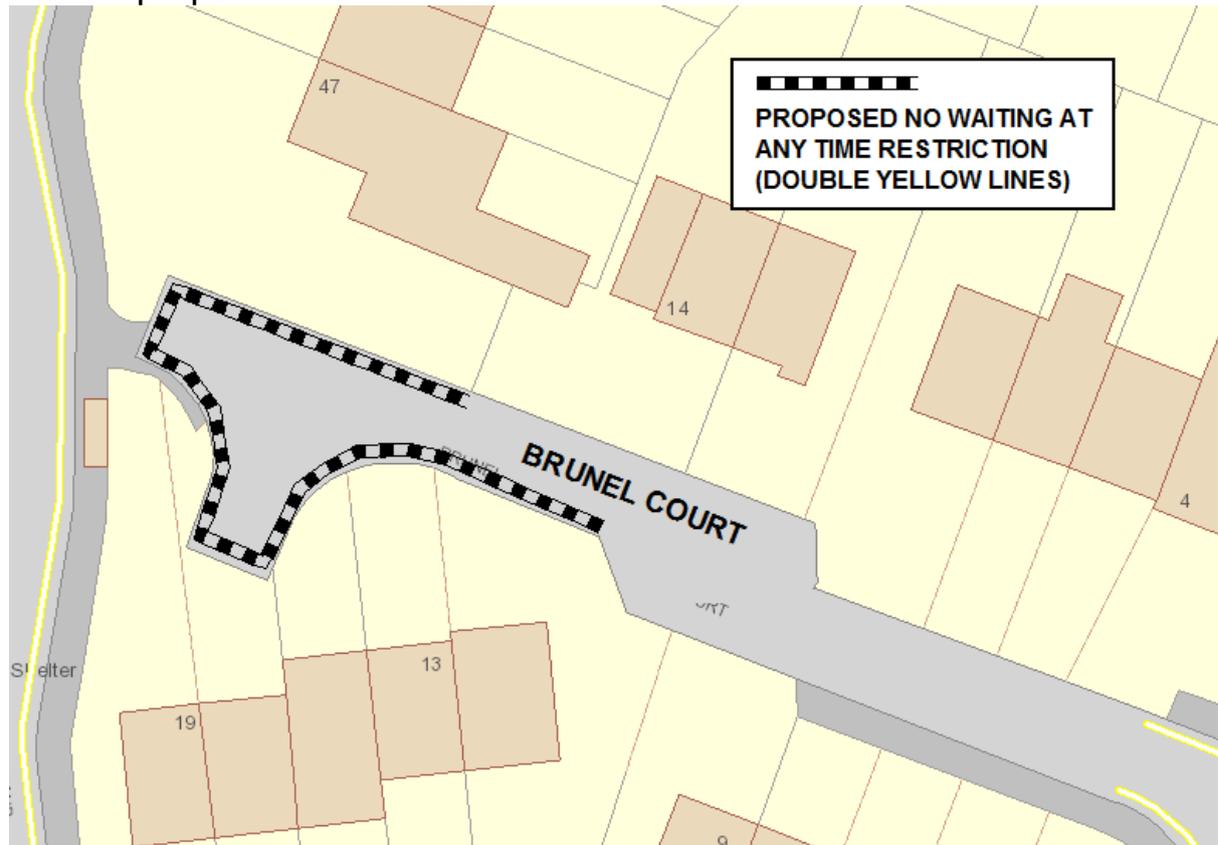


K1**Location: Brunel Court****Nature of problem and advertised proposal**

Cllr. Taylor raised a request on behalf of two residents regarding vehicles parking in the approach to, and within the turning head, preventing access/egress for the residents at the end of the cul-de-sac. Plan of proposed restriction:

**Representations received**

We received four representations in objection to the proposed restrictions.

- My husband and I would like to formally lodge the following objections:
 - 1) Whilst we support the proposed imposition of double yellow lines directly on the north side, my husband and I wholeheartedly object to your proposal to impose double yellow lines directly in front of our driveway on the south side.
 - 2) We have lived at this property for eighteen years and we are one of the few owner-occupied properties in this street. We have very rarely had an issue getting access to our property due to double parking therefore we believe this proposed solution of extending double yellow lines directly in front of driveways is excessive.

3) your proposal would mean that it would be impossible for two cars to be parked on our driveway and may affect our property re-sale value.

4) your proposal would mean that it would be impossible for visitors, delivery drivers and tradespeople to access our property.

5) the tenant who we believe raised the issue has now moved out, and we are pretty sure that they just wanted yellow lines directly opposite our properties not the whole turning circle!

- I object to this proposal for many reasons:

1. Having double yellow lines will reduce the property value

2. The lines will restrict our ability to have guests over

3. Delivery companies will likely refrain from parking and maybe even reject delivery to this address if they cannot park outside

4. There have been no issues with cars parking on the road in this cul-de-sac

From my point of view, this is only a money-grabbing scheme that harms the local residents. The way things are, are fine.

Please do not implement these double yellow lines

- We are the owners of a rental property on Brunel Court, YO26 4UU and would ask you to register our objection to your yellow line proposals in Brunel Court, especially outside the properties on the south side of the cul de sac end, ie our property, neighbouring properties and the turning circle.

Our reasons are these:

To our knowledge, there have been no previous problems relating to parking in Brunel Court or obstructing of driveways. Any potential parking difficulty is sorted out amicably.

