of York Street is 7metres. Any parking restrictions would have an effect on all other residents that require on street parking.

**Cost: N/A**

## Ward Councillor comments

Cllr. M. Warters-

I don't believe there is any need for double yellow parking restrictions at any of the three locations.

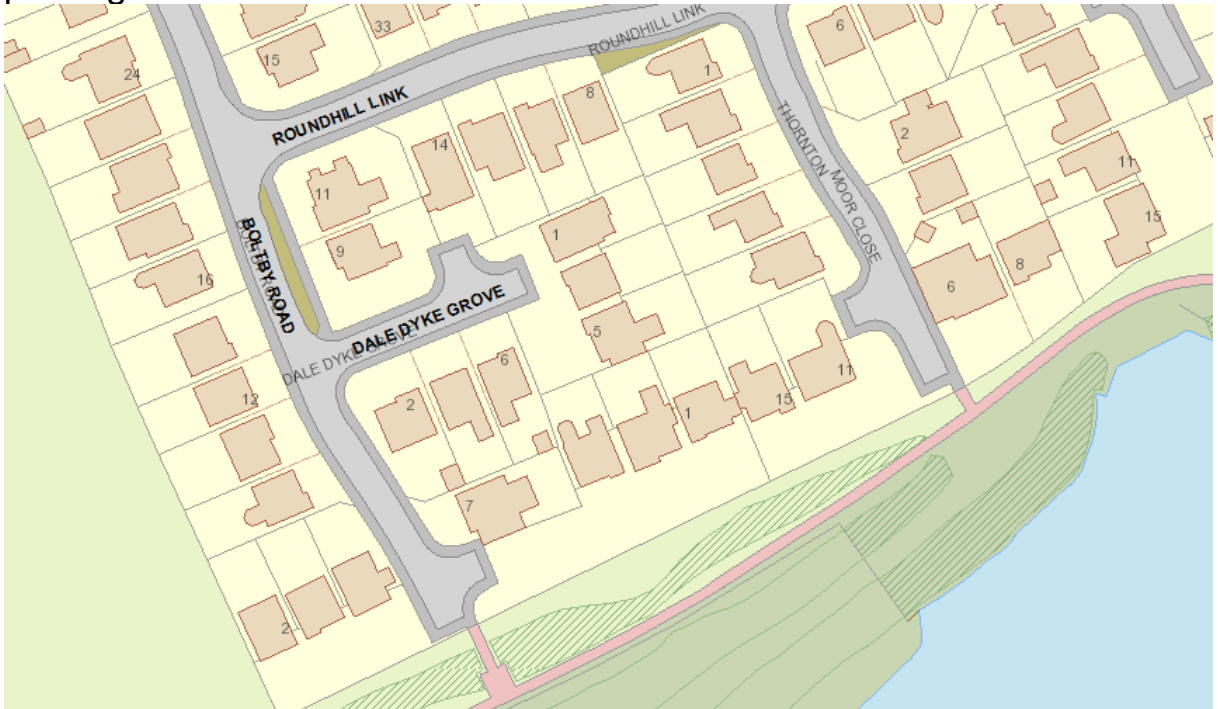
Beckett Drive.

If parking was restricted on the estate where would it go? Almost certainly onto Murton Way and require the use of further double yellow line restrictions. The situation highlights once again the CYC folly of approving new housing developments with totally inadequate parking provision provided.

Meam Close.

Again if parking was restricted on the estate where would it go? Onto the green and landscaped areas on the estate, front gardens or Osbaldwick Link Road. The same folly of approving new housing estates with inadequate car parking and then compounding the folly by approving houses to be Student let HMOs.

## Annex P Rawcliffe & Clifton Without Ward

<b>P1</b>	<b>Location: Boltby Road</b>
<p><b>Nature of problem</b> A Resident of Boltby Road has raised an issue regarding vehicles parking during peak school hours leading to difficulties accessing/exiting their driveway as vehicles are parking close to, and in front of, the residents driveway.</p>	
<p><b>Background information</b> Lakeside Primary Academy on Oakdale Road is 200metres along a footpath that can be accessed from Boltby Road. The properties of Boltby Road have vehicle crossings to private driveways with off street parking for a minimum of two vehicles.</p> 	
<p><b>Recommendation</b> No Action. Restrictions requested for the protection of a private access. An H-Bar marking could be installed by the resident and any obstruction reported to the Parking Hotline.</p>	
<p><b>Cost: N/A</b></p>	

**P2**

**Location: George Cayley Drive**

**Nature of problem**

An employee of Logopak International Ltd has raised an issue of delivery wagons, delivering to neighbouring companies, loading/unloading directly from the carriageway as a result of being unable to park on George Cayley Drive leading to an obstruction of the highway and congestion.

