

Precis of the Drop in Session Comments and Suggestions

In Favour

ID	Comment	Officer Response
1, 22, 31, 37, 40, 42, 43, 52, 53, 55, 56, 59, 61, 63, 81, 83, 84, 85, 94, 97, 101, 103, 106, 107, 108, 109, 112, 114, 116, 127, 129, 131	In favour	Noted
28	Supports 18 month trial	Noted
123	Support the closures on Neville and Earle Street	Noted

Suggestions

ID	Comment	Officer Response
4	Keep through traffic out but keep full access to residents	Access only type vehicle restrictions do not work.
58	Would prefer no entry signs to bollards for the closures.	Access only type vehicle restrictions do not work.
71	Use no entry signs rather than physical barriers and allow residents access	Access only type vehicle restrictions do not work.
82	Access to the Groves area for residents only	Access only type vehicle restrictions do not work.
51	Can't it be restricted access to the whole of the Groves area	Access only type vehicle restrictions do not work.
121	Make the area access only for residents. Use rising bollards or gates with keys.	These are not considered to be a practical option for this location and could not be installed on an experimental scheme.
21	Rising bollards for residents only	These are not considered to be a practical option for this location and could not be installed on an experimental scheme.
67	Install rising bollards for residents like in Bishophill.	These are not considered to be a practical option for this location and could not be installed on an experimental scheme.
111	Use a rising bollard on Lowther street to allow emergency services through.	These are not considered to be a practical option for this location and could not be installed on an experimental scheme.
125, 130	Rising bollards for residents	These are not considered to be a practical option for this location and could not be installed on an experimental scheme.
24	Mark out the parking bays individually.	This could be considered in some locations however it may lead to a reduction in parking spaces.

10, 36	Remove the parking meters.	This could be considered.
19	Only small car parking	This cannot be done
5	Restrict parking to vehicles the width of the houses. Provide designated safe spaces for larger vehicles outside the Groves.	This cannot be done.
130	Make 2/3 of parking bays for residents only	Most already are.
128	More parking wardens needed	View noted
7, 132	Consider closing off St. John Crescent.	Alternative arrangements will be considered in this location
43, 57	Concerned about knock on consequences on St. John St. and Monkgate	Alternative arrangements will be considered in this location
44	The cycle route down St. John street would no longer be possible.	Alternative arrangements will be considered in this location
44, 100, 102, 108	Potential for Penley Grove St / St John St to become a through route.	Alternative arrangements will be considered in this location
67	Keep St John St 2 way	Alternative arrangements will be considered in this location
8, 78	The Penley Grove Street bollards will be in front of 2 listed buildings. Is this appropriate?	Noted. The position / design can be re-considered
7, 9, 14, 67	Make Penley Grove St. 2 way.	This can be considered at the Monkgate end.
44, 51, 122, 132	St John Street is too narrow	View noted
44	St. John St / car park entrance can be very congested especially at school times	View noted
44	A yellow box would be needed on Lord Mayor's Walk to turn right.	This is not considered necessary at this stage
44	Cars are often damaged on	Report noted

	St. John Street	
44	The risk of an accident is greatly increased in St John Street	View noted
44	Suggests allocating parking for St john St residents in the car park	It is the vehicle owners responsibility to find / provide suitable parking
12	29 – 35 Penley Grove Street front and garages in different zones. Could the closure point be relocated?	This can be considered
11, 31	Move Earle Street closure round the corner. Potential for green space and charging points	This can be considered
37, 84, 85, 90	Would like one way streets making two way for cyclists	This can be considered
60	Make Markham St one way in the opposite direction – easier than using Townend Street.	This can be reviewed
62, 106	There will no longer be a need for a no entry at the end of Markham Street	This can be reviewed
92	Reverse one way direction of Markham Street	This can be reviewed
75	Can the Neville St/ Terr. Bollard be removed	This can be reviewed
94	Would not make Brownlow Street one way.	This can be reviewed
94	Remove the no entry at top of Park Grove	This can be reviewed
49	Make St John St left turn out only	This restriction would not be a well respected.
23	Ban the left turn into Penley Grove Street	This restriction would not be a well respected.
125	Need width restrictions on Lowther St and Townend St	This restriction would not be a well respected.
39	No right turn at the end of Lowther Street	This restriction would not be a well respected.
87, 93	Make Park Grove one way	This could be considered.
123	Consider making Lowther street 2 way so not everything	This can be considered at the Huntington Road end