On the occasions when maintenance work needs to be carried out on the above property, parking of our vehicle and the vehicles of other tradespeople is going to be impossible if yellow lines are implemented at the end of the short drive. Clearly, this would also affect visitors arriving in more than one car, and tradespeople visiting the property.

Trades vehicles often park two to a driveway, driveways are narrow in Brunel Court and side by side parking not possible, thus vehicles would necessarily cross any double yellow line which was in place or, worse case scenario, tradespeople would be unable to carry out work on the properties because of the lack of a sufficiently adequate parking area.

The proposal appears to be totally unnecessary and financial savings could be made by rejecting such and channeling funds elsewhere, where needed.

- I would like to formally lodge the following objections:

1) Whilst I support the proposed imposition of double yellow lines directly opposite #13 Brunel court on the north side, I wholeheartedly object to your proposal to impose double yellow lines directly in front of my driveway at & turning circle on the south side.

2) I have rented this property for eight years and I am one of the few long-term renters in this street. I very rarely have an issue getting access to my property due to double parking therefore we believe this proposed solution of extending double yellow lines directly in front of driveways is excessive.

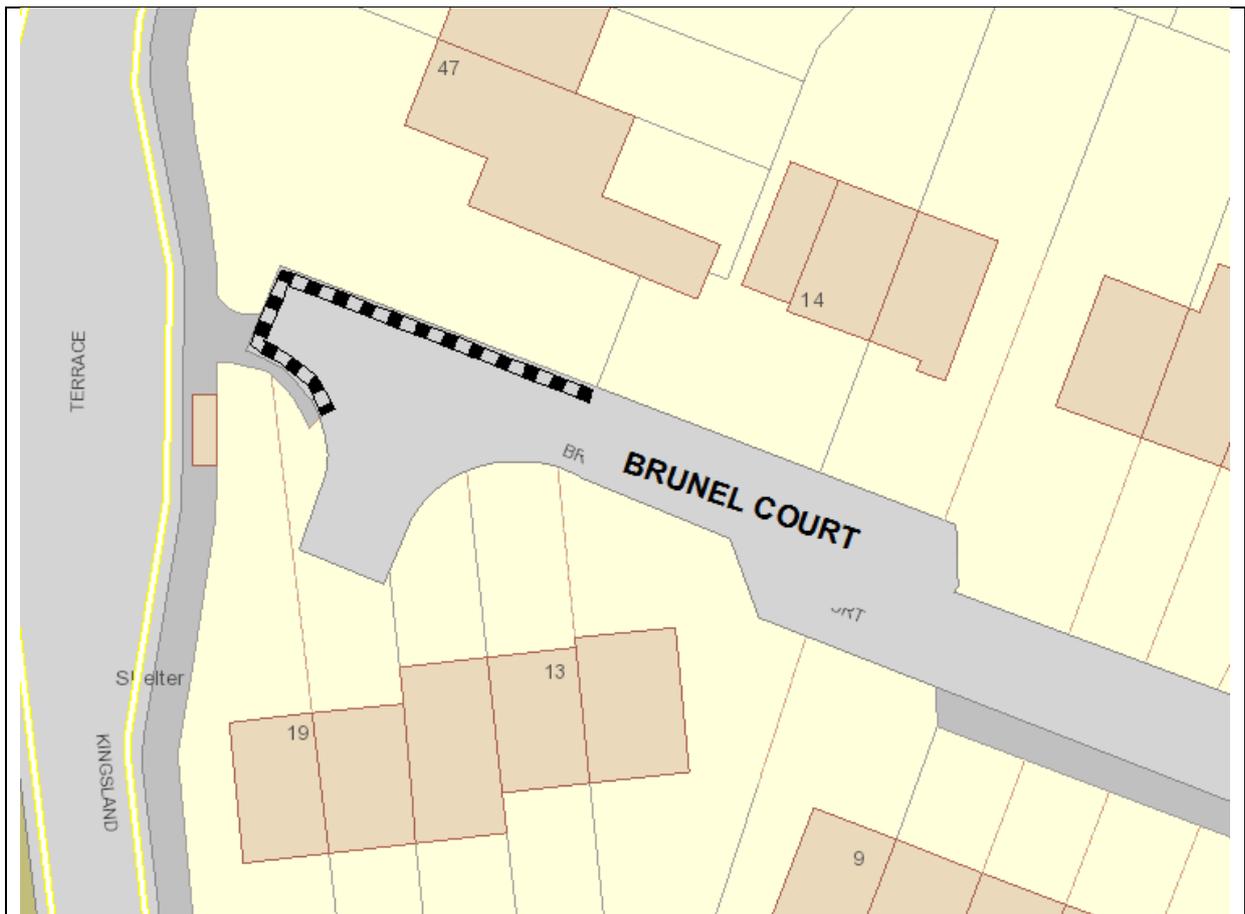
3) Your proposal would mean that it would be impossible for two cars to be parked on the driveway

4) Your proposal would mean that it would be impossible for visitors, delivery drivers and tradespeople to access our property.

5) The tenant at #13 who I believe raised the issue has now moved out, and I am aware that they just wanted yellow lines directly opposite our properties not the whole turning circle!