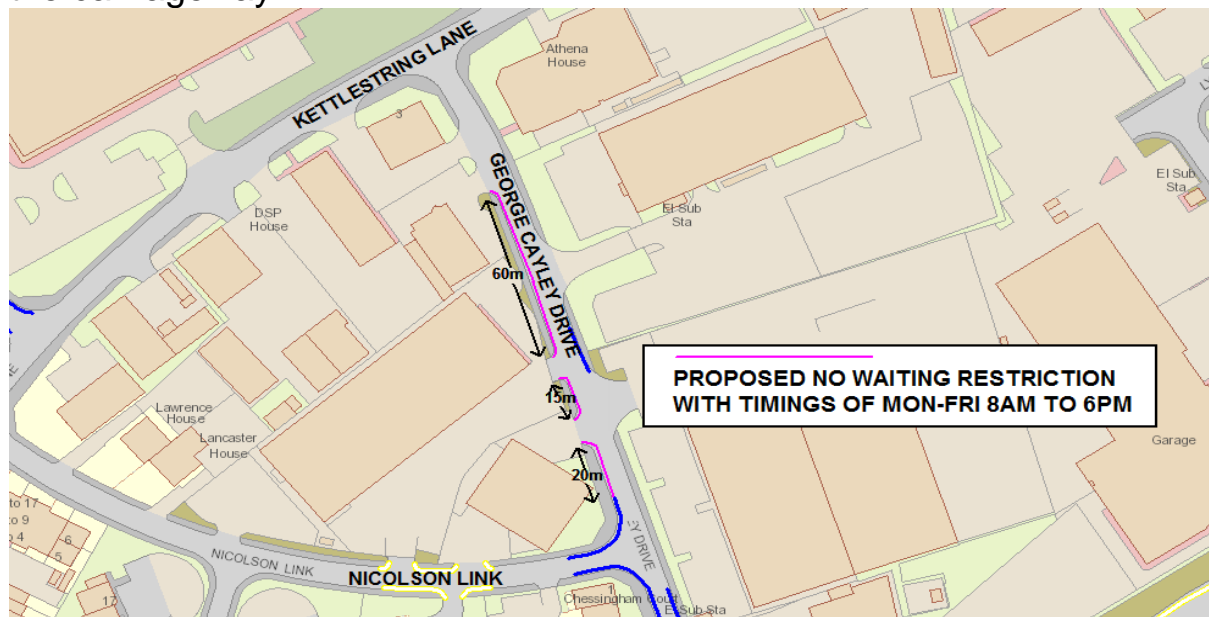


**Background information**

George Cayley Drive is within the Clifton Moorgate Ind. Estate. There are existing no waiting restrictions in place on the junction of Nicolson Link and further south on George Cayley Drive with timings of Mon-Fri 8am to 6pm.

**Recommendation**

Implement an extension to existing restrictions on the western side of the carriageway.



**Cost:** Lining & Signing £195.00 Advertising & Making £500.00  
 Total £695.00

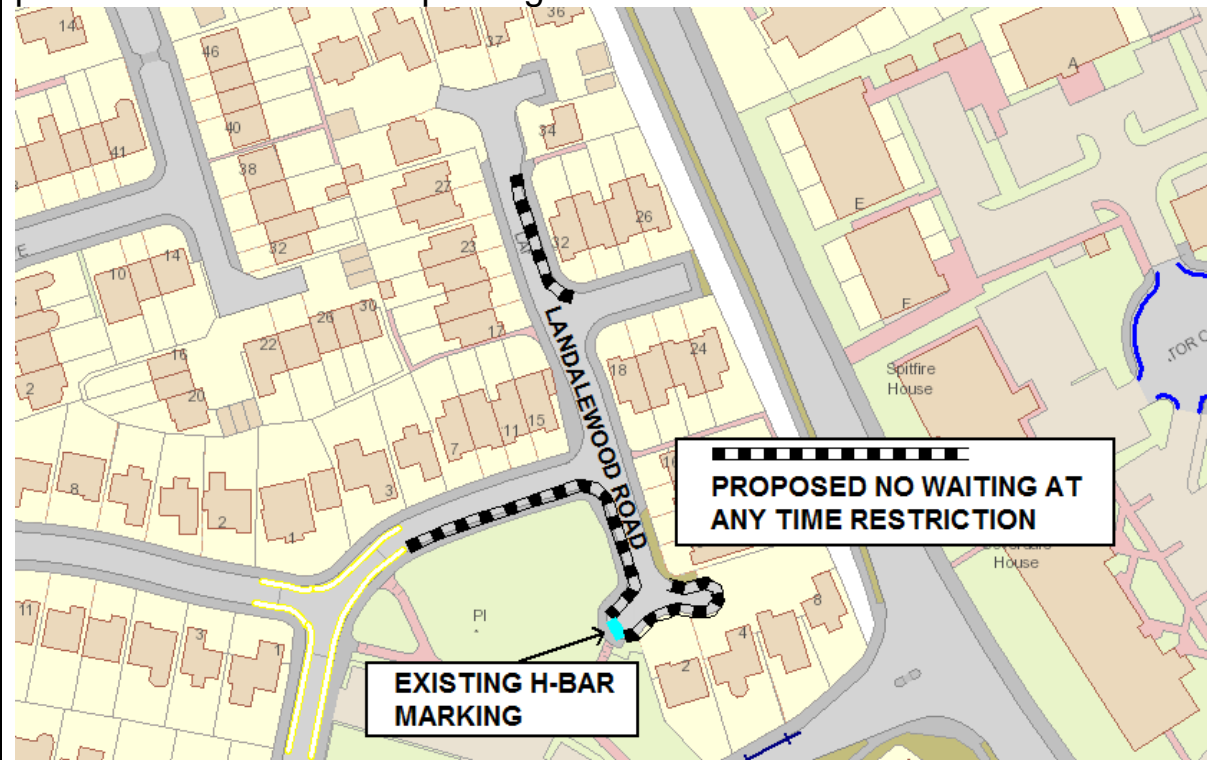


**P3****Location: Landalewood Road****Nature of problem**

Residents have raised an issue via Cllr. Waudby regarding extensive parking on the footpaths of Landalewood Road leading to pedestrians being unable to access the footpaths and having to walk in the carriageway. Cllr. Waudby has also advised of a child who lives on the road who requires a walking aid for mobility who is having to walk on the carriageway due to the parked vehicles.


**Background information**

Landalewood road is a residential road with a play area and church and community centre. This area has been reported for review previously with some junction protection being installed but the problem still persists with obstructive parking.

**Recommendation**

Implement no waiting at anytime restrictions to north and east side of the play area, southern turning head and eastern carriageway section adjacent to the property boundary of 32 Landalewood Road.

