

## Notice of a public

### Decision Session - Executive Member for Transport and Planning

**To:** Councillor Gillies (Executive Member)

**Date:** Thursday, 14 September 2017

**Time:** 2.00 pm

**Venue:** The Thornton Room - Ground Floor, West Offices (G039)

## 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 Democracy Support Group by **4:00pm** on **Monday 18 September 2017**.

\*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 Corporate and Scrutiny Management and Policy Scrutiny Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm** on **Tuesday 12 September 2017**.

#### 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 1 - 2)

(Pages 1 - 2)

To approve and sign the minutes of the meeting held on 17 August 2017.

### **3. Public Participation**

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **5:00pm on 13 September 2017**.

Members of the public may speak on an item on the agenda or an issue within the Executive Member's remit,

#### **Filming, Recording or Webcasting Meetings**

Please note this meeting may be filmed and webcast or audio recorded and that includes any registered public speakers, who have given their permission. This broadcast can be viewed at <http://www.york.gov.uk/webcasts>. or, if sound recorded, this will be uploaded onto the Council website following the meeting.

Residents are welcome to photograph, film or record Councillors and Officers at all meetings open to the press and public. This includes the use of social media reporting, i.e. tweeting. Anyone wishing to film, record or take photos at any public meeting should contact the Democracy Officer (whose contact details are at the foot of this agenda) in advance of the meeting.

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at [http://www.york.gov.uk/download/downloads/id/11406/protocol\\_for\\_webcasting\\_filming\\_and\\_recording\\_of\\_council\\_meetings\\_20160809.pdf](http://www.york.gov.uk/download/downloads/id/11406/protocol_for_webcasting_filming_and_recording_of_council_meetings_20160809.pdf)

### **4. Consideration of objections received to an advertised proposal to make changes to the R14 Residents' Priority Parking zone on Claremont Terrace (Pages 3 - 12)**

To report the objections received and to determine what action is appropriate.

### **5. Consideration of objections received to an advertised proposal to change a R33GM Residents' Priority Parking Bay on Bootham Terrace to a Community Residents' Priority Parking Bay (Pages 13 - 20)**

To report the objections received and to determine what action is appropriate.

**6. Bus Lane and Bus Gate Enforcement in York** (Pages 21 - 32)

This report sets out a policy for enforcing bus stops/ stands, bus lanes and bus gates in York. It proposes a set of interventions which would address known problems on the bus network and provide a level of enforcement which is considered to be fair and reasonable.

**7. Junction Alterations – Lendal Arch Gyatory** (Pages 33 - 58)

This report highlights the alterations to the following junctions which are required to allow replacement of life-expired signalling assets at Station Road /Rougier Street and Station Rise /Station Road. Together these junctions are commonly known as ‘Lendal Arch Gyatory’

**8. Public Rights of Way: The Council of the City of York, Public Bridleway, No. 18 (Part), Public Path Diversion Order 2017 - Consideration of Outstanding Objection** (Pages 59 - 70)

On the 9 March approval was given to make an Order to divert the shared use path (public bridleway) from Metcalfe Lane to Meadlands. The Order was made on 1 June and advertised on 16 June 2017. 1 objection was received during the statutory consultation period, and the Order cannot therefore be confirmed by the Council. This report asks the Executive Member to authorise the Order to be referred to the Secretary of State for determination, or to abandon the Order.

**9. Annual Review of Traffic Regulation Order Requests**  
(Pages 71 - 240)

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 also requested to implement the amendments to the Traffic Regulation Order.

**10. Urgent Business**

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

## Democracy Officer:

Name: Catherine Clarke and Louise Cook (job share)

Contact details:

- Telephone – (01904) 551031
- Email [catherine.clarke@york.gov.uk](mailto:catherine.clarke@york.gov.uk) and [louise.cook@york.gov.uk](mailto:louise.cook@york.gov.uk)  
(If contacting by email, please send to both Democracy Officers named above).

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 własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 (01904) 551550



City of York Council

Committee Minutes

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Meeting	Decision Session - Executive Member for Transport and Planning
Date	17 August 2017
Present	Councillor Gillies

**20. Declarations of Interest**

The Executive Member was asked to declare 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. None were declared.

**21. Minutes**

Resolved: That the minutes of the Decision Sessions held on 22 June 2017 and 13 July 2017 be approved as a correct record and then signed by the Executive Member.

**22. Public Participation**

It was reported that there had been no registrations to speak at the meeting under the Councils Public participation Scheme.

**23. A19 Pinch Point Scheme Phase 2 - Crockey Hill**

The Executive Member considered the report and noted the results of the public consultation relating to Phase 2 of the A19 Pinch Point Scheme, as shown at Annex A.

The Executive Member thanked Officers for their report and asked that consideration be given to the erection of signs requesting drivers to use both lanes and to merge in turn. He also requested that consideration be given to the addition of a cycle lane, the Ward Member for Wheldrake having offered to make a contribution to the cost of this.

Officers agreed to keep the cycle lane under review as the project progressed and also give consideration to the request for the new signs.

Resolved: That the Executive Member;

- I. Noted the results of the public consultation relating to Phase 2 of the A19 Pinch Point Scheme.
- II. Approved the proposed design for Phase 2 works at Crockey Hill with additional signs relating to merging in turn and using both lanes, and directed Officers to proceed to implementation.
- III. Agreed that Officers would give consideration to using any contingency funding in the scheme for the proposed shared use path within the western verge and this would be reviewed as the project progressed.

Reason: The recommended design offers the best deliverable solution to increasing the southbound vehicular capacity of the A19 through Crockey Hill, whilst relieving some of the exit blocking currently experienced at the A64/A19 Fulford Interchange.

Cllr I Gillies, Chair

[The meeting started at 2.00 pm and finished at 2.05 pm].



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**Decision Session – Executive Member  
for Transport & Planning**

14 September 2017

Report of the Corporate Director of Economy &amp; Place

**Consideration of objections received to an advertised proposal to make  
changes to the R14 Residents' Priority Parking zone on Claremont  
Terrace****1. Summary**

To report the objections received and to determine what action is appropriate

**2. Recommendation (Option One)**

The Executive Member is asked:

- (i) To implement as advertised the changes to the R14: Residents' Priority Parking zone as it refers to Claremont Terrace under the regulations published in 2012 which allow enforcement by entry signage only. Thereby bringing the back lanes into the zone.
- (ii) To uphold the objections for the additional parking space and take no further action on this matter.

Reason: To prevent obstruction issues in the back lanes.

**Background**

3. We received a petition requesting the introduction of waiting restrictions in the back lane of Claremont Terrace, off Gillygate. The back lane on the north of the street is adopted highway, but is gated immediately behind the left hand bend. It is alleged the problem relates to vehicles associated with the businesses fronting Clarence Street parking on the back lane and preventing access or egress from the residential properties. At this time there is no problem reported on the un-gated back lane/alleyway on the south of the street.
4. Historically, we do not introduce restrictions in a back lane/alleyway where a parked vehicle creates an obstruction that the police can enforce at the time of the incident.

5. The Executive Member considered the petition on 13 April and a decision was taken to:
- Change the residents parking scheme to a zone entry scheme with the same times and conditions as now.
  - Advertise a proposed additional parking space with a 30 minute maximum stay.

A plan of the resulting advertised proposal is included as Annex A

6. By changing the zone to zone entry signing instead of individually marked bays and signs every vehicle parked on the public highway would be required to display a permit whether it was parked in a marked bay or not. Hence if a vehicle is parked in the back lane without a permit a PCN could be issued.
7. There are no business permits allowed within the R14 Zone. Any related business parking in the zone could only be related to loading/unloading activities if the new regulations were used. Obstruction issues may still arise, but these are likely to be of a short duration.

### **Three Objections Received (no representations of support)**

8. One representation in objection raised the following:  
(Précis)

Whilst I fully understand the mischief which the order is designed to meet I would like to register an objection to it in its present form.

The reasons for my objection are as follows:

1. It is not necessary to include the alleyway to the south in the order since its present use does not give rise to any obstruction.
2. The order would have an adverse effect on the operation of my business. The area immediately to the rear of properties 20-25 Portland Street (opposite to 17-28 Claremont) is frequently used for parking for up to three vehicles without causing any obstruction by amongst others my guests and members of my staff who not being entitled to R14 permits would be unable to continue to do so. The Hazelwood (Guest House) does not have sufficient parking spaces on site to accommodate all its potential guests and/or members of staff and on occasion it is necessary to use the additional spaces in the alleyway.

I would respectfully suggest therefore that the proposed Order be amended either to exclude reference to the alleyway to the rear of properties 17-34 Claremont Terrace completely or to limit its scope to the rear of properties 29-34 Claremont Terrace

9. All objections raised concerns about the following:

The proposal (for additional parking space) will lead to an obstruction for access and egress from the back lane. It would prevent this entrance being used as a turning area there being no other stretch of carriageway on Claremont Terrace where the full width is available for this purpose.

10. One resident objected to the 30 minute allowance for non-permit holders for the proposed additional bay on the grounds that the rest of the zone only allows 10 minutes.

### Analysis

11. Should we prevent parking in one back lane and leave the other unrestricted, it is likely the obstructive parking will displace into the unrestricted area and create the same problem. Consequently, we recommend this part of the proposal is implemented as advertised.

It is intended to introduce the new regulations as Community Parking (R14C), with entry signage as shown:



This will have the effect of:

- The existing bays would operate as now, for the use of household permits with a 10 minute allowance for non-permit holders.
- The back lanes could be used for permit parking; as long as that parking does not cause obstruction. There is no time allowance for non-permit holders except for loading and unloading purposes.