Officer analysis and recommendation

We have received representations in objection from 4 of the 5 houses directly affected by the proposed restrictions and all have supported restrictions to the north side of the turning head



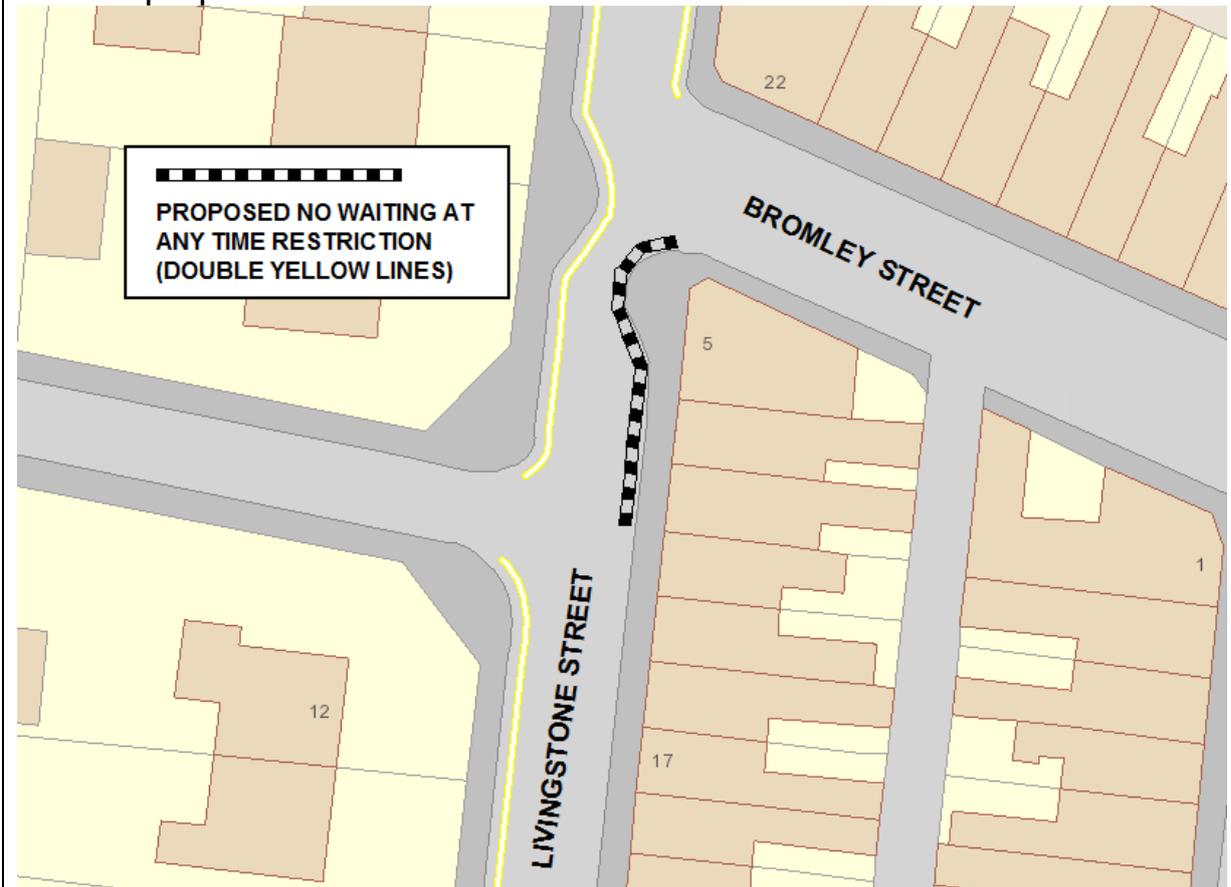
Options.

- 1. Implement as Advertised-** Not recommended.
- 2. Take no further action-** Not recommended.
- 3. Implement a lesser restriction than advertised-** Recommended as this is requested and supported by the residents affected.

K2**Location: Livingstone Street****Nature of problem and advertised proposal**

Cllr. Taylor raised an issue on behalf of a resident regarding vehicles parked on Livingstone Street restricting visibility when exiting the junction.

Plan of proposed restriction:

**Representations received**

We received one representation in objection.

- I object to the proposed no waiting at any time restriction being considered on Livingstone Street between houses 11-7. It's a 20mph road which is soon to be made quieter by the opening of the new road behind the station. I believe that visibility at the junction is not restricted even if you have a low car. The parking bay is usually occupied by families small hatchback cars with non tinted windows - not large vehicles such as high top vans. During the day my small city car is usually outside my house No (House number redacted) which prevents other vehicles from parking there. It is much safer for families (with children and pets) to be able to park outside their houses and not have to cross the road.

Parking on Livingstone street is already at maximum capacity and usually sees residents from Bromley street park on it. Removing the parking on Livingstone Street will exacerbate parking problems on the surrounding streets.

I propose that if action must be taken, give way markings are installed before Bromley Street junction to ensure that everybody's requests are met, with minimal disruption to the area.

Officer analysis and recommendation

Due to the build outs of the kerblines on the east and west sides of Livingstone Street and the width of the carriageway the current give way markings could not be moved forward to increase sightlines. Reducing the proposed restriction to the southern boundary line of number 7 Livingstone Street will increase the sightlines when exiting the junction and provide more parking amenity than originally proposed.

Options.