**Cost:** Lining £125.00      Advertising & Making £500.00  
Total £625.00

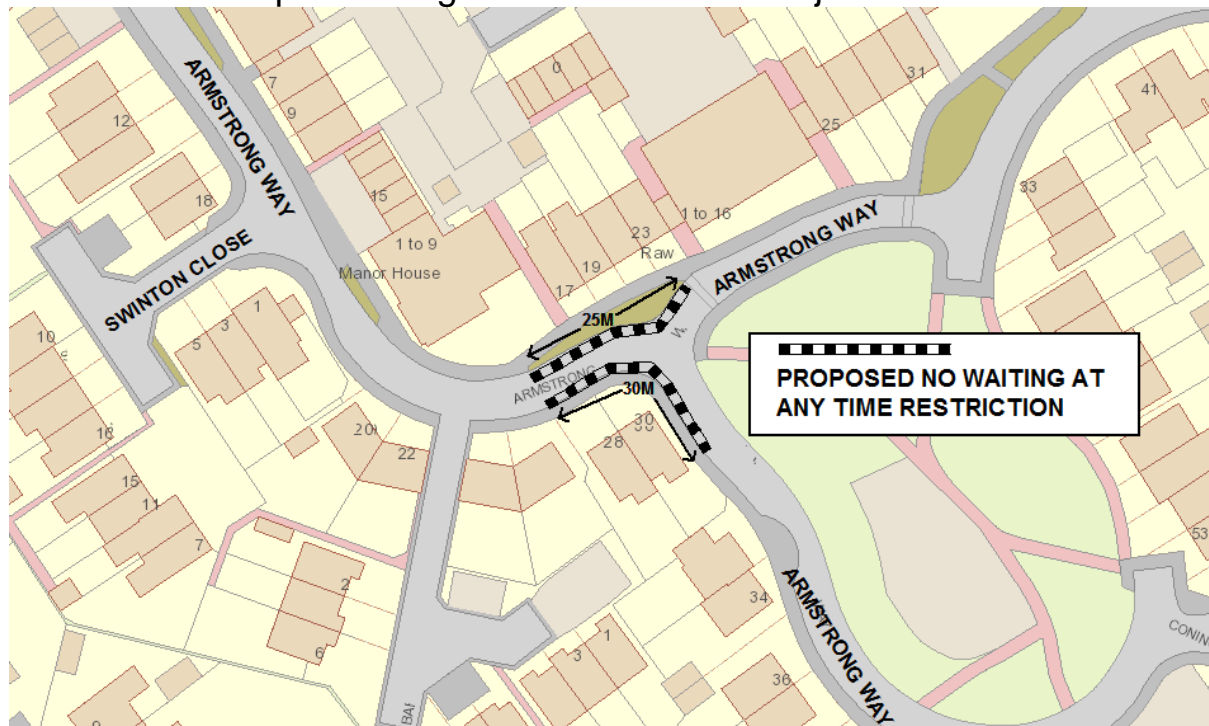
<b>P4</b>	<b>Location: Water Lane</b>
<b>Nature of problem</b> Cllr. Smalley raised an issue of vehicles being advertised for sale being placed within the small layby on Water Lane.	
<b>Background information</b> The layby is approximately 10metres in length and located 12metres from the Water Lane/Tamworth Road roundabout.	
	
<b>Recommendation</b> No action. Site visits have not witnessed any vehicles parked within the layby	
<b>Cost: N/A</b>	

**P5****Location: Armstrong Way****Nature of problem**

Resident has raised an issue of vehicles parking on the S-Bends of Armstrong Way leading to vehicles proceeding around the bends moving in to the centre of the carriageway and in to the path of oncoming vehicles.

**Background information**

Armstrong Way is part of a large residential estate. We have received previous complaints regarding this development but have been unsuccessful implementing restrictions due to objections received.

**Recommendation**

Implement 25metres of no waiting at any time restrictions to north of the carriageway and 30metres south round the bend adjacent to 26 & 30 Armstrong Way.

**Cost:** Lining £50.00  
Total £550.00

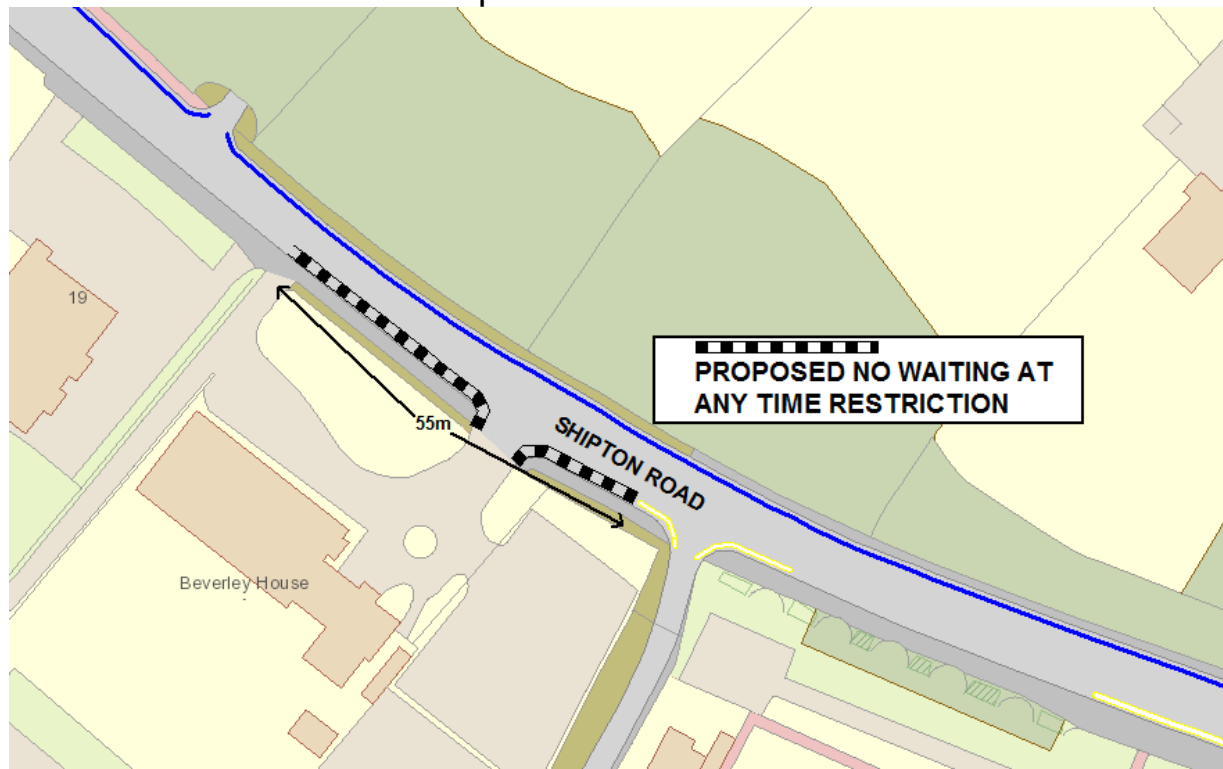
Advertising & Making £500.00

**P6****Location: Shipton Road, near to Homestead Park entrance****Nature of problem**

A resident raised an issue in July 2020 when the Homestead Park car park was closed but the park was open to visitors. Resident had concerns regarding the level of parking on the outbound lane of Shipton Road. The resident raised concerns that vehicles passing the parked vehicles were moving partially in to the inbound lane and also had concerns regarding visibility issues for vehicles exiting Beverley House(17 Shipton Road). An extension to existing restrictions requested north of Homestead Park.