Permits allowed to be purchased for this zone (as recorded within the Traffic Regulation Order) are:

- Household Permits (including visitor permits)
- Guest House Permits
- House of Multi-Occupancy Permits

Subject to eligibility, the Guest House owner can purchase GM permits. This would allow his guests to park as now, in the back lane and

additionally use the overspill parking area on Lord Mayor's Walk. Portland Street would remain as now with signed and marked bays for the use of Household permits only.

There is no provision within Residents' Priority Parking Areas for permits to be issued for employees. Consequently, alternative arrangements would have to be made should the proposal be implemented.

12. The proposed additional bay was proposed with a 30 minute for non-permit holders to give some parking provision for the adjacent business outlets on a short term basis. Having revised the proposed position of the additional space we agree it would have the potential to impede access and egress from the back lane and create difficulty with turning in the area. Consequently, we recommend taking no further action on this part of the proposal.

### **Options**

13. **Option 1** (Recommended Option)  
To implement as advertised the changes to the R14: Residents' Priority Parking zone as it refers to Claremont Terrace under the regulations published in 2012 which allow enforcement by entry signage only. Thereby bringing the back lanes into the zone.  
To uphold the objections for the additional parking space and take no further action on this matter.

Reason: To remove the long-term obstructive parking in the back lanes.

14. **Option 2**  
To implement the full proposal as advertised

This is not the recommended option because the proposed additional parking space would create an obstruction for other highway users.

15. **Option 3**  
To implement a Residents' Parking Zone on entry signage without including the back lane to the south. This could be achieved with additional entry and exit signage at the entrance to the back lane.  
To uphold the objection for the additional parking space and take no further action in this regard.

This is not the recommended option as displaced parking could cross into the other back lane and create the same obstruction issues.

16. **Option 4**

To take no further action at this time

This is not the recommended option because the back lane parking would remain unchecked and still cause obstruction.

17. **Option 5**

Not to implement the advertised proposal and advertise a proposal to place waiting restrictions in the back lane as an alternative.

This is not the recommended option because it would set a precedent for placing waiting restrictions in back lanes.

**Consultation**

18. Notices were placed on street and in The Press. Details were delivered to all properties within the R14 zone boundary.

**Council Plan**

19. The above proposal contributes to the City Council's draft Council Plan:
- A council that listens to residents

**Implications**

20. This report has the following implications:

**Financial** – Residents parking schemes are self financing once in operation. The £5k allocated within the core transport budget will be used to effect the regulatory signage change required.

**Human Resources** – None

**Equalities** – None

**Legal** – The proposals require amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014: Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply

**Crime and Disorder** – None

**Information Technology** – None

**Land** – None

**Other** – None

**Risk Management** - There is an acceptable level of risk associated with the recommended option.

### **Contact Details**

**Authors:**

Sue Gill  
Traffic Project Officer  
Transport  
Tel: (01904) 551497

**Chief Officer Responsible for the report:**

Neil Ferris  
Corporate Director: Economy & Place

**Date:** 5 September 2017

**Wards Affected: Holgate**

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


**Annexes:**

Annex A: Plan of the proposal

Annex B: Plan of the R14 property boundary with available parking spaces



**Entry Signage position ●**

This will require vehicles parked on areas of adopted highway, including the back lanes identified  to display an R14 permit at all times, except in signed bay where time is specified for non-permit holders (10 mins)




(Recommended for implementation as advertised)

Proposed revocation of 5m No Waiting at any Time Restrictions (double yellow lines) to be replaced by a 5m R14 parking bay with 30 minutes for non-permit holders

(Recommended for non-implementation)



**Key to Restriction Types Displayed**

-  No waiting at any time
-  RP at any time 10 minute initial period
-  NW 24 LBXS

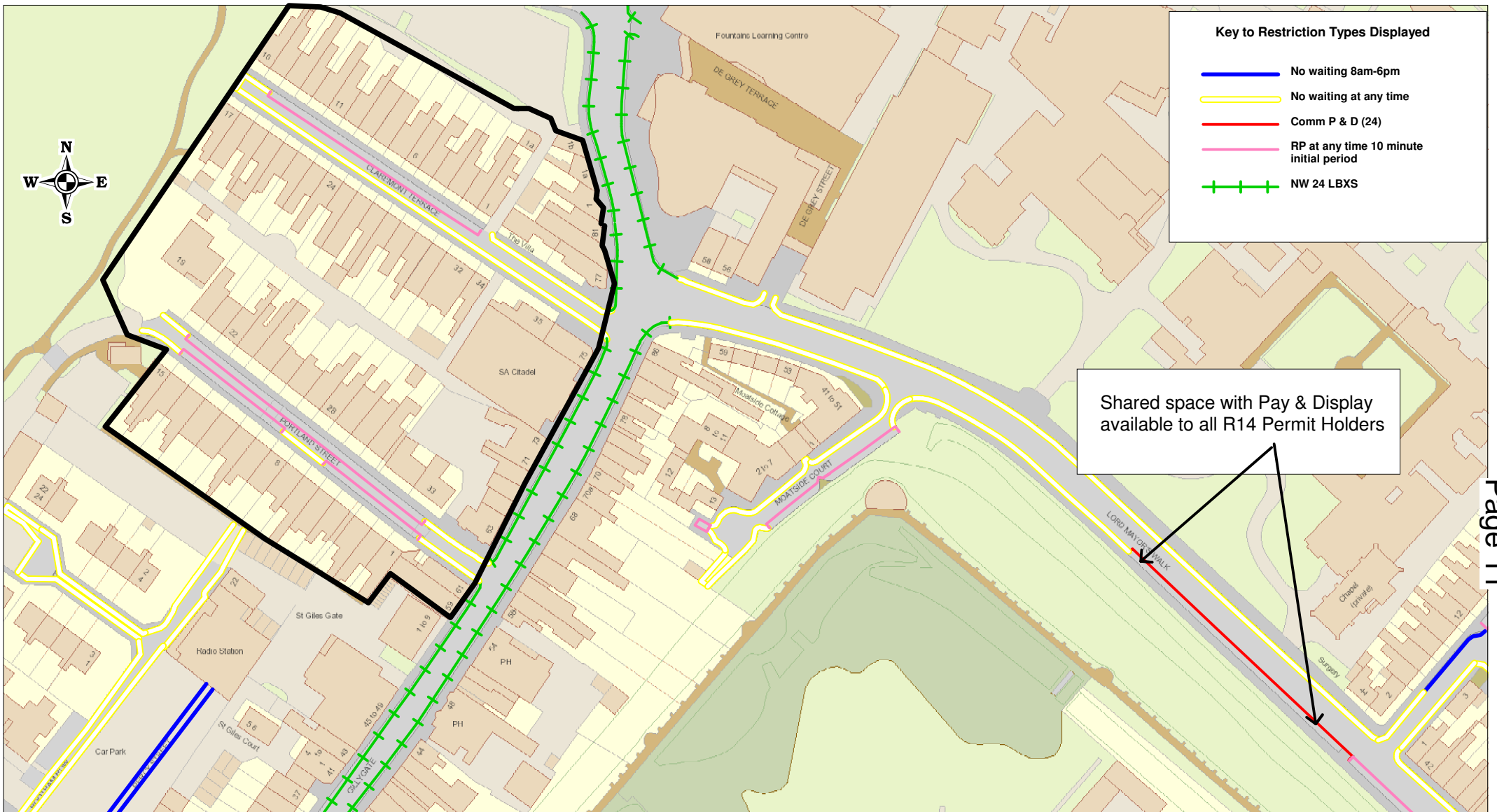


**Annex A, Claremont Terrace  
R14 Residents' Priority Parking  
Proposed Amendments**

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**Key to Restriction Types Displayed**

- No waiting 8am-6pm
- No waiting at any time
- Comm P & D (24)
- RP at any time 10 minute initial period
- - - NW 24 LBXS

Shared space with Pay & Display available to all R14 Permit Holders



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Annex B, R14 Property Boundary



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**Decision Session – Executive Member  
for Transport & Planning**

14 September 2017

Report of the Corporate Director of Economy & Place

**Consideration of objections received to an advertised proposal to  
change a R33GM Residents’ Priority Parking Bay on Bootham Terrace to  
a Community Residents’ Priority Parking Bay**

1. **Summary**

To report the objections received and to determine what action is appropriate

2. **Recommendation**

It is recommended that the proposal is implemented as advertised (Option One).

Reason: To provide a better balance of parking amenity for all R33 Permit Holders

**Background**

3. Following requests from several residents we advertised a proposal using officer delegated powers (minor change) to re-designate an R33GM Bay to a R33C bay. A GM bay can only be used by Guest House and House of Multi-Occupancy Permit Holders and is not available to Household permit holders. A Community Bay can be used for parking by any class of permit holder. The location plan is included as Annex A.
4. A Guest House on Bootham Terrace closed and the property reverted to a Residential Property, placing additional strain on the available household parking areas. Residents reported the GM bay (space for 6 vehicles) was left empty on many occasions and they struggled to find space to use their household permits.

5. We looked at the number of permits issued for each category against the number of spaces available for their use. We found:

<b>Type of permit</b>	<b>Number Issued</b>	<b>Dedicated Spaces</b>	<b>Shared Spaces</b>
<b>Zone Overall</b>			
Household	168	158	8 with Pay & Display 12 community + Pay and Display
Guest House + HMO	14	17	12 community + Pay and Display
<b>Bootham Terrace/Sycamore Place Area</b>			
Household	96	93	0
Guest House	6	12	0
<b>Bootham Terrace/Sycamore Place if proposal is Implemented</b>			
Household	96	93	6
Guest House	6	6	6

6. 40 permits are issued to properties on Bootham Terrace for an approximate 29 spaces allocation; there are no Guest Houses located on Bootham Terrace itself.