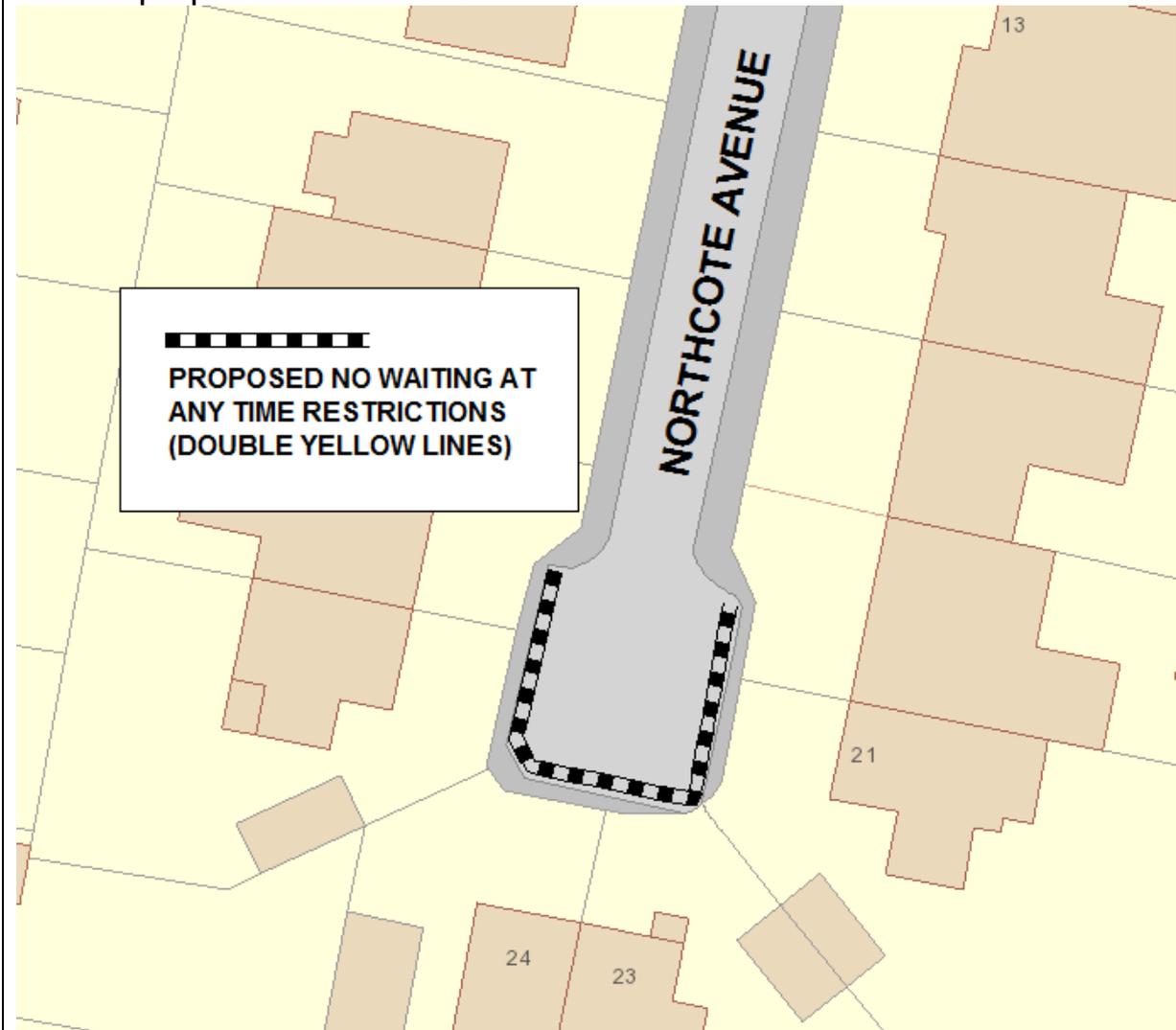
- 1. Implement as Advertised-** Not Recommended
- 2. Take no further action-** Not recommended
- 3. Implement a lesser restriction than advertised-** Recommended for the reasons outlined above(as per plan below)



K3**Location: Northcote Avenue****Nature of problem and advertised proposal**

Cllr. Melly requested restrictions in the turning circle due to parked vehicles preventing vehicles being able to use the turning circle, leading to vehicles having to reverse back up the narrow carriageway.

Plan of proposed restrictions:

**Representations received**

We received two representations in objection

- I am writing to lodge my objection to the proposed installation of double yellow lines (no waiting at any times) at the end of Northcote Avenue.

I live at number (House number redacted) Northcote Avenue which is situated to the right of the proposed area.

I am not sure why our Avenue has been chosen to have such markings in them? I can think of many cul de sacs in the area and NONE of them have double yellow lines marked (Holly Bank estate, Fellbrook Ave to name a few).

Having lived in the Avenue for 30 years I can honestly say there has never been a parking problem in this space. I know that modern day brings many delivery vans to the Avenue, however they move in and out easily even if there is a car parked in that space.

Also, we are reasonable, sensible people and oblige by moving cars if necessary. When we have visitors to our property, they often park in this area and if it becomes out of bounds, then the visitors cars will just be parked further down the street outside other homes. If these double yellow lines go ahead I think problems will develop further down the Avenue.

Also, I don't think this is an important use of public money, in fact it is a waste of public money. There are other priorities that should be focused on with highways, such as repairing potholes and monitoring parking outside schools where children's safety is an issue.

I really think this plan will cause more problems than it will solves, it's unnecessary and a waste of public money.

- We would like to object to the proposal to put double yellow lines outside our house on Northcote Avenue.