**Background information**

The junction entrance of Homestead Park has existing no waiting at any time restrictions. The north side of Shipton Road has a no waiting restriction between 8am to 6pm.

**Recommendation**

Implement no waiting at any time restriction on the south side of the carriageway for 55metresto the northern boundary line of Beverley House.

**Cost:** Lining £55.00      Advertising & Making £500.00  
Total £550.00

**P7****Location: Aviator Court****Nature of problem**

Two residents of Aviator Court raised a number of issues regarding HGV's and wagons parking on Aviator Court and Amy Johnson Way overnight. The high sided cabs of the vehicles are of sufficient height for drivers to be able look into residents properties leading to the resident to close all curtains and blinds due to privacy and safety concerns. The vehicles were left running for long periods causing a noise nuisance, litter became an issue and drivers were witnessed urinating in the street.

**Background information**

Following development a number of previous commercial properties on Aviator Court are now residential properties. There is existing 8am to 6pm no waiting restrictions in place on Aviator Court and Amy Johnson Way. There is also a 30metre section of unrestricted parking on Aviator Court

**Recommendation**

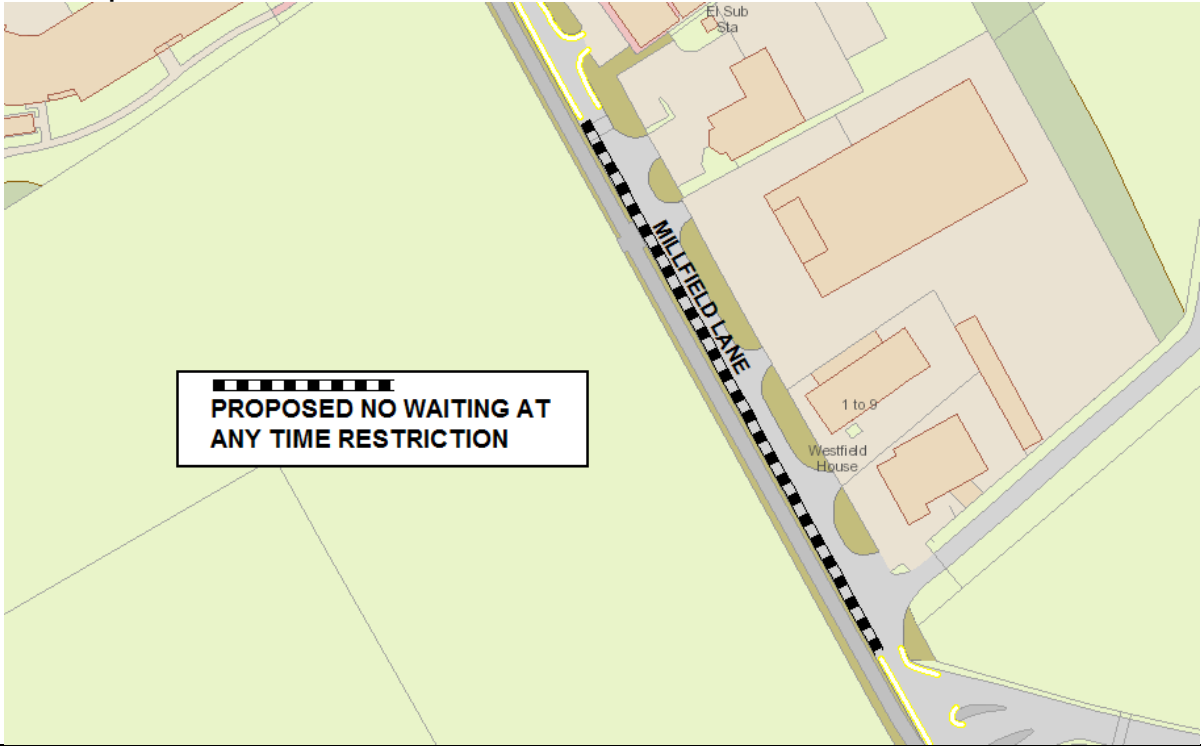
To revoke the existing limited no waiting restrictions and implement no waiting at any time restrictions on Aviator Court and Amy Johnson Way.