### **Representations Received in Support**

7. We have received 12 representations in support of the proposal from Residents on Bootham Terrace. The representations are very similar in nature and make the following points:
- This bay is always empty and has been since the guest house at 19 Bootham Terrace was closed and the property reverted to a residential dwelling.
  - The parking spaces are often unused by any hotel guests and are serving little purpose with their current designation
  - Residents are continually not able to park on Bootham Terrace and have to drive around the zone to seek an alternative space.

- This is very annoying when this space remains empty.
- The proposed change will be of great benefit to the residents of Bootham Terrace and the quicker the change the better.
- The needs of residents in the street should come before those of a more commercial nature (one resident)

### **Objections Received**

8. We have received three representations in objection of the proposal from Guest Houses in the area.

#### **Précis of objections from the Sycamore Place Guest Houses**

We recognise the pressure of demand on parking and would want to support fair and equitable proposals for the benefit of all residents as we also experience the issues of being unable to park our own car close to our home.

We run a small business which has a great dependence on being able to offer parking to guests. As you will recognise, guest houses are a key part of the York “offer” and contribute significantly to the economic and cultural life of the city.

We understand that the GM spaces on Bootham Terrace have been used less and that this may have led to the current proposal, however we would ask to you to take the following in to consideration:

The two guest houses on Sycamore Place have three permits each and use a dedicated space for 6 vehicles opposite our businesses. We have frequent issues with people parking illegally in these spaces leaving us without spaces for our guests. In this situation, we are forced to use the GM spaces on Bootham Terrace as overspill.

We understand that GM permits are still valid in Community Parking spaces so that in theory we would still be able to use these spaces. In reality, there are far more cars owned by residents of Bootham Terrace than there are spaces.

It has been suggested that the Community Parking spaces outside St Olave’s School are also available to us; even if a space was to be available (and these spaces are also heavily used), it would not be reasonable to expect our guests to leave their cars so far away from their accommodation and to ask this of them would have a detriment to our business and reputation, with the huge impact of online reviews. In

addition, there are guest houses on St Anne's Road and only 4 GM spaces there so there is similar pressure coming from them. We are concerned that this proposal is being considered in isolation and not as part of a strategic review of the whole R33 area both at present and in the context of a significant planned residential development. We therefore remain of the opinion that we need to have the option of GM spaces on Bootham Terrace for any overspill.

In the spirit of compromise, we would propose that the current GM box on Bootham Terrace could be shortened, leaving enough length at the end furthest away from Bootham for 3 GM spaces (which I believe would be a 50% reduction).

### **Précis of the objection received from a Guest House on Queen Annes Road**

It would appear there is already a significant lack of parking space available in the R33 area for all users. On a daily basis we struggle to accommodate our guests in the allotted GM bay and frequently have to send our guests to the GM bay on Bootham Terrace.

Our guests boost York's economy therefore deserve preferential treatment and limiting the space available for them to park is detrimental to our business.

We are concerned the planned development in R33 may reduce the Guest House parking amenity further. One solution could be to abandon GM zones altogether where all available space can be used by any permit holder.

You should advise all concerned individuals within the whole zone of your proposals for any future proposals.

### **Analysis**

9. The zone is at saturation point with no space availability for visitor use. Permit numbers and an estimated number of spaces is given at paragraph 5. We continue to receive conflicting information. Residents report the GM space on Bootham Terrace is empty nearly all the time, but are occasionally used by blue badge holders; the Guest Houses report they still use it – but only as an overflow.



10. The proposal we have made at this time is an attempt to alleviate the pressure on parking space for residents. A community bay (R33C) will allow the space to be used by any permit holder. Consequently, a Guest House Permit holder can still use the space, although we recognise the space will mostly be occupied by Household Permit holders. Our Residents' Priority Parking zones cannot guarantee a space is available for any class of permit holder.
11. The bowling green adjacent to the GM bays on Sycamore Terrace has planning permission for 4 properties. We have secured funding of £5k within a S106 agreement for required changes to the R33 zone. The amount of funding secured will allow us to undertake a strategic review of the whole zone. This will consider the suggestion of removing GM bays and allowing all spaces to be used by any permit holder.

### **Options**

12. **Option One:** Implement as Advertised (Recommended Option)

This is the recommended Option because it provides a better balance of space allocation to permit numbers.

13. **Option Two:** Implement a shorter length of community parking and leave three spaces as dedicated GM parking.

This is not the recommended Option because it will leave three spaces which are only intermittently filled by Guest House permit holders and does not provide the best use of space.

### **Consultation**

14. Notices were placed on street and in The Press. Details were delivered to adjacent residents and to the two Guest Houses on Sycamore Place.

### **Council Plan**

15. The above proposal contributes to the City Council's draft Council Plan:
  - A council that listens to residents

### **Implications**

16. This report has the following implications:

**Financial** – Residents parking schemes are self financing once in operation. The £5k allocated within the core transport budget will be used to effect the regulatory signage change required.

**Human Resources** – None

**Equalities** – None

**Legal** – The proposals require amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014: Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply

**Crime and Disorder** – None

**Information Technology** – None

**Land** – None

**Other** – None

**Risk Management** - There is an acceptable level of risk associated with the recommended option.

## **Contact Details**

**Authors:**

Sue Gill  
Traffic Project Officer  
Transport  
Tel: (01904) 551497

**Chief Officer Responsible for the report:**

Neil Ferris  
Corporate Director: Economy & Place

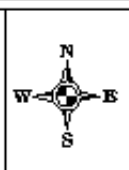
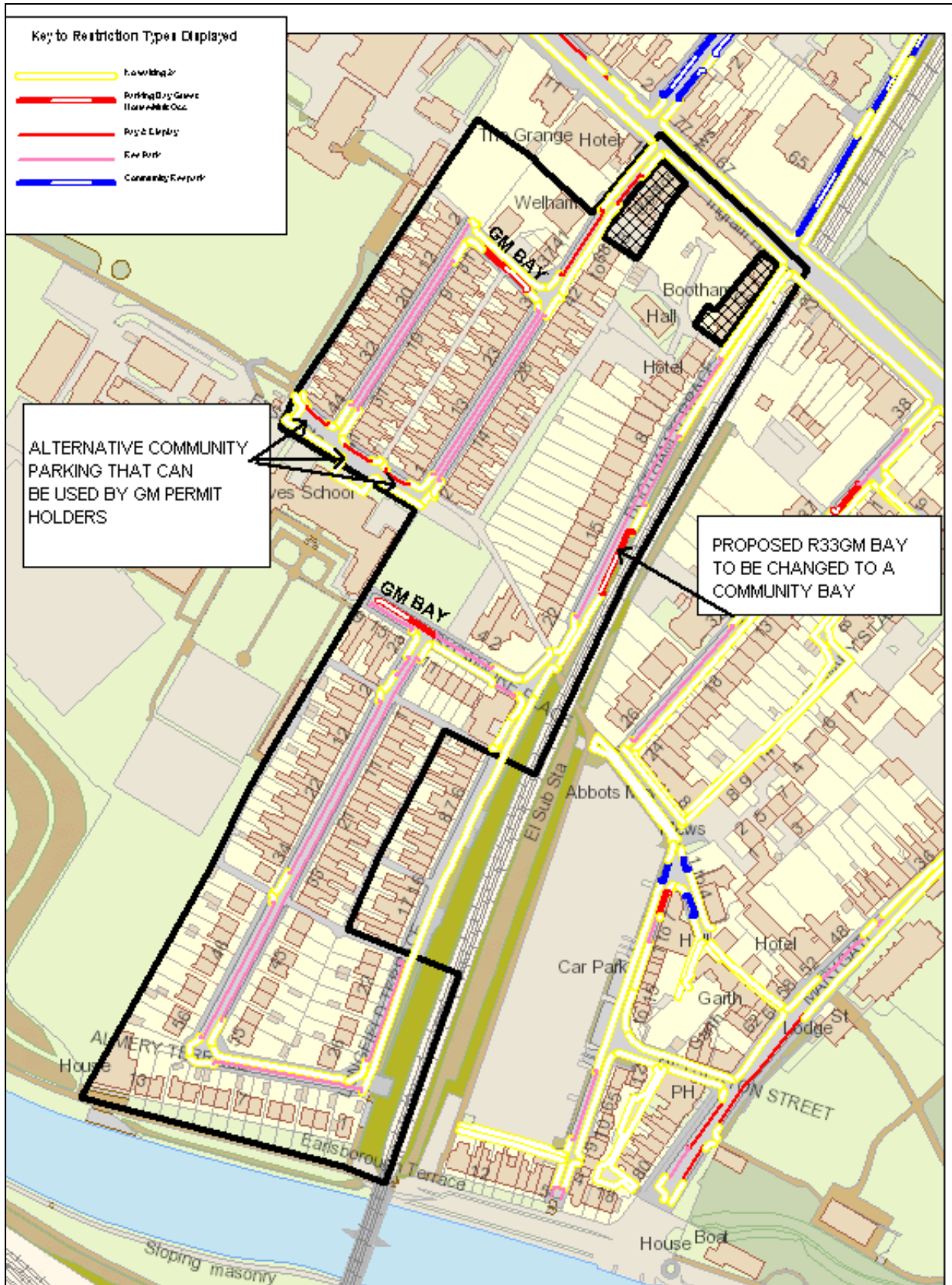
**Date:** 5 September 2017

**Wards Affected: Holgate**

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

**Annex:**

Annex A: Plan of the proposal/R33 Zone



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 R33: Bootham Terrace

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**Decision Session – Executive Member for  
Transport and Planning**

14 September 2017

Report of the Corporate Director of Economy and Place

**Bus Lane and Bus Gate Enforcement in York****Summary**

1. This Decision Session paper sets out a policy for enforcing bus stops/ stands, bus lanes and bus gates in York. It proposes a set of interventions which would address known problems on the bus network, provide a level of enforcement which is considered to be fair and reasonable.