The proposal will remove the on-street parking for visitors directly outside our house. Whilst the street has driveway parking, many residents have two cars and some do not even use their driveway, meaning visitor and tradesperson parking is already in high demand.

In particular, elderly visitors and those with prams etc will have to walk further.

Removing the space at the end of the road serves no useful purpose. The letter we received had no explanation of WHY this is being proposed. There's not enough space for large vehicles (e.g. refuse trucks) to turn around even if double yellows are there, so we see no benefit to the council doing this.

The proposal will further disadvantage us because it means delivery drivers will not be able to drop off to our house, having to park further down the road.

The end of the road opposite 23/24 doesn't need to have yellow lines because nobody can park there anyway without blocking two driveways, so that element of the proposal is a waste of paint.

We request information on the rationale of this proposal as we cannot see any benefits to residents or the LA.

Officer analysis and recommendation

The cul-de-sac is 10x10m in length and width, with all properties having off-street parking amenity.

Delivery vehicles are able to park on double yellow lines in order to load and unload goods providing the activity is continuous. An objector has commented that vehicles can be moved if requested. If this is not possible at the time of request this leads to vehicles having to reverse the full length of a narrow street in order to exit.

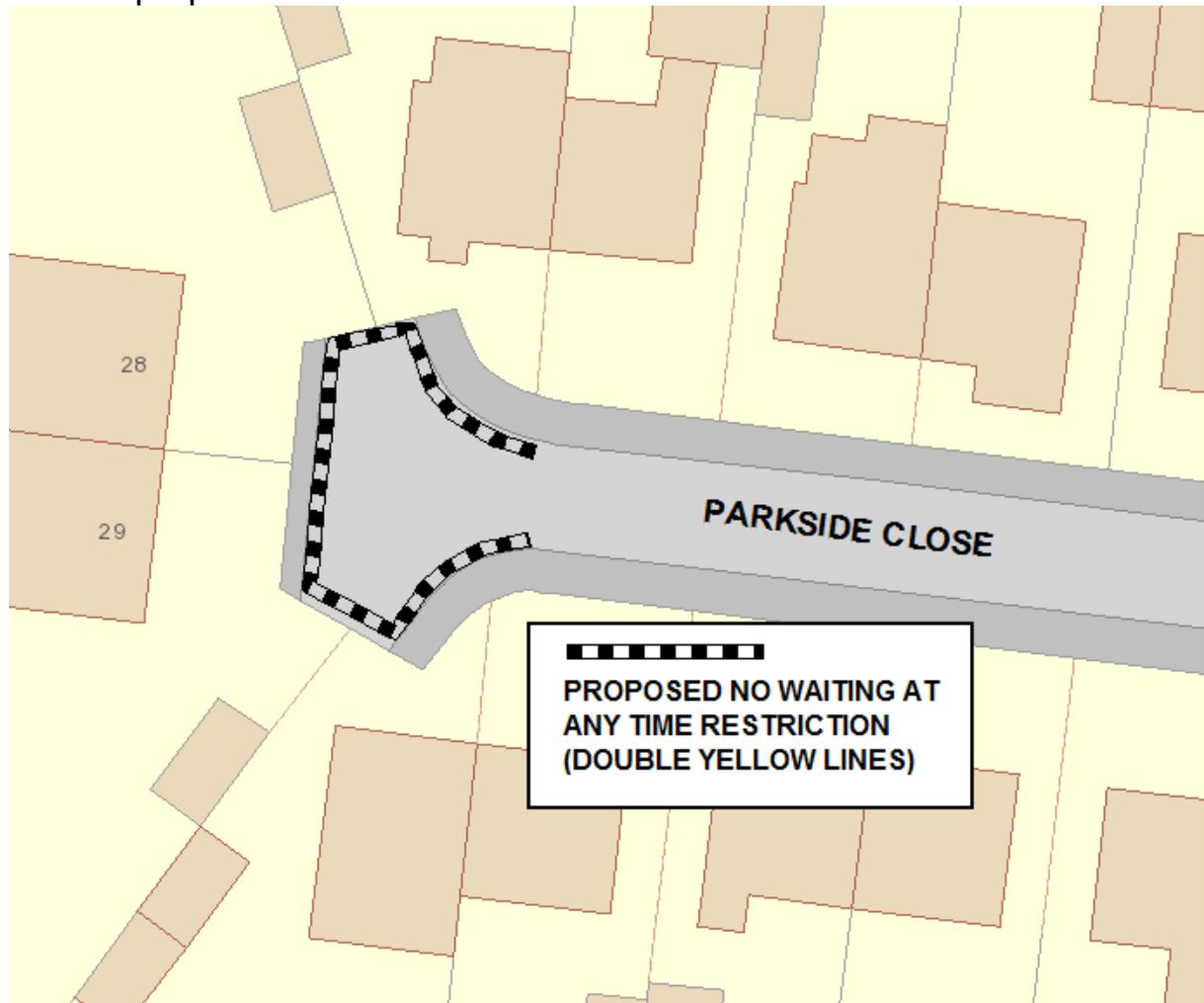
Options.

1. **Implement as Advertised-** This is recommended for the reasons outlined above.
2. **Take no further action-** Not recommended
3. **Implement a lesser restriction than advertised-** Not recommended

K4**Location: Parkside Close****Nature of problem and advertised proposal**

A resident raised an issue regarding vehicles parking within the turning head and preventing access to properties, footpath and use of the turning head.