**Cost:** Lining £300.00 Advertising & Making £500.00

Total £800.00

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## Annex Q Rural West Ward

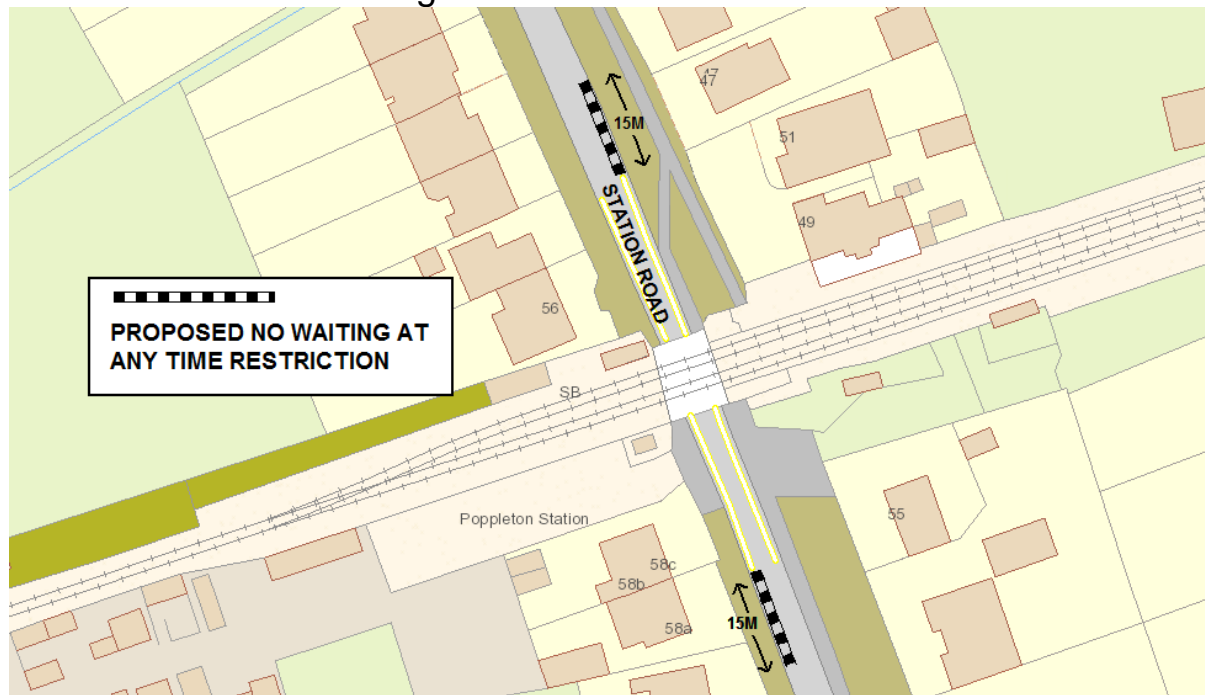
<b>Q1</b>	<b>Location: Millfield Lane</b>
<p><b>Nature of problem</b></p> <p>A resident has raised a child safety concern regarding vehicles parking on Millfield Lane. Resident states the issue is exacerbated by HGV's attempting to reverse into the yards of businesses during peak school hours.</p> <p>The Director of Burton Roofing Merchants has raised an issue with the Parish Council and has requested additional no waiting at any time restrictions be implemented on Millfield Lane as vehicles parking on both sides of the carriageway are preventing delivery vehicles being able to reverse into his yard.</p>	
<p><b>Background information</b></p> <p>Millfield Lane has Manor Academy on the western side of the road and industrial units and businesses on the eastern side. There are existing no waiting at any time restrictions on both sides of the carriageway and a 20mph zone on the section of Millfield Lane close to the school.</p> 	
<p><b>Recommendation</b></p> <p>Implement 155metres of no waiting at any time restrictions to the eastern side of Millfield Lane, joining to the two existing restrictions on that side of the carriageway.</p>	
<p><b>Cost:</b> Lining £155.00      Advertising &amp; Making £500.00 Total £655.00</p>	

**Q2****Location: Station Road, Poppleton****Nature of problem**

Resident has requested an extension to the existing no waiting at any time restrictions located at the level crossing. Resident states the queuing traffic is exceeding the length of the current restrictions and leading to vehicles being unable to pass each other following the level crossing re-opening.

**Background information**

Station Road is a residential road and is heavily used by commuters during peak hours. There are currently 25metres of restrictions on both sides of the level crossing.

**Recommendation**

Implement an extension to the no waiting at any time restrictions on both 'leave' lanes north and south of the level crossing.

**Cost:** Lining £30.00

Advertise &amp; Making £500.00

Total £530.00

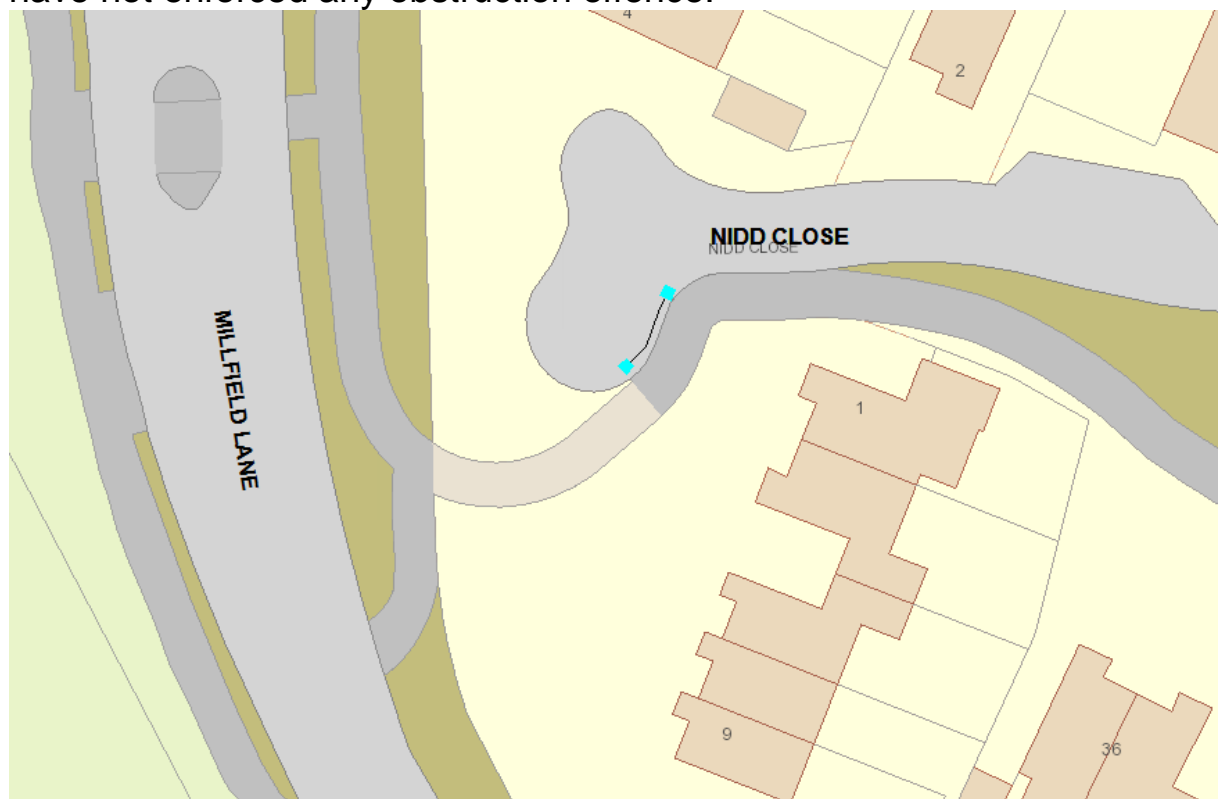


**Q3****Location: Nidd Close****Nature of problem**

The resident of number 1 Nidd Close has raised an issue of parked vehicles obstructing their H-Bar Marking leading to difficulties accessing their private driveway.