	has to use Park Grove	
13	Would like Lowther street to remain open	View noted
132	Consider closing both roads at the / towards the Clarence Street end.	This is not a practical option.
53, 56	20mph should also be introduced	It is already in place
67	New traffic lights at PGS / Monkgate	These are not required now or as part of this project
67	New traffic lights at Lowther St / Huntington Road	These are not required now or as part of this project
125	Traffic lights at Lowther Street / Huntington Road	These are not required now or as part of this project.
15	Educate parents to not use cars to take kids to school.	This is unlikely to be achievable
59	Could the closures be decorated or planted up.	This could be considered
122	Would like more effective traffic calming and policing of parking	The reduction in through traffic should achieve these aims to some extent
133	Needs another residents meeting but not a drop in.	Noted

Statements, Concerns and Questions

ID	Comment	Officer Response
1	Removing traffic will reduce pollution related illnesses	View noted
1	This will help with climate change	View noted
16	Makes it more of a community	View noted
73	Like the idea of better community cohesion	View noted
80	Only support if rising bollards are used.	Noted
58	The 18 month experiment may be too long	18 months is the maximum.
6, 51	HGVs may be too wide for St John Street	It is narrow but large vehicles are able to travel along the street.
118	Unable to say how many vehicles will use St John Street. Will create a health noise and danger hazard for crossing the road. Rubbish plan and consultation.	A revision to the scheme can be considered
119	Already very difficult to park in St John St due to through traffic and this will make it worse.	A revision to the scheme can be considered
119	More cars will have to use St John St and HGVs will be a problem	A revision to the scheme can be considered
29	Long detour to the hospital.	Some journeys will be longer
46	This will be detrimental to traffic flow in the area.	Some journeys will be longer
54	Concerned Earle Street closure will make journeys longer because that's their preferred route to Haxby Rd.	Some journeys will be longer
65	Will result in very inefficient journeys.	Some journeys will be longer
66	Inconvenience to local residents and access to hospital	Some journeys will be longer

71	No access to Clifton Moor direction from Brownlow Street	Correct
74	Barriers will make it more awkward for residents to get in and out of the area	Correct
75	Longer journey to the hospital	Correct
80	Much longer route to Clifton Moor area	Correct
89	Has mobility difficulties and it will be more difficult to attend clinics due to the longer journey	Some journeys will be longer
91, 99	Longer journeys for residents, charity's, etc.	Some journeys will be longer
105	The Earle Street closure will make regular journey longer	Some journeys will be longer
110	Longer journeys to and from the hospital	Some journeys will be longer
122	Seems to make everyone's journey longer and more dangerous	Some journeys will be longer
115	Not enough parking and may have to make a long journey to other side to find a space	There may be occasional difficulties
125	Journey times will increase	Some journeys will be longer
126	Increased journey time and length from the west side to the supermarkets and adds to the discomfort of the disabled and elderly	Some journeys will be longer
26	Just moves traffic from one area to another	Through traffic is being directed onto the main road network rather than through residential streets
32, 45	Will cause too much traffic and pollution on surrounding roads	Through traffic is being directed onto the main road network rather than through residential streets
34, 48	Wiggington / Haxby and Huntington Roads are already	Through traffic is being directed onto the main road