Plan of proposed restriction:

**Representations received**

We received four representation in objection and one in support of the proposal.

Representations in objection:

- I would like to make an objection to the proposed introduction of Double Yellow Lines (DYL) in the turning head of Parkside Close. My family have owned at (House number omitted) Parkside Close for 50 years and my sister is still living there. The house is at the end of the cul-de-sac, and would be directly affected by this proposal. In all the 50 years of my family's occupation parking has never been an issue in the turning head. Vehicles have always

been able to turn around – including Council and Emergency vehicles. My objection is therefore based on the following points. We understand that one neighbour (who has since sadly died), did grumble about a person who regularly visited his relative, and she claimed he was obstructing her drive at those times. If this is the source of the initial complaint, it is no longer relevant.

My sister, who is in her 80's, is registered disabled with both medical and mobility issues. The introduction of DYL in the turning head would leave her seriously disadvantaged by not allowing her support visitors; cleaner, gardener, tradesmen, friends and family, to be able to park outside her house. Unlike other houses in Parkside Close, the 4 houses affected by the DYL have drives only capable of taking one car, so visitors cannot park in her drive. According to a local councillor, parking on the footpath was also raised as a concern by the original complaint. While this is undesirable it does not affect the immediate residents. Parkside Close is a true cul de sac with no alleys or paths leading out of the street. The footpath in the turning head is hardly used as can be evidenced by the amount of moss growing on it, so I feel this is spurious to the argument.

Introducing DYL may have a diminishing effect on the value of the properties. Many households now have 2 cars but the short drives of the affected houses only allow one to be parked in the drive.

The proposal may cause difficulties for those householders.

No justification has been stated in this proposed amendments to the Traffic Regulation Order, so what is the reasoning behind it?

There has been no problem in this road for the past 50 years, so there is no logical reason supporting it. Other neighbours confirm that they don't understand the reason for the proposal, and will no doubt be making their own objections.

Many other roads have been included in the proposal, although Fir Tree Close appears to be omitted - which only adds to the illogicality of the proposal.

The Equalities Act 2010 should allow my sister, a disabled person, to be able to enjoy the same parking opportunity as other residents in Parkside Close, without disadvantage or discrimination.

I therefore ask you to give proper consideration to all the points above, and to reject the proposal for the introduction of Double Yellow Lines in the turning head of Parkside Close.

- I and my friend are regular visitors to our friend to help with job she is not able to do herself due to her poor mobility she has. If the double yellow lines are placed outside her house we will not be able to visit her. It seems as though no consideration to people

who have lived there for many years and are now much older and infirm.

Due to the above would you please disapprove the proposal.

- I am writing as an executor and representative for my late mother's property at (House number omitted), Parkside Close, YO24 4ET. I do not feel your proposals to introduce parking restrictions to this specific area are necessary.

I know this area very well as I was, and continue to be, a very regular visitor to my late mother's home. Neighbours in the cul-de-sac, who will be directly affected by these restrictions, are very respectful and considerate of one another and ensure they park appropriately. On rare occasions, when access and extra parking is required, this is always done with consideration to others, e.g. making sure other drivers can still use the cul-de-sac to turn around in and not blocking one another's drive access.

My mother lived at this address for over 25 years and in all that time never reported any specific issues relating to this, and nor have I observed any.

I feel the proposed restrictions would unfairly limit residents in the cul-de-sac area in comparison to other residents in the street and as I said, do not think it necessary.

- As resident of Parkside Close I wish to place a formal objection to the proposal to introduce double yellow lines (no parking at any time) in the turning area outside Nos. 27, 29, 28 and 26 Parkside Close (YO24 4ET).

Having lived in this house for approaching 50 years I have not witnessed vehicles having difficulty turning in the turning head - delivery vans (including large furniture vans), Council vehicles, cars with trailers and Emergency vehicles. As for the use of the footpath, being at the head of the cul-de-sac, it is never used!

I see no justification for this proposal given the disadvantages it will create for not only the owners of the four houses concerned but the 'knock on effect' it will have on the rest of Parkside Close. Of the four properties concerned, one of the owners is almost 90, I am over 80 with the other approaching 80 all of whom have mobility and health issues. The houses concerned also have the shortest drives in the street, so have no further space for an additional vehicle to park.

As I have a raft of health and mobility issues, I have to have regular support visitors – family from outside York, cleaner, gardener, people undertaking general household tasks, and good friends who come to assist me.

I am also registered with 'Be Independent' with a button to press for emergencies and when assistance arrives, time is critical, so being able to park outside the property without penalty is essential. I fail to understand why one complaint from one resident can initiate the disruption of the lives of at least four properties plus the 'knock on' effect it will have on the remainder of the street. From the above you will see the severe disadvantages it will cause. Based on this I ask you not to implement this traffic order.

Representation in support of the proposal:

- This is a request to City of York Council regarding the parking, stopping and waiting proposals on Acomb Road and Parkside Close which are a positive step forward in reducing the traffic chaos on West Bank and Acomb Road and we very much approve of it.

Please could you also consider all of West Bank in these restrictions especially introducing restricted parking and waiting at drop-off and pick-up times from Acomb Primary School (approximately 7am - 9:30am and 2:30pm to 6:00pm) this would include any breakfast clubs in the morning and most after school activities and out of school clubs (Scouts & Karate Club).