**Background information**

Nidd Close is a residential cul-de-sac that has a turning head with access to unadopted private roads leading to 3,5,7 and 9 Nidd Close. The footpath in front of the resident's property is segregated and has a cycle lane leading to Millfield Lane. The resident has reported the issue to the police but as access can be gained to the resident's driveway they have not enforced any obstruction offence.

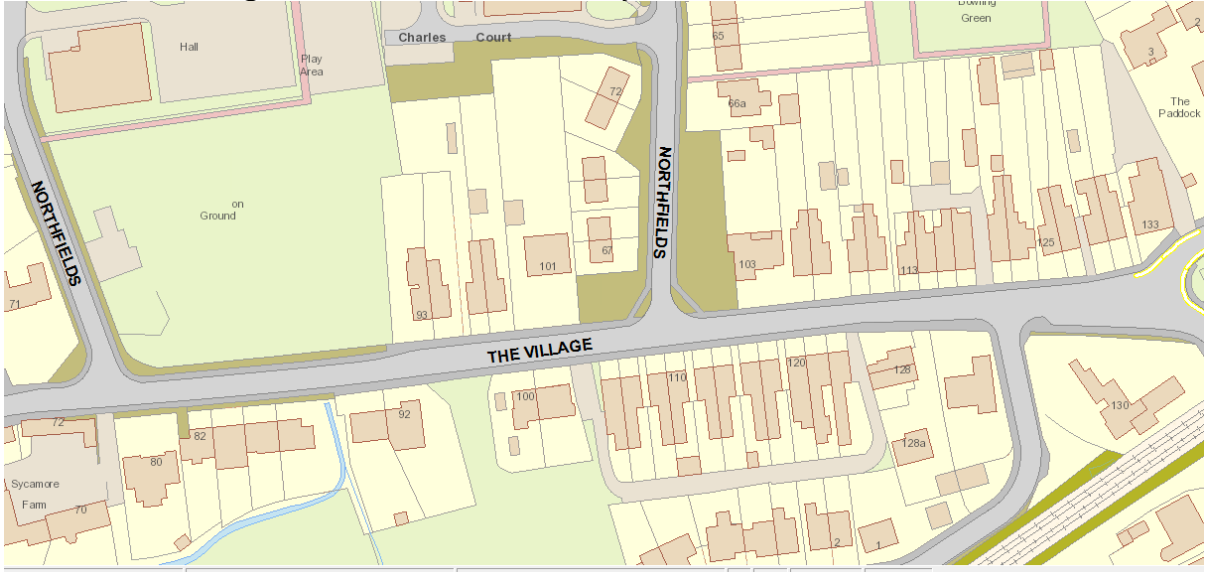
**Recommendation**

No Action. The H-Bar marking is in front of a shared access to all properties. Parking on the bar marking should be reported to the Parking Hotline.

**Cost: N/A**

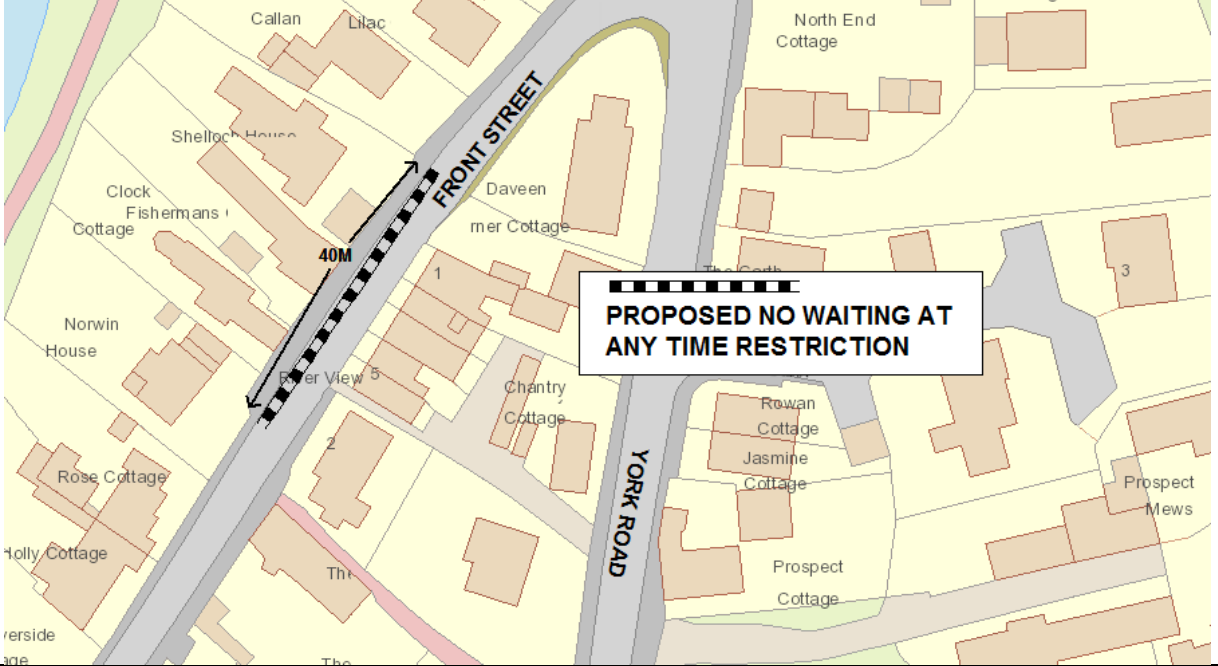
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## Annex R                      Strensall Ward