**Recommendations**

2. It is recommended that the Executive Member approves the following:
  - i. Progression of the development of the approach set out in this report.
  - ii. Development of Bus Lane Enforcement schemes at Foss Islands Road Retail Park and Shipton Road by Rawcliffe Bar park and ride with delivery subject to further approval where necessary.
  - iii. Delivery of measures to enhance the visibility of the restricted bus only area at the station.
  - iv. Investigation of the operation of the remaining Bus Lanes in the city.

Reason: To ensure that the bus lanes are effectively managed and enforced to deliver benefit to public transport users and enhance the safety and amenity of restricted areas of the city.

## **Background**

### **Why provide bus lanes and bus gates?**

3. Bus lanes are provided to either give bus services a time and reliability advantage over general traffic (because buses are an effective way to make the most efficient use of limited road and junction capacity), or to limit traffic using a road to bus services alone (e.g. because too much traffic would use the road concerned in the absence of a restriction posing a safety risk to vulnerable road users and/ or reducing the amenity of an area). Often bus lanes and bus gates fulfil both objectives.
4. In York, for example, the bus lanes on Tadcaster Road, Boroughbridge Road and other radials exist to give buses a journey time advantage over other traffic – and hence encourage use of buses to access central York. However, the bus lanes/ bus gates on Coppergate or Low Poppleton Lane exist also to exclude traffic from areas where large volumes of general traffic could pose a safety risk or damage amenity.

### **How to enforce bus lanes and bus gates**

5. Bus lane/ gate enforcement is essentially against three potential abuses, specifically:
  - Type 1: Against moving vehicle offences – where vehicles in a bus lane delay bus services through increasing the volume of traffic in the bus lane and inflicting delays at junctions etc
  - Type 2: Against moving vehicle offences – where vehicles using a bus lane or gate pose a safety threat because traffic in the area is deliberately being limited to preserve the safety and/ or amenity of an area
  - Type 3: Against stationary vehicles – parked in such a way that bus lanes, bus gates or bus stops and stands are obstructed.
6. At present City of York Council is able to use its civil enforcement officers and Bus Wardens to enforce against stationary vehicles using fixed penalty notices (type 3 abuse) in areas where there are restrictions. Discussion with bus operators suggests that there is little abuse of bus lanes in York to the extent that the volume of vehicles delays bus services (type 1 abuse). Consequently, the biggest problems with bus lane enforcement in York are in situations where general traffic is disobeying a bus lane/ gate instruction, leading to a situation where too many vehicles are entering/ passing through a restricted area and posing a threat to the safety/ amenity of that area (type 2 abuse).

7. As such, it is assessed that any enforcement strategy should concentrate on type 2 bus lane abuses. The Council can not generally enforce moving traffic offences but specific powers are available for Bus Lane Enforcement under certain circumstances where the appropriate Traffic Regulation Order (TRO) is in place. Methods for enforcing against this type of abuse could use rising bollards, Automatic Number Plate Recognition (ANPR) cameras (as used in Coppergate) or “tank trap” interventions where a gravel pit placed between two running strips limits passage of a stretch of road to wider vehicles such as buses and emergency services vehicles, but prevents cars/ vans crossing the area. An alternative to these methods would Police based enforcement. These methods are compared in Table 1, below.

**Table 1: Enforcement Methods**

Method	Involves	Comments
Bollards	Bollard which rises/ falls to let permitted vehicles into an area by recognising the number plates of permitted vehicles.	High sunk cost of equipment (approx. £50k) Can be prone to failure Heavy ongoing maintenance cost Can fail in the “up” position, blocking the route Can damage vehicles if bollard rises when they are travelling over it
ANPR cameras	Camera recognises number plates and fines issued – either direct by CYC or through an external agency/ company – to prohibited vehicles using the bus gate	Cost of £15k Some ongoing maintenance costs Requires very clear warning signage Vehicle must travel 50m in the bus lane to trigger a penalty
“Tank-trap”	Building highway feature which allows buses and emergency vehicles to pass, but not other vehicles	Some construction costs, after which measure self enforcing Not suitable for many locations (e.g. bus lanes used by taxis, part time bus lanes)

		Preferred measure for protecting bus gates in recent report by Stagecoach Buses Ltd Can be blocked if a vehicle does become trapped in the pit Certain large vehicles (e.g. large SUVs) are able to pass through these features easily
Police	Police used for occasional enforcement of known trouble spots	Owing to other pressures it is unlikely that the Police would prioritise bus lane enforcement on a regular basis. It is possible that the Police would need to be paid overtime to enforce bus lane restrictions

8. As such, it can be seen that there are a suite of enforcement tools – with some better for enforcing at some types of location than others. It should also be remembered that high visibility signage, carriageway colouring, carriageway markings can be used to reduce the number of unauthorised vehicles in an area without using a “hard enforcement” measure like those set out in table 1. This can be useful where the physical characteristics of a site make a hard enforcement measure impractical.

### **Bus Lanes in York**

9. Table 2 (on next page) summarises all the bus lanes in York, categorising them according to the reason for providing the bus lane. It should be noted that some of the bus lanes identified are, in fact, several separate stretches of bus lane on a single route (e.g. Tadcaster Road and Boroughbridge Road), rather than a single, continuous stretch of bus lane. Some very short stretches (e.g. Shipton Road southbound) are excluded for brevity, as are bus only restrictions on private land (e.g. York University East Campus, York College).



**Table 2: Bus Lanes and Bus Gates in York**

<b>Bus Lane location</b>	<b>Journey time benefit</b>	<b>Safety/ amenity benefit</b>	<b>Notes</b>	<b>Comments</b>
Tadcaster Road/ Mount inbound	✓		2 stretches of bus lane	Parking movements take place across Mount section
Askham Bar park and ride site approach	✓	✓	Bus only road to P&R site	
Boroughbridge Road inbound	✓		3 stretches of inbound bus lane	
Low Poppleton Lane bus gate	✓	✓	Bus gate to control vehicles past Manor School/ rail level crossing	Existing rising bollard has failed beyond repair
Shipton Road outbound by P&R site	✓	✓	Short bus lane to control vehicles entering park and ride site	100-200 non-permitted vehicles frequently pass through in PM peak
Malton Road inbound	✓		Long, continuous bus lane	
Foss Islands Rd retail park bus gate	✓	✓	Bus gate through retail park	Survey records occasional abuse of this bus gate
Coppergate	✓	✓	Bus/ taxi/ phv only street in city centre	ANPR cameras installed January 2017
Stonebow & Piccadilly	✓	✓	Bus/ taxi/ phv loading only street in city centre	Inclusion of loading vehicles in TRO makes it very difficult to enforce restriction

Hull Road inbound	✓		Inbound bus lane plus bus gate	
Fulford Road inbound	✓		2 stretches inbound bus lane	
Designer Outlet bus gate	✓	✓	Bus gate between DO and Naburn Lane	Out of use
York Rail Station		✓	Bus only area adjacent Station canopy	Frequently abused by people setting down rail passengers
Rougier Street		✓	Bus only area adjacent bus stop canopy	
Exhibition Square		✓	Bus only area adjacent to Square	Frequently abused by drivers setting down shoppers
Piccadilly		✓	Bus only area	
Stonebow		✓	Bus only area	

### **Taking an enforcement strategy forward**

10. As table 1 makes clear, there is a cost of providing equipment to enforce bus lane restrictions. Typically these costs are justified against a monetarisation of the journey time and safety benefits which flow from effective enforcement. However, as installing the cameras, equipment or physical changes to highways carries a current account cost, any revenue from penalty charge notices should at least cover the ongoing service cost.
11. Balanced against the cost/income is the potential reputational damage to CYC from over-enthusiastic enforcement of bus lane restrictions in the city. As such, it is proposed that CYC introduces a policy of bus lane enforcement with “fairness” at its heart - where a bus lane is only enforced when it meets all of the following four conditions:
  - The bus lane is unambiguously marked – so that drivers of vehicles in the bus lane can see that they are clearly in a restricted area. This removes stretches of bus lane/ route which can be crossed for parking movements (e.g. the Mount) or accessed for loading.)
  - Signage and the TRO for the bus lane or gate meet prescribed standards (which is a legal requirement of enforcement anyway)
  - There are reasonable grounds to believe that improving enforcement will yield a safety or journey time benefit
  - There are reasonable grounds to believe the costs of enforcement will be met by penalty charge income.
12. This should ensure that bus lane enforcement is seen as proportionate to the problems it sets out to solve. Table 3 sets out the position for all of York’s bus lanes against the above criteria.