I have for years advocated parking restrictions as West Bank is a small residential road. Parking cars on West Bank is dangerous! Dangerous for children going to and leaving school as some drivers are very fast, despite the 20m/h speed limit, and children will run from one side of the road to the other with no safe crossing point on West Bank.

Dangerous as parents will get children into the car with the doors wide open into the middle of the road.

Dangerous for the emergency services as there is very little room to get a fire engine or ambulance driving on West Bank when cars are parked all the way.

Dangerous when children are collected or dropped off by large & wide busses.

As far as residents are concerned - at times we find it extremely difficult to enter or exit our driveways. I have personally missed appointments as I couldn't exit our drive. Not only do cars park on the road but also in or in front of our drives - which is an additional hazard for children coming or going to school.

In the colder months of the year we have cars parked with parents sitting with the engines running. It's not ideal for our air quality!

The parking/ stopping restrictions on Parkside Close will only encourage and push more parking on to West Bank.

West Bank is also used to drop off and collect Scouts from the school grounds. In addition to that we have cars from the Mormon church using the road occasionally to get to the school parking spaces (once the church car park is full) and will park on West Bank once all the school spaces are taken.

We also get people parking their cars on West Bank and then walking to West Bank Park or going into town or using the bus stop.

All in all our small residential road is used by lots of non-residential people making it a very busy road for 6/7 days a week. The knock on effect of the proposed parking and stopping restrictions will make our little road busier and therefore more dangerous.

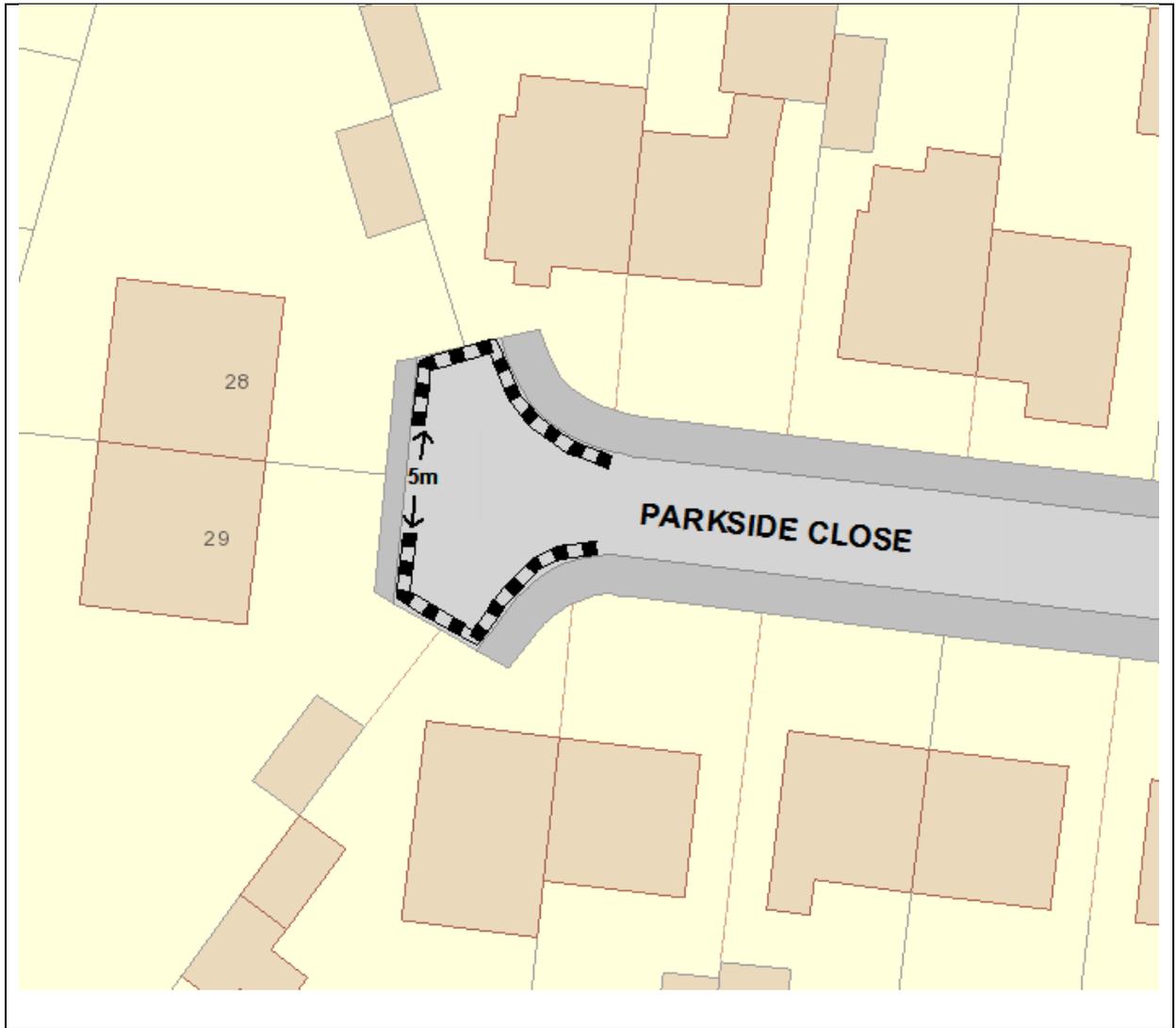
The entire length and both sides of West Bank should be included in your parking, stopping and waiting proposals on Acomb Road/ Park Side Close.