<b>R1</b>	<b>Location: The Village</b>
<p><b>Nature of problem</b>  Cllr. Doughty and Cllr. Fisher have raised an issue regarding vehicles parking in separate sections on both sides of the carriageway of The Village leading vehicles to have to negotiate a chicane of parked vehicles on both sides of the carriageway between Northfields and Brecks Lane. Cllr's state this is no problem to cars but larger vehicles and buses are finding it more difficult to negotiate.</p>	
<p><b>Background information</b>  The Village has residential properties located on both sides of the carriageway these are a mix of terraced and semi-detached properties, some with off street parking. To the west of the junction of Northfields is a recreational grounds and community hall.</p> 	
<p><b>Recommendation</b>  No action. We have been advised that First York have reported no incidents regarding access through this area.</p>	
<p><b>Cost: N/A</b></p>	

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## Annex S Wheldrake Ward

<b>S1</b>	<b>Location: Front Street, Naburn</b>
<p><b>Nature of problem</b> Cllr. Vassie raised an issue of double parked vehicles on a section of Front Street restricting access for the bus service to be able to proceed along the street and occasionally the bus having to reverse back along Front Street and exit via York Road</p>	
<p><b>Background information</b> The area of double parking is on the western side of the carriageway opposite the terraced houses of 1-5 Riverview.</p>	
	
<p><b>Recommendation</b> Implement 40metres of no waiting at any time restrictions to the western side of the carriageway.</p>	
<p><b>Cost:</b> Lining £40.00                      Advertising &amp; Making £500.00 Total £540.00</p>	

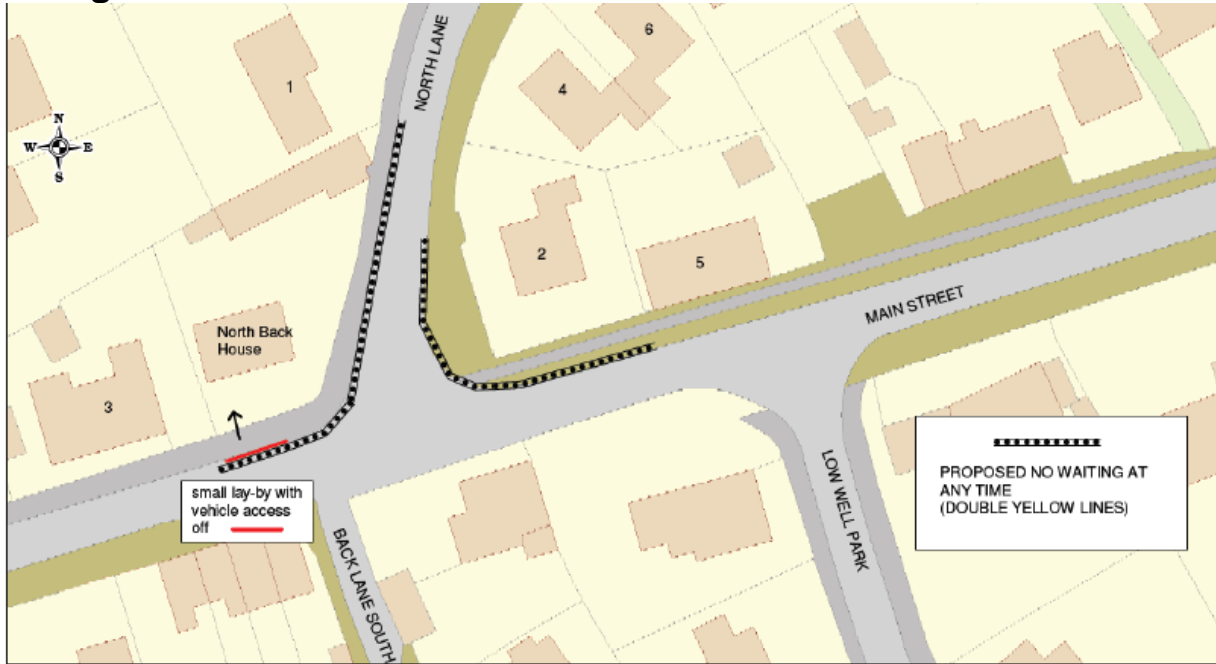
**S2**

**Location: North Lane, Wheldrake**

**Nature of problem**

The below plan was approved in the last TRO annual review but was incorrectly advertised as 17metres of restriction of the west side of North Lane, and not 27metres as was approved.

**Background information**



**Recommendation**

Re-advertise the restrictions for the full measurements of agreed restrictions on the west side of North Lane.

**Cost:** Lining £10.00      Advertising & Making £500.00  
 Total £510.00

**S3****Location: Main Street, Wheldrake(North Lane to Valley View)****Nature of problem**

Following advertisement of the restrictions on Main Street/North Lane in the previous annual review we received an objection that advised they would like the restrictions to have gone further on Main Street. The resident requested the no waiting at any time restrictions on Main Street were increased up to, and including the junction, of Valley View.

**Background information**

There is a mix of terraced and detached properties on this section of Main Street. There is a Café and Funeral Directors located on the north side of Main Street between North Lane and Valley View.

**Recommendation**

No action. The local businesses will attract short term parking and this acts as a traffic/speed calming measure. The Parish Council do not support any additional restrictions on this section of highway.

**Cost: N/A**

## Ward Councillor comments

Cllr. Vassie:

S1- Happy with S1 proposal for Naburn and hope it will enable buses to negotiate Front Street more easily.

S3- If I understand S3 is simply to indicate that consideration was given to extending double yellow lines all the way to Valley View. Again this would seem to only have the function of making it harder for a local business to trade so I am glad this is not being pursued.