**Table 3: Bus Lanes and enforcement**

<b>Bus Lane location</b>	<b>Unambiguously marked</b>	<b>TRO meets standard</b>	<b>Safety/ JT benefit</b>	<b>Viable financial case</b>	<b>Recommendation on next steps</b>
Tadcaster Road/ Mount inbound	X <sup>1</sup>	✓	✓	?	Survey abuse on Mount Vale section.
Askham Bar park and ride site approach	✓	✓	✓	X	Very low levels of abuse here – no further action
Boroughbridge Road inbound	✓	✓	✓	?	Survey abuse level
Low Poppleton Lane bus gate	✓	✓	✓	✓	Develop ANPR enforcement scheme
Shipton Road outbound by P&R site	X <sup>2</sup>	Peaks only	✓	✓	High abuse now. Consider engineering options to improve enforcement
Malton Road inbound	✓	✓	✓	?	Survey abuse level
Foss Islands Rd retail park bus gate	✓	✓	✓	✓	Implement enforcement cameras
Coppergate	✓	✓	✓	✓	Enforcement cameras in place – no further action
Stonebow & Piccadilly	X <sup>3</sup>	✓	✓	?	Complex restricted access area to be investigated further
Hull Road inbound	✓	✓	✓	?	Survey abuse level
Fulford Road inbound	✓	✓	✓	?	Survey abuse level
Designer Outlet bus gate	✓	✓	✓	X	Not in use – no further action
York Rail Station	✓	✓	✓	✓	Consider options to reduce abuse

<sup>1</sup> Vehicles can cross bus lane to reach parking on Mount section

<sup>2</sup> Bus lane can be used to access park and ride site

<sup>3</sup> Prohibition allows loading vehicles

Rougier Street	✓	✓	✓	?	Survey abuse level
Exhibition Square	✓	✓	✓	?	Survey abuse level
Piccadilly	✓	✓	✓	?	Survey abuse level
Stonebow	✓	✓	✓	?	Survey abuse level

X = does not meet standard;      ? = not known. Further research would be necessary;      ✓ = meets standards

## Conclusion

13. As set out in table 3:

- Three areas are recommended for improved enforcement, with cameras – the Foss Islands retail park bus gate, the Rawcliffe Bar park and ride bus lane; and Low Poppleton Lane.
- A further area at York Railway Station Forecourt has a problem with non-permitted vehicles entering the area, but is difficult to enforce using a bollard or camera because of the nature of the site. Improved signage and carriageway markings to be considered at this location.
- Further investigation is proposed to establish the level of abuse and the need for any additional enforcement at the other bus lanes identified in Table 3.
- Installation of the cameras in 3 locations is assessed to cost approximately £45,000
- There will be additional engineering costs for enacting the restriction on Shipton Road, as signage and road markings will require modification (indicative budget of £10,000)
- There will be a cost of improving signage and carriageway markings at the Railway Station forecourt to reduce the number of non-permitted vehicles entering the area (indicative budget of £5,000).

14. It is anticipated that enforcement will change the behaviour of the people currently driving in bus lanes – if the currently seen level of abuse is largely perpetrated by a small number of people, then enforcement could rapidly reduce bus lane abuse to very low levels, reducing income to offset the costs of camera enforcements.

15. Of the other bus lanes in York:

- Five are recommended for no further action – either because cameras are already in place (Coppergate), abuse is thought to be very low (Askham Bar), the measure is no longer in use (Designer Outlet bus gate) or the physical layout of the restriction allows some legitimate general traffic access to the restricted area (Piccadilly/ Stonebow)
- Abuse levels should be monitored at the remaining 9 sites to check if they meet the thresholds for abuse at which enforcement becomes necessary, with either ANPR or Police spot checks used as required

- CEOs and Bus Wardens should continue to act against vehicles parked in bus lanes (although this is not assessed to be a serious problem at the moment)
16. It is recommended that further detailed reports are prepared where appropriate to enable the Executive Member to confirm the approach for each location prior to implementation.

### **Corporate Strategy**

17. Considering this matter does not impact on the corporate strategy.

### **Implications**

18. The following are the only identified implications.

- **Financial** – There is an indicative surplus from Bus Lane Enforcement identified in the Council’s budget. Initial investigation suggests that the level of surplus is likely to be lower than the budget figure. Indicative capital costs are identified in the report. Further detailed investigation will be needed for each site to determine the potential revenue implications if the proposed approach is approved.
- **Human Resources (HR)** - There are no HR implications
- **Equalities** - There are no equalities implications
- **Legal** – Enforcement will need to comply with the TRO for each site and the relevant highway design guidelines. New TROs will need to be prepared at some sites to enable enforcement.
- **Crime and Disorder** - Bus lane and bus gate enforcement is decriminalised, therefore there are no Crime and Disorder implications
- **Information Technology (IT)** - There are no IT implications
- **Property** - There are no property implications

### **Risk Management**

19. In compliance with the Council’s risk management strategy associated with the recommendations in this report, there is the risk that the Traffic Penalty Tribunal (TPT) could consider there to be grounds to overturn PCNs issued by the Council at the Bus Lane Enforcement sites. This has the potential for serious reputational damage and could lead to the validity of the scheme in general being questioned and render its ongoing operation untenable.

20. There is also a financial risk with Bus Lane Enforcement that the level of contravention will be lower than the cost of operating and administering the system.

**Contact**

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**Report  
Approved**



**Date** August 2017

**Wards Affected:**

All

**Abbreviations:**

ANPR - Automatic Number Plate Recognition  
CYC – City of York Council  
DO – Designer Outlet  
P&R – Park & Ride  
PCN's – Penalty Charge Notice  
TPT - Traffic Penalty Tribunal  
TRO - Traffic Regulation Order





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**Decision Session - Executive Member for  
Transport and Planning**

**14 September 2017**

Report of the Corporate Director of Economy and Place

**Junction Alterations – Lendal Arch Gyratory**

**Summary**

1. Alterations to the following junctions are required to allow replacement of life-expired signalling assets:
  - Station Road / Rougier Street
  - Station Rise / Station Road

Together these junctions are commonly known as 'Lendal Arch Gyratory'. Annex A shows the location of the proposed works.

A decision is required to approve the proposed alterations.

**Recommendations**

2. The Executive Member is asked to:
  - 1) Station Road / Rougier Street:

Approve the recommended design for this junction (Option1)

Reason: The recommended design offers the best solution to allow replacement of the asset in line with current design standards, whilst minimising the impact on pedestrians and vehicular traffic.

- 2) Station Rise / Station Road:

Approve the recommended design for this junction (Option 1)

Reason: The recommended design offers the best solution to allow replacement of the asset in line with current design

standards, whilst minimising the impact on pedestrians and vehicular traffic. It also takes advantage of the available opportunity to implement a new pedestrian crossing for the benefit of blind and partially sighted users.

## **Background**

3. Approval was granted at the Executive Member for Transport and Planning Decision Session on 12 November 2015 to undertake the 5-year 'TSAR' (Traffic Signal Asset Renewal) project.
4. The TSAR project's main focus is the replacement of life expired traffic signal assets around York. However, the operation and need for the signals is reviewed at all proposed replacement locations and where 'easy wins' can be achieved at the same time as replacing obsolete equipment, these will be delivered where possible. Funding from other sources may be combined with the TSAR programme allocation to enhance schemes where considered advantageous.
5. To date, 13 sets of signals have been refurbished and a further 4 are programmed for delivery in the 17/18 financial year.
6. In addition to the replacement of life expired equipment at Lendal Arch gyratory there are the following additional objectives
  - a. Improve facilities for pedestrians travelling to the city centre from the railway station.
  - b. Review accident data and improve layout to resolve road safety concerns where possible.
  - c. Minimise the impact on vehicular capacity and improve capacity if possible.
7. A comprehensive review of the gyratory was undertaken to establish whether any fundamental changes to the layout were appropriate. Unfortunately owing to the constrained nature of the site (City walls, Lendal Bridge, Memorial Gardens etc.) and conflicting demands from road users (bus stops, public transport routing, high pedestrian flows etc.) the review did not identify any options which were considered appropriate to take forward.
8. The following is a summary of the options that have been ruled out, and the reasons that they were seen to be not viable:

### Station Road/Leeman Road Junction

9. Station Road left turn lane changed to left and ahead – This design option sought to achieve benefits by altering the permitted vehicular movements at the junction, thereby improving capacity. It was ruled out for further work when an analysis showed that the predicted benefits would actually be so small so as to be insignificant. In addition, for two straight ahead lanes to work effectively, the bus stop on Station Avenue would need to be removed but no suitable alternative location could be identified.
10. Station Road left turn lane removed – This design option had the benefits of enabling improvements to pedestrian and cycling provision because the carriageway could be repurposed as a pedestrian waiting area and cycle lane. It was not viable due to the significant impacts upon congestion and air quality. Queues were predicted to extend beyond the Station, incurring significant delays to public transport services.

### Station Road/Rougier Street Junction

11. Allow a right turn out of Rougier Street on to Lendal Bridge – This option allowed a currently prohibited movement. Modelling showed that instead of providing capacity benefits, it significantly affected congestion for the worse. As such, it provided no benefits and was ruled out for further work.
12. Prohibit left turn from Lendal Bridge to Rougier Street – This option prohibited an existing movement with the intention being that the junction would have fewer stages and would therefore be more efficient. Whilst this did turn out to be the case, the diverted traffic caused increased congestion on the gyratory and overall congestion in the area was worse. It was therefore ruled out for further work.

### Realign Leeman Road to use existing coach stop as Highway

13. This option looked at sending vehicular traffic down the piece of highway that is currently the coach drop off area with a view to improve capacity and journey times in the area. This option was discontinued due to land ownership issues, the lack of suitable alternative coach drop of areas and impact on pedestrian and cycle routes.

## Consultation

14. The TSAR project uses a 3-level consultation strategy, the details of which can be found in Annex B.
15. Level 2 consultation (Internal and external stakeholders) is complete for both junctions for the current design phase (preliminary design). The proposed design incorporates feedback from internal stakeholders.
16. External consultation has also been carried out and the outcome of this is summarised in Annex C. The proposed design incorporates feedback from relevant external stakeholders.

## Options

17. The following options are available:
  - 1) Station Road / Rougier Street
    - Option 1 – Approve the proposed junction design
    - Option 2 – Do not approve the proposed junction design
  - 2) Station Rise / Station Road
    - Option 1 – Approve the proposed junction design
    - Option 2 – Approve the proposed junction design, **without** installing the new pedestrian crossing across Station Road (leave this crossing as is).
    - Option 3 – Do not approve the proposed junction design

## Analysis

### Station Road / Rougier Street

18. *Description of changes* Refer to Annex D for a drawing comparing the existing layout to the proposed layout. The principal proposed elements of the scheme are:
  - Provision of straight across pedestrian crossings over Rougier Street and Lendal Bridge. Crossings will be widened and realigned to bring them to current guidelines and allow improved pedestrian facilities. Existing pedestrian islands will be removed.
  - Widening of the footways to allow a larger pedestrian area on the northern, eastern and southern sides of the junction.