Officer analysis and recommendation

At it's widest point the turning head is 14.5m in width. Reducing the proposed restriction by 5m on the western side of the cul-de-sac will provide parking amenity for one vehicle and still provide access to the turning head, driveways and vehicles that need to turn around.

Options.

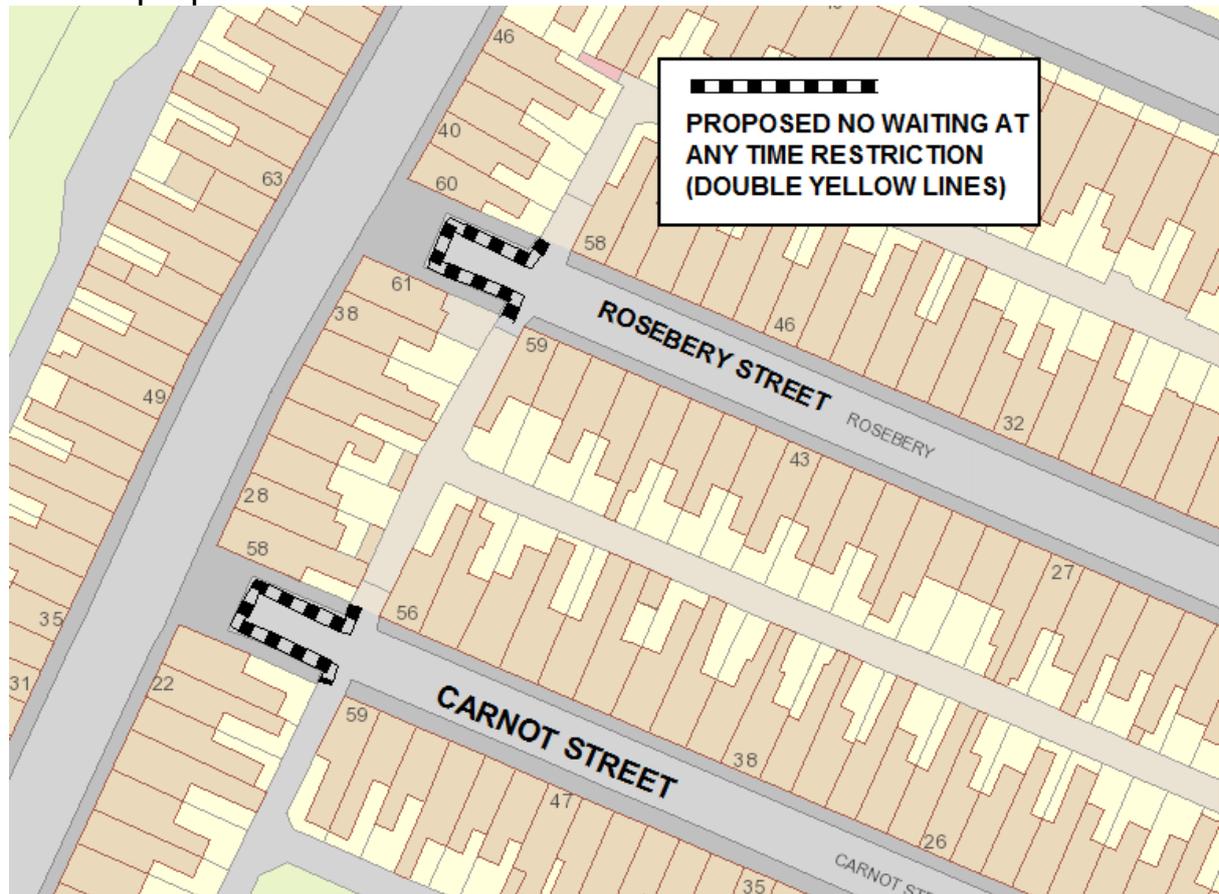
- 1. Implement as Advertised**-Not recommended.
- 2. Take no further action**-Not recommended.
- 3. Implement a lesser restriction than advertised**- Recommended for the reasons outlined above(as per the plan below)



K5**Location: Rosebery Street****Nature of problem and advertised proposal**

A resident raised an issue of vehicle parking at the end of each street and preventing vehicles from turning around leading to vehicles having to reverse the full length of the street.

Plan of proposed restriction:

**Representations received**

We received one representation in support and one in objection.

Representation in support:

- Personally this would be welcome as we are constantly having problems turning our cars round as residents disregard the notice not to put anything outside of the gates at the end of the alley and I am constantly moving them back into the alley so that we can turn our cars round

Representation in objection:

- I am writing this email to place an objection to double yellow lines on Carnot St, firstly Carnot St is the widest of the streets and only the poorest of drivers struggles to turn round even when the street is full of vehicles.

also my wife has just received a blue badge and if we are unable to park outside it would be a lottery to where we could park as Lincoln St is full late afternoon.

Officer analysis and recommendation

The carriageway width at the end of Rosebery Street and Carnot Street is 6m. The proposed restriction will provide space for vehicles to turn at the end of each street and prevent vehicles having to reverse the full length of the street to exit. We have contacted the resident to advise on the process of applying for a disabled parking bay.

Options.

- 1. Implement as Advertised-** recommended for the reasons outlined above.
- 2. Take no further action-** Not recommended.
- 3. Implement a lesser restriction than advertised-** Not recommended.