	very busy	network rather than through residential streets
39	Don't think Lord mayor's Walk will be able to cope.	Through traffic is being directed onto the main road network rather than through residential streets
50, 128	Main road network is already congested and this will make it worse	Through traffic is being directed onto the main road network rather than through residential streets
57	Pollution is not being addressed it is just being moved.	Through traffic is being directed onto the main road network rather than through residential streets
58	Pollution may be increased due to longer journeys.	Through traffic is being directed onto the main road network rather than through residential streets
66	Increased traffic on already busy roads	Through traffic is being directed onto the main road network rather than through residential streets
91, 99, 122	Main Roads already busy	Through traffic is being directed onto the main road network rather than through residential streets
119	St John St – noise and pollution is already a problem. You are just moving it.	Through traffic is being directed onto the main road network rather than through residential streets
73	More traffic on Huntington Road will make it more dangerous to cross	Through traffic is being directed onto the main road network rather than through residential streets
73	More traffic on Haxby Road will make it more dangerous to cross	Through traffic is being directed onto the main road network rather than through residential streets
36	Traffic impact on Haxby Rd / Wigginton Rd junction needs to be considered	It will be
47	Large delivery vehicles will	There will be a route to and

	not be able to service the shops	from the shops
85	Needs to be access for emergency services and bin lorries	There is
71	No HGV access to Brownlow Street	Large vehicles will still be able to use Brownlow St
71	No emergency access to Brownlow Street	Emergency access will be retained.
115	Brownlow St too narrow	This will be assessed.
51	The majority of roads in this area are too narrow.	View noted
34	Will cause difficulty and confusion to people around the Groves and unlikely to improve health.	View noted
76	Concerned about the potential increase in use of Grove Terrace Lane by through traffic	This is not thought likely
73	More traffic will come through Park Grove	This may occur during peak hours
35	Expect more cars will go the wrong way on Markham Street rather than queue in Townend Street	This may happen.
104	Accessing eastern end of Lowther St will be difficult for deliveries and emergency services	View noted
105	The through traffic problem is on only 2 streets	Correct but the whole area is being considered
91	There will be increased traffic on Eldon Street	This is unlikely to be significant
26, 32	How will emergency vehicles access properties	Via the access routes in and out of the area
26, 60	How will delivery vehicles get in and out to properties	Via the access routes in and out of the area
26, 32	What happens when there are road works or an accident on the main roads	Traffic will be kept to the main road network
39, 61	Will the bollards be removable	The design has not been

	/ rising for emergency services	finalised
41	Will closures reduce police response times	This can be discussed with the Police
27, 30	Closing Lowther Street will badly affect my business	View noted
45	Local businesses will lose out.	View noted
120	This will be death knell for local businesses.	View noted
122	Shops may lose business from through traffic	View noted
98	Concerned clients will not be able to access services at Door 84	Access will be maintained at all times
113	Considers the proposal will very badly affect their business in Penley Grove Street	View noted
96	Funeral directors. Additional journey times may result in upset for bereaved families.	Noted
115	No cycle lanes created	This is being reviewed
68, 80	Cyclist are being forced to use Monkgate, the roundabout then Park Grove which is dangerous.	The cycle route through the area is being considered
99	Cycling is not accessible to all.	This is understood
122	will cyclist be able to go 2 way in one way streets	This is being reviewed
51	Concerned about cyclists needing to go in the opposite direction to the one ways	This is being reviewed
41	Merging the parking zones might cause problems. May be split into 2 zones.	View noted
78	Unification of parking zones is important	View noted
47	There are not enough parking spaces already how will reducing the number help.	Some loss of parking is unavoidable
91	Concerned about the loss of	Some loss of parking is

	parking on March Street	unavoidable
70	Visibility exiting Lowther Street is poor due to parked vehicles	There are no plans to remove parking in this location.
72	Exit from Grove Terrace very dangerous due to parked vehicles	There are no plans to remove parking in this location.
80	Increases risk of being blocked in by inconsiderate parking	View noted
73	How will school coaches manage	This will be reviewed
39	Are turning places or other system planned for parents to the school	No
109	Abuse of the no entry at Neville Terrace / Brownlow St is an problem	This proposal may improve compliance
122	Will this stop motorbikes	It is unlikely there will be high compliance
122	What safety assessment has been done at SJS/LMW junction	No changes in layout are proposed here
50	Why are there no speed humps near the shops.	By removing through traffic there will be less speeding
50	Why is there no 20mph limit on Lowther Street at the school.	There is a 20mph speed limit in this location
53, 56	Concerned about air pollution	Noted
124	Congestion and pollution will get worse.	View noted
64	This will increase pollution whereas traffic lights at the Lowther St / Huntington Rd junction will reduce pollution.	View noted
66	More pollution near historic city walls	View noted
51	Would like clear aims and objectives around pollution reduction and traffic issues and how these will be monitored.	The objectives of the scheme will be set out