## Annex T

## Summary list of locations and wards

<b>Ouseacres</b>	<b>Acomb</b>
<b>Main Street, Acaster Lane junction</b>	<b>Bishopthorpe</b>
<b>The Courtyard</b>	<b>Bishopthorpe</b>
<b>Canons Court, Acaster Lane</b>	<b>Bishopthorpe</b>
<b>Copmanthorpe Lane (New Lane)</b>	<b>Bishopthorpe</b>
<b>Acaster Lane</b>	<b>Bishopthorpe</b>
<b>Crichton Avenue roundabout</b>	<b>Clifton</b>
<b>Westminster Road, The Avenue</b>	<b>Clifton</b>
<b>Burton Stone Lane, Field View</b>	<b>Clifton</b>
<b>Bede Avenue</b>	<b>Clifton</b>

<b>Clifton Dale</b>	<b>Clifton</b>
<b>Flaxman Croft</b>	<b>Copmanthorpe</b>
<b>The Link junction</b>	<b>Copmanthorpe</b>
<b>Chalfonts</b>	<b>Dringhouses &amp; Woodthorpe</b>
<b>Moor Lane (Chaloner's Road)</b>	<b>Dringhouses &amp; Woodthorpe</b>
<b>Lowick</b>	<b>Dringhouses &amp; Woodthorpe</b>
<b>Burns Court</b>	<b>Dringhouses &amp; Woodthorpe</b>
<b>27 -29 Moorcroft Road</b>	<b>Dringhouses &amp; Woodthorpe</b>
<b>The Square</b>	<b>Dringhouses &amp; Woodthorpe</b>
<b>R20, Grange Garth</b>	<b>Fishergate</b>
<b>Grange Garth</b>	<b>Fishergate</b>
<b>Fulford Road (GM Bay)</b>	<b>Fishergate</b>
<b>Broadway</b>	<b>Fishergate</b>
<b>Grants Avenue</b>	<b>Fishergate</b>

<b>Kilburn Road</b>	<b>Fishergate</b>
<b>Belle Vue Terrace</b>	<b>Fishergate</b>
<b>Eastward Avenue</b>	<b>Fulford &amp; Heslington</b>
<b>Heslington Lane</b>	<b>Fulford &amp; Heslington</b>
<b>ST. OSWALDS ROAD</b>	<b>Fulford &amp; Heslington</b>
<b>Feversham Crescent</b>	<b>Guildhall</b>
<b>R11, Police Parking</b>	<b>Guildhall</b>
<b>Haxby Road</b>	<b>Guildhall</b>
<b>Carmelite Street</b>	<b>Guildhall</b>
<b>Parkland Way</b>	<b>Haxby &amp; Wigginton</b>
<b>Usher Lane, Station Road End</b>	<b>Haxby &amp; Wigginton</b>

<b>Greenshaw Drive</b>	<b>Haxby &amp; Wigginton</b>
<b>South Lane + junctions</b>	<b>Haxby &amp; Wigginton</b>
<b>Westfield Lane + Greenshaw</b>	<b>Haxby &amp; Wigginton</b>
<b>North Lane</b>	<b>Haxby &amp; Wigginton</b>
<b>Oaken Grove</b>	<b>Haxby &amp; Wigginton</b>
<b>Huntington Road (around 221)</b>	<b>Heworth</b>
<b>R30 Glen RoadHharcourt St</b>	<b>Heworth</b>
<b>Tang Hall Lane shops</b>	<b>Heworth</b>
<b>Woodside Avenue</b>	<b>Heworth</b>
<b>Thornfield Avenue</b>	<b>Heworth</b>
<b>Albany Street</b>	<b>Holgate</b>
<b>Balfour Street junctions</b>	<b>Holgate</b>

<b>Bright Street/Bromley Street</b>	<b>Holgate</b>
<b>Garfield Terrace</b>	<b>Holgate</b>
<b>Malvern Avenue</b>	<b>Holgate</b>
<b>Swinerton Avenue</b>	<b>Holgate</b>
<b>Springfield Avenue</b>	<b>Holgate</b>
<b>Burn Estate</b>	<b>Huntington</b>
<b>Huntington Road (Tesco)</b>	<b>Huntington</b>
<b>Pennine Close, Cleveland Way</b>	<b>Huntington</b>
<b>Haxby Road (Outside Jo Ro's School)</b>	<b>Huntington</b>
<b>Anthea Drive, Maythorn Road</b>	<b>Huntington</b>
<b>North Moor Lane</b>	<b>Huntington</b>
<b>Kestrel Wood Way and Badger Paddock</b>	<b>Huntington</b>
<b>Avon Drive, Strensall Road</b>	<b>Huntington</b>

<b>Moore Avenue, Osbalwick Lane</b>	<b>Hull Road</b>
<b>Falkland Street</b>	<b>Micklegate</b>
<b>Knavesmire Road</b>	<b>Micklegate</b>
<b>Fenwick Street</b>	<b>Micklegate</b>
<b>Scarcroft Road - ResPark request</b>	<b>Micklegate</b>
<b>Nunmill Street</b>	<b>Micklegate</b>
<b>Beckitt Drive</b>	<b>Osbalwick</b>
<b>Meam Close</b>	<b>Osbalwick</b>
<b>York Street, Dunnington</b>	<b>Osbalwick</b>
<b>Boltby Road</b>	<b>Rawcliffe &amp; Clifton Without</b>
<b>George Cayley Drive</b>	<b>Rawcliffe &amp; Clifton Without</b>
<b>Landalewood Road (2 locations)</b>	<b>Rawcliffe &amp; Clifton Without</b>

<b>Water Lane</b>	<b>Rawcliffe &amp; Clifton Without</b>
<b>Armstrong Way</b>	<b>Rawcliffe &amp; Clifton Without</b>
<b>Shipton Road (near Holmstead Park)</b>	<b>Rawcliffe &amp; Clifton Without</b>
<b>Aviator Court</b>	<b>Rawcliffe &amp; Clifton Without</b>
<b>Millfield Lane</b>	<b>Rural West</b>
<b>Station Road, Poppleton</b>	<b>Rural West</b>
<b>Nidd Close</b>	<b>Rural West</b>
<b>The Village</b>	<b>Strensall</b>
<b>Valley View to North Lane</b>	<b>wheldrake</b>
<b>North Lane</b>	<b>Wheldrake</b>
<b>Front Street, Naburn</b>	<b>Wheldrake</b>

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