- Changing in the staging of the junction to allow for an all round pedestrian stage.
- Full refurbishment of the traffic signal equipment and ducting network, including the introduction of Puffin style near side red / green man displays.
- Minor road marking alterations.
- Resurfacing of the area of the junction affected by the works.
- The budgetary estimate for this element of the scheme is £130k subject to the confirmation of the extent of surfacing.
- These works are currently scheduled for Early 2018

*Reasoning*

19. The existing junction equipment is in need of replacement due to its age. When replacing old equipment with new, designers must take into consideration current standards and comply with them where possible.
20. The existing pedestrian facilities are below standard with respect to their width, equipment type, and refuge islands. The proposed design changes the pedestrian facilities such that they are brought up to current standards.
21. These changes result in a safer, easier to use, more efficient pedestrian facility that is also less visually intrusive the local surroundings and complies with current design standards.

*Impact on vehicular traffic*

22. There is a small decrease in efficiency at the junction, although it remains within capacity and in effect will function very similar to existing.

LINSIG modelling outputs reflect this as follows:

Approach	AM Peak		Inter peak		PM Peak	
	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)	DoS (%)	MMQ (PCUs)
<b>Lendal Bridge</b>	79.9	10.2	66.9	7.9	80.0	10.6
<b>Rougier Street</b>	66.7	9.9	66.9	9.8	81.8	13.6
<b>Station Rd Internal</b>	79.8	8.1	67.4	6.6	71.2	7.1
<b>Station Rise</b>	57.4	9.0	37.7	5.1	42.7	6.1
<b>Station Road</b>	78.2	13.3	64.8	9.6	70.8	11.3
<b>Station Rise Internal</b>	32.7	1.5	30.1	1.1	39.9	2.5
<b>PRC (%)</b>	12.7		33.5		10.0	
<b>Delay (s/pcu)</b>	22.91		16.52		22.2	
<b>Cycle Time (sec)</b>	90		90		90	

DoS – Degree of Saturation (Measure of demand relative to capacity)

MMQ – Mean Maximum Queue (Measure of number of vehicles in queue)

PCUs - Passenger Car Unit (traffic modelling term addressing variation in vehicle type (approx. 6m length per PCU))

23. When compared with the existing figures, AM Peak delays will increase from 21.4s to 22.9s. Interpeak delays will increase from 13.5s to 16.5s. PM Peak delays will increase from 16.7s to 22.2s.
24. There are no proposed changes to the permitted vehicular movements.

#### *Impact on Pedestrians*

25. Replacement of both 2-stage islands with single straight across crossings will be an improvement for some users, and a disadvantage for others. Overall it is considered a net improvement for pedestrians.
26. Users most likely to find an improvement are those who would wait for a green man signal to cross, for example elderly persons, young persons, and those with mobility issues. It is an improvement for these individuals because they would only have one crossing to wait for, rather than two.

27. Those users most likely to be disadvantaged by the new layout are those that do not wait for a green man and instead cross 'in gaps', using the island as a refuge.
28. The longer crossing distance is not considered a disadvantage as on-crossing technology will be used that will ensure an adequate and comfortable crossing period for users of all mobility.
29. An additional advantage of this design that will be seen by all users is the removal of the 'pinch point' on the existing islands that are too small to comfortably accommodate the number of pedestrians that regularly use this junction.

### *Safety Considerations*

30. Refurbishment of the signals includes the introduction of 'Puffin' nearside pedestrian facilities, which are now a standard for new or replacement signals across York. National research shows that Puffin crossings are safer than the traditional 'pelican' crossings.
31. A safety review highlighted that the single stage crossing design is inherently safer than the existing layout as it removes waiting pedestrians from the middle of the carriageway.
32. The review highlighted that the widening of the footways also improves the safety of waiting pedestrians
33. The review highlighted that the detailed design should ensure that the proposed islands that house equipment should be implemented in a way to discourage pedestrians from using them as refuges. Kerb alignment should also be appropriately laid out to prevent vehicle overrun. The design team are confident these things can be achieved.
34. Overall, this proposal is seen as an improvement to the safety of the junction.

### Station Rise / Station Road

35. *Description of changes.* Refer to Annex E for a drawing comparing the existing layout to the proposed layout. The principal proposed elements of the scheme are:
  - Existing crossings will be widened and slightly realigned. This will

involve changes to the planters in the central triangular island.

- Full refurbishment of the traffic signal equipment and ducting network, including the introduction of Puffin style near side red / green man displays.
- Removal of the existing central cycle lane on Station Road Eastbound.
- Replacement of the existing uncontrolled pedestrian crossing over Station Road (by the burial grounds) with a signalised pedestrian crossing.
- The budgetary estimate for this element of the scheme is £130k
- These works are currently scheduled to follow on from the adjacent works and start in early 2018.

#### *Reasoning*

36. The existing junction equipment is in need of replacement due to its age. When replacing old equipment with new, designers must take into consideration current standards and comply with them where possible.
37. The existing pedestrian facilities are below standard with respect to their width and equipment type. There is also insufficient available waiting area.
38. The proposed design resolves the width and equipment issue, but does not resolve the issue of inadequate waiting area. A design that provides additional waiting area was discounted at an early stage due to the requirement to remove a traffic lane and therefore caused an extreme impact on congestion.
39. The proposed design also changes the alignment of the crossing on the Station Rise (Leeman Road) arm of the junction. This is seen as a disadvantage of the design, and is required to fit in the required signalling equipment.
40. The alignment change and width increase also impacts the existing planters, which will need to be reduced in size slightly. An area of planting will remain.



41. On balance, the design team believe there is a net improvement in the pedestrian facilities delivered by the changes to the existing crossings.
42. The removal of the existing central cycle lane is deemed necessary because it is below standard and has a history of accidents related to its substandard width.
43. Widening the carriageway to allow a wider cycle lane is not seen as feasible, as it would result in a narrower footpath that would in turn create safety issues for pedestrians.
44. The intention is that cyclists will take a dominant road position when required, such that motor vehicles will not overtake in a position where it is unsafe to do so.
45. This change is deemed necessary to both improve the safety of cyclists, and also to reduce the risk of liability for the Council should further accidents occur on this sub-standard facility.
46. The proposed design also includes the addition of a new signalised crossing over Station Road next to the burial grounds. This crossing is that which is referred to in Option 2.
47. At present, this crossing is uncontrolled, which presents an issue for blind and partially sighted users, as well as those with limited mobility. Signalising this crossing offers a facility for those users. Consultation with blind and partially sighted users shows a desire for this facility.
48. It should be noted that there are alternative routes for such users if they do not wish to cross at this location. It should also be noted that this crossing is not strictly within the scope of the TSAR project to 'replace existing life expired assets', however it can be seen as an 'easy win', to be achieved whilst working at this location.
49. This crossing can be included in the scheme, or omitted, without affecting the design of the main junction in any way. Although close in proximity, the two sets of signals would not need to be linked and would not affect each other. As such, there is an Option presented to either include or omit this crossing as desired. It could be forwarded at a later date as part of a separate scheme covering pedestrian crossing provision in the city.

*Impact on vehicular traffic*

50. There is no change proposed to the permitted vehicle movements.
51. There is no change on the efficiency or capacity of the junction.
52. The removal of the central cycle lane will affect cyclists, who will have to use the full traffic lane instead. All other cycling provision is unaffected.
53. The introduction of the new additional signalised pedestrian crossing on Station Road would create delays to vehicles where no delays are currently present. These delays would be equal to the time that the pedestrian facility stops traffic to allow pedestrians to cross, approximately 15-20 seconds. The regularity of the crossings appearance would be set such that queues at the crossing would always clear before the pedestrian stage appeared again.

*Impact on pedestrians*

54. The proposed design is deemed to be an improvement for pedestrians as it brings the facility up to modern design standards, however it is noted that the facility is still less than desirable in some respects.
55. The introduction of the new pedestrian crossing on Station Road is an improvement for blind and partially sighted users. It is not seen as a significant improvement for other users, who do not have difficulty crossing at this location.

*Safety Considerations*

56. Refurbishment of the signals includes the introduction of 'Puffin' nearside pedestrian facilities, which are now a standard across York. National research shows that Puffin crossings are safer than the traditional 'pelican' crossings.
57. A safety review has highlighted that the design does not fully resolve the conflict between cyclists and motorists approaching the junction from the Station. This is accepted and the design is considered an improvement in cyclists safety, if not a 100% mitigation of the risks.
58. The safety review also highlighted the aforementioned issue of the pedestrian crossing alignment on the Station Rise arm of the junction. Pedestrians may choose to use the desire line rather than fall within the

constraints of the crossing. This is again accepted and the design is still seen as an overall improvement in safety terms.

59. The safety review also highlighted how the proposed scheme does not make improvements to the available waiting space at the pedestrian crossings.

### **Council Plan**

60. Replacing life-expired traffic signalling assets allows the Authority to continue to manage the traffic on its highway network, minimising congestion and ensuring user safety. Therefore carrying out these works fulfils the 'A focus on frontline services' priority of the Council Plan.

### **Implications**

61. **Financial**

The TSAR project is funded from the Transport Capital Programme and sufficient funds have already been assigned and approved.

62. **Human Resources**

There are no HR implications

63. **One Planet Council / Equalities**

All junctions are designed with equalities in mind. The recommended designs follow the most up to date guidance with respect to disability access. The technology included in all designs includes aids to persons with visual and mobility impairment.

64. **Legal**

There are no legal implications.

65. **Crime and Disorder**

There are no Crime and Disorder implications.

66. **Information Technology**

The Information Technology implications of constructing the proposed designs has been considered and are included in the Project Plan. No issues are envisaged.

67. **Property**

There are no property implications

**68. Other**

Disruption during construction – Constructing the TSAR schemes inevitably means a certain level of work on the Highway, with an associated level of delay and disruption to pedestrians and vehicular traffic. Such works will be scheduled and planned to minimise this disruption, and sufficient information and notice will be give to affected parties.

**Risk Management**

69. There are no known significant risks associated with any option presented in this report.

Project Risks are recorded in the Project Risk Register and are handled by the Project Team and monitored by the Transport Board.

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**Chief Officer Responsible for the report:**

**Neil Ferris**  
**Corporate Director of Economy and Place**

**Report**  **Date** 5 September 2017  
**Approved**

**Wards Affected:** List wards or tick box to indicate all **All**

Guildhall Ward

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

**Background Papers:**

Cabinet Report - 'Traffic Systems Asset Renewals and Detection Equipment Plan' – 12 November 2015

**Annexes**

- Annex A – Lendal Arch Gyratory extents of works
- Annex B – TSAR Consultation Strategy
- Annex C – Summary of External Consultation
- Annex D – Station Road Rougier Street Comparison Drawing
- Annex E – Station Rise Station Road Comparison Drawing

**List of Abbreviations Used in this Report**

DoS – Degree of Saturation

PCU - Passenger Car Unit

MMQ – Mean Maximum Queue

TSAR – Traffic Signal Asset Renewal

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NOTES

- DO NOT SCALE FROM THIS DRAWING.
- ROAD MARKINGS ADJUSTED TO SUIT AMENDED DESIGN.

KEY

- MARKINGS TO BE INSTALLED
- EXISTING ROAD MARKINGS
- PROPOSED KERB
- PROPOSED TACTILE

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE, CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. CITY OF YORK COUNCIL, LICENCE NO. 1000 20818, 2006

ISSUE/REVISION

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P01	16/08/2017	FIRST ISSUE

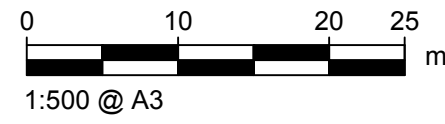
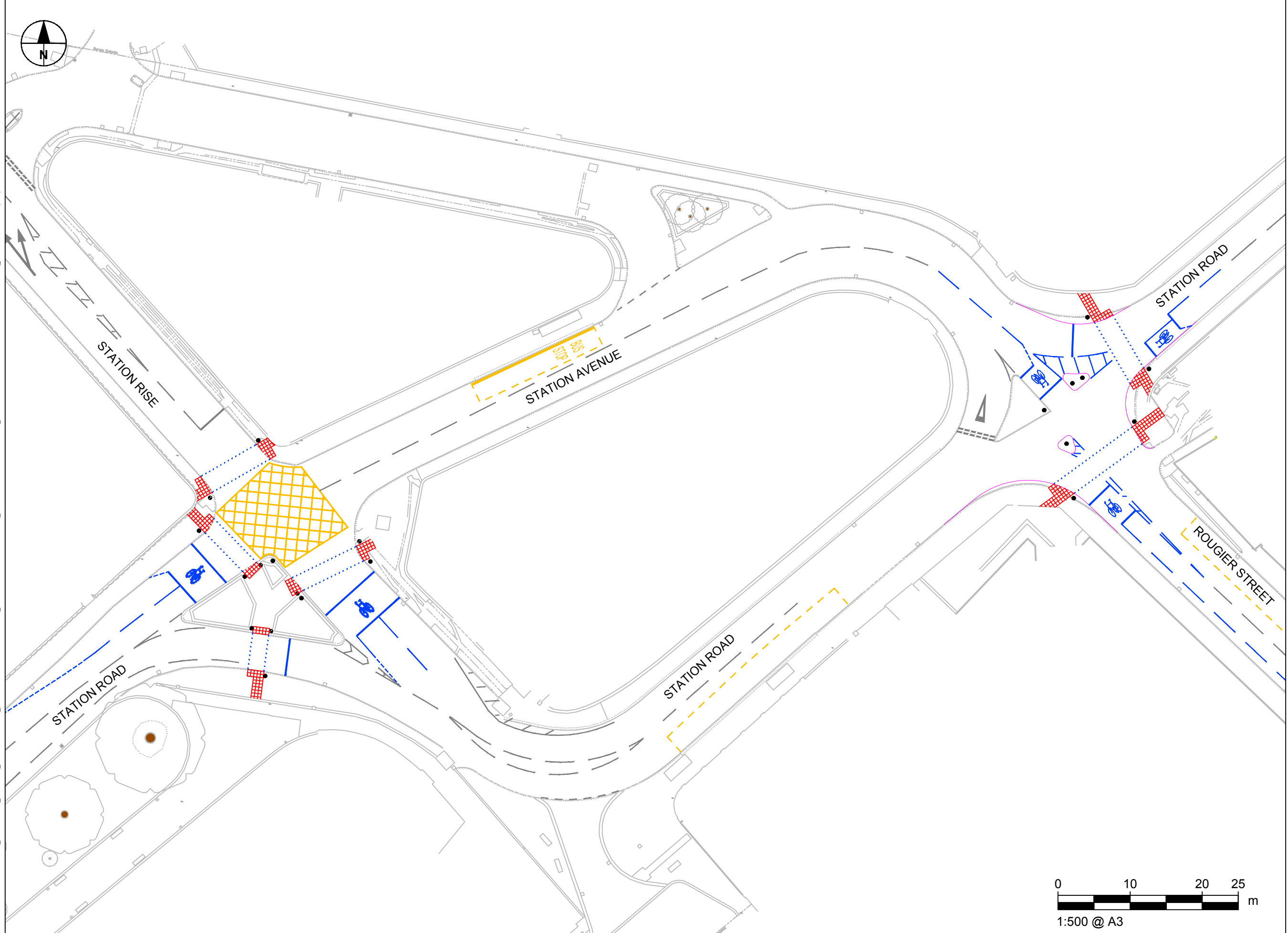
SHEET TITLE

YK2214  
 STATION ROAD /  
 LENDAL ARCH GYRATORY  
 PRELIMINARY DESIGN

DRAWING NUMBER

TST-YK2214-P-303

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City and Environment Services  
 West Offices  
 York  
 YO1 6GA

Christian Wood  
 CCTV Manager  
 Tel: 01904 551652

# TSAR – Consultation Strategy

## Introduction

The TSAR (Traffic Systems Asset Renewal) Project involves the construction of numerous highway schemes of varying scope and impact. A three-level consultation strategy has been developed to ensure that each scheme has been implemented with the appropriate level of consultation.

## Consultation vs Information

This strategy differentiates between ‘Consultation’ and ‘Information’. Consultation is used to refer to communication with a stakeholder where a response is expected and that response can have an impact upon the project. Information is used to refer to communication with a stakeholder where no response is required or expected.

## Project Stage

Transport projects typically involve 3 distinct phases of design. Feasibility, Preliminary Design and Detailed Design. It is not always realistic to fully consult a stakeholder group at every stage of the project. As such, the Project Manager will determine *at what stage of the project* each listed recipient will be consulted. Indeed the same recipients may be consulted on more than one occasion.

## Level 1 Consultation

Level 1 consultation will be used for schemes of minimal impact where there are no proposed significant changes to the layout or operation of the junction.

### Consultation

#### Recipients

- Internal consultation list

#### Format

- Internal emails explaining proposals

### Information

#### Recipients

- All premises affected by the construction works
- Local Ward Councillors

#### Format

- 'Information Bulletin', A document that details planned construction works, timescales and traffic management

### **Level 2 Consultation**

Level 2 Consultation will be used for schemes that involve changes significant enough to require an Executive decision before implementation. These schemes are those that involve a significant alteration to layout or operation.

#### Consultation

##### Recipients

- Internal Consultation List
- Local Ward Councillors
- External Stakeholders List

##### Format

- Emails with appropriate information

#### Information

##### Recipients

- All premises affected by the construction works
- Local Ward Councillors

##### Format

- 'Information Bulletin', A document that details planned construction works, timescales and traffic management.

### **Level 3 Consultation**

Level 3 Consultation is reserved for those schemes that not only propose significant changes to layout and operation, but also are likely to involve wide public interest. This could be due to the sensitive location of the junction, or due the radical nature of the proposals.

#### Consultation

##### Recipients

- Internal Consultation List
- Local Ward Councillors
- External Stakeholders List
- General Public

##### Format

- Emails with appropriate information
- Public Consultation Event

## Information

### Recipients

- All premises affected by the construction works
- Local Ward Councillors

### Format

- 'Information Bulletin', A document that details planned construction works, timescales and traffic management.

## **Internal Consultation Summary**

The internal consultation list includes representatives from the following teams / departments

- Highway Design
- Conservation
- Road Safety
- Street Lighting
- Traffic Management
- Public Rights of Way
- Sustainable Transport (buses)
- Streetworks
- Archaeology
- Arboriculture
- Community Engagement

## **External Stakeholders Summary**

The external consultation list includes representatives from the following stakeholders

- Statutory Undertakers
- Emergency Services (Fire, Ambulance and Police)
- Bus Services
- Cycling groups
- Disability groups
- Motorcycling groups
- Taxi companies
- Motoring groups
- Local Business groups

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### External Consultation Responses – Lendal Arch Gyrotory

This scheme has used a Level 2 consultation process, in line with the document ‘TSAR – Consultation Strategy’. Comments from internal stakeholders have been incorporated into the design process and are omitted from this table.

The following table summarises the consultation responses from external stakeholders as defined in the strategy. If a consultee is not listed, no comment has been received to date.

Consultee	Comment	Designer Response
York Blind and Partially Sighted Society  (Rougier St / Lendal Bridge junction)	Very supportive of the option that provides two straight across crossings. This is seen as a positive change because: <ul style="list-style-type: none"> <li>- seen as safer and pedestrian friendly</li> <li>- crossing perpendicular to roads</li> <li>- larger waiting areas</li> <li>- better placing of push buttons</li> <li>- crossing moved off the worst of the slope</li> </ul> Additional comments include: <ul style="list-style-type: none"> <li>- Look to decrease cycle time to give higher priority to peds</li> <li>- Look to increase green man time</li> </ul>	Pleased with positive feedback of preferred option. The preferred design allows the cycle time and green man facility to be adjusted to any value after construction. These values will be monitored and adjusted by the Network Monitoring Officers when the scheme is live to achieve the best balance between pedestrian priority and vehicular delays.
York Blind and Partially Sighted Society	Supportive of the introduction of a new pedestrian crossing. At present blind and partially sighted person avoid this crossing due to the lack of facilities.	New pedestrian crossing included in Exec report as an option. As above, green man facilities can be adjusted after the scheme is installed by the Network

(Station Road / Station Rise junction)	Supportive of the option for the main junction. Request increased green man time and pedestrian priority	Monitoring Officers, who will find the best balance between pedestrian priority and vehicular delays.
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Transport Systems Team  
 West Office, Station Rise, York, YO1 6GA  
 Tel: 01904 552827  
 www.york.gov.uk

NOTES

- DO NOT SCALE FROM THIS DRAWING.
- ROAD MARKINGS ADJUSTED TO SUIT AMENDED DESIGN.

KEY

- MARKINGS TO BE INSTALLED
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ISSUE/REVISION

NO	DATE	DESCRIPTION
P01	16/08/2017	FIRST ISSUE

SHEET TITLE

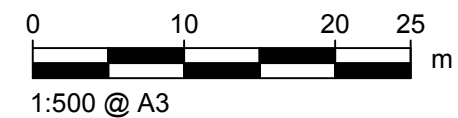
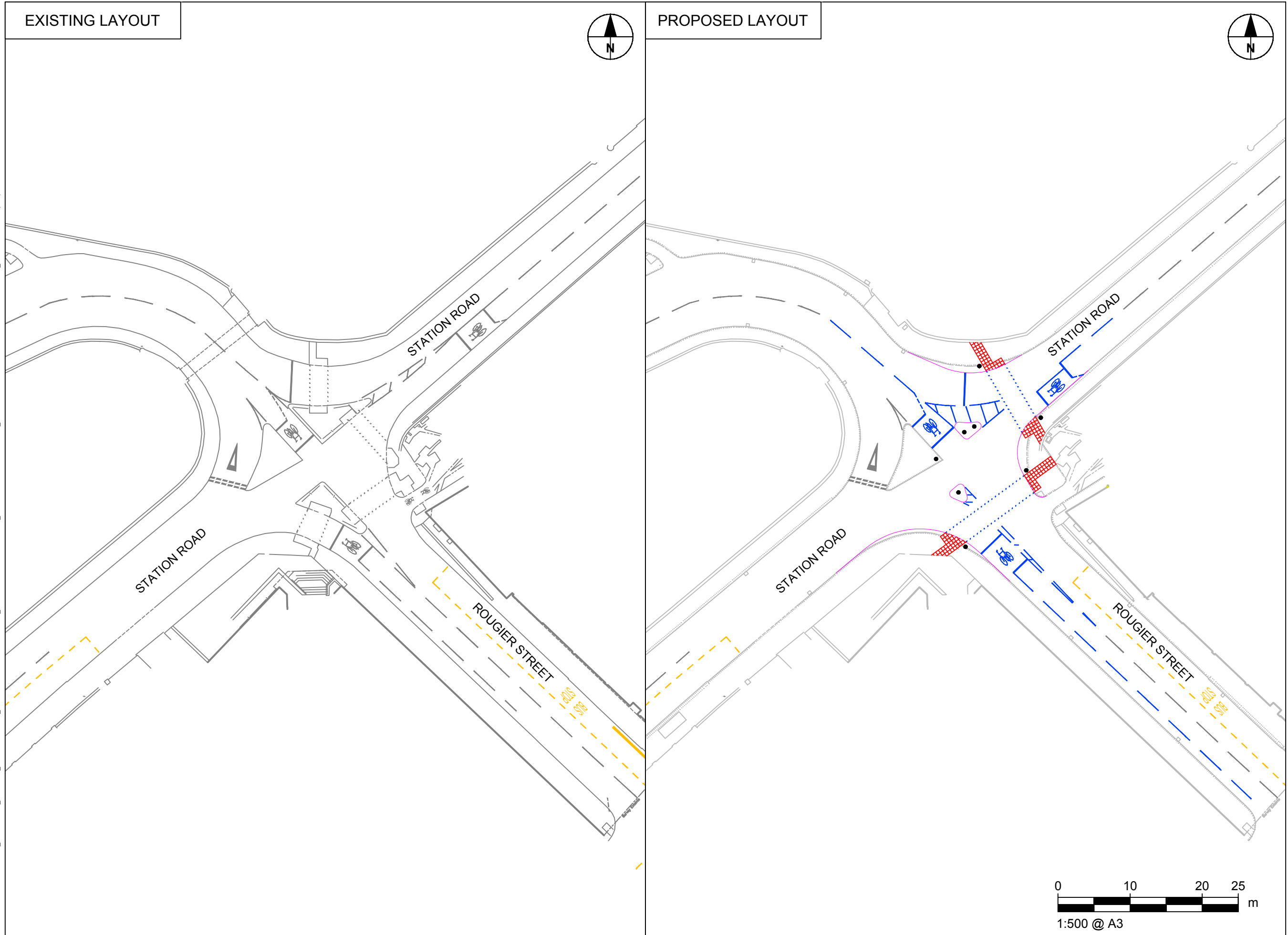
YK2214  
 STATION ROAD / LENDAL ARCH  
 GYRATORY / ROUGIER STREET  
 CONSULTATION PLAN

DRAWING NUMBER

TST-YK2214-P-305

EXISTING LAYOUT

PROPOSED LAYOUT



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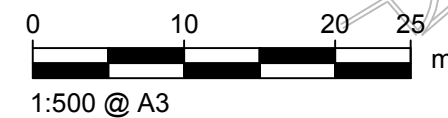
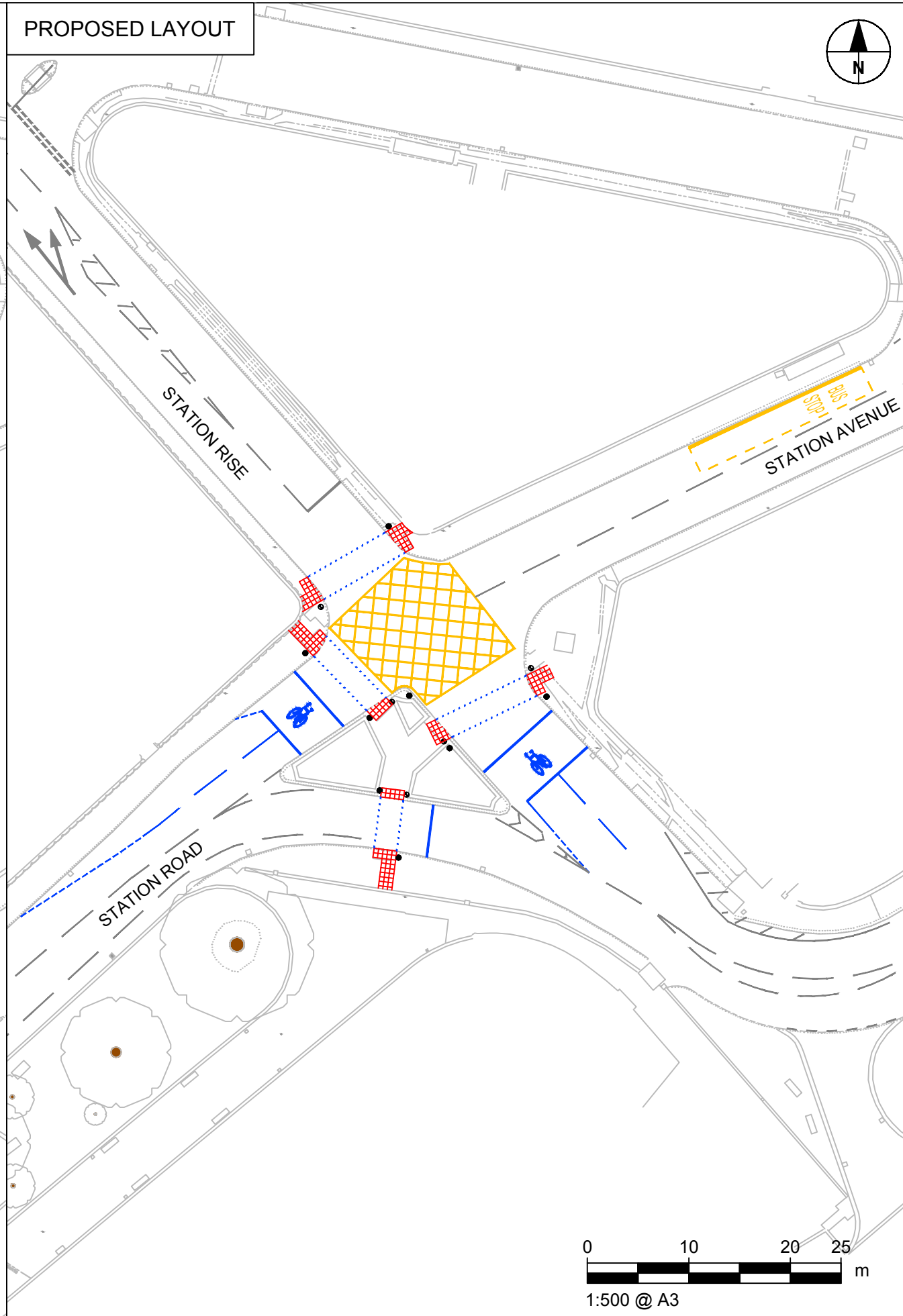