122	Unclear what the problem is to be solved.	The objectives of the scheme will be set out
122	No evidence data has been put forward	This is not a numerical evidence driven proposal
61	Front and rear of property will be in different zones	Noted
86	The bollard is in-between the front and rear of their property	Noted
80	If the Foss floods residents will be trapped in the area.	The flood plan may have to be revised
82	Get traffic further out of York	This proposal may encourage some driver to re-route further out
79	Penley Grove St and Lowther St are used by buses when Lord Mayors Walk closed.	This would not be possible in future
47	There is no enforcement of the 20mph or 7.5t weight restriction.	Only the police are able to take enforcement action
120	Expect death rate at Clarence / Lowther / Haxby / Wigginton to increase.	There doesn't appear to be any reason for this
124	It's not safe on a bike due to the amount of cars	View noted
41	Concerned about social areas attracting use for undesirable purposes.	View noted
122	Less traffic may lead to more anti-social behaviour	View noted
88	Benches removed to reduce anti-social behaviour. Now want more people out on the street again.	View noted
105	The flow of traffic at night make personal safety more reassuring.	View noted
105	The leaflet pictures give a misleading view of how the street may look.	Noted
40	If successful how would investing in more greenery be planned	This could form part of a future project

107	Would like to be involved with the beautification of the area	Noted
122, 124, 133	Little consultation has been carried out	View noted
122	Traffic levels are not a problem.	This view is not supported by all residents
47, 48, 50	Do not support the proposal	Noted
69	Regularly have missed bin collections and this will make access even worse	Discussions will take place with refuse collection
122	Is the money being well spent	This is for the elected members to decide
133	How will residents be able to provide feedback during the trial	If the experiment goes ahead details of how to make representations will be issued.

Outside Scope of Project

ID	Comment	Officer Response
2	Get everything on Park and Ride	This is outside the scope of this project
3	Discourage city centre parking	This is outside the scope of this project
17	Free transport for York residents and congestion charge for everyone else.	This is outside the scope of this project
18	Make Huntington Road part of R25	Huntington Road parking is outside the scope of this project
25	Introduce congestion charge across the city	This is outside the scope of this project
28	With more traffic on Huntington Road the VAS should be put back	This is outside the scope of this project
33	Expand the park and Ride and make all streets near the city centre residents only parking	This is outside the scope of this project
38	Make Dennison St and Gladstone street a one way system	This is outside the scope of this project.
41	Currently problems with school parents parking on yellow lines in passing places. Can school consider limiting entry to the school to limit the duration of blocking traffic.	This is outside the scope of this project
45	Not enough crossing points on Huntington Road.	This is outside the scope of this project
46	Parking by parents to park grove school is a massive issue that needs to be addressed.	This is outside the scope of this project
49	Make Clarence Street car/coach park left turn out only	This is outside the scope of this project
49	Prevent large vehicles (plus Hazchem) using Clarence Street/LMW/Monkgate	This is not achievable

53	Make more green spaces	This could be considered at a later date but is outside the scope of this project
66	No thought to improvements to bus and train services first (eg reopen Haxby Station)	This is outside the scope of this project
77	Can the car park be turned into a green area	This is outside the scope of this project
95	Would like Keep clear at the Monkgate / Agar St junction	This is outside the scope of this project
95	Improved pedestrian crossing facilities needed at Monkgate roundabout	This is outside the scope of this project
117	Blue badge holder and would like to be able to cycle in t city centre	This is outside the scope of this project
128	Sort out the hospital car park	The city council cannot compel the Hospital to make changes to its parking arrangements
128	Make people use the car park or the hospital bus	This is not something the city council is able to do
20	1 parking permit per house	This is outside the scope of this project
129	Also want residents to park for free outside their homes	This is outside the scope of this project
53	Introduce electric charge points	This could be considered at a later date but is outside the scope of this project
82	Free transport to city centre	This is outside the scope of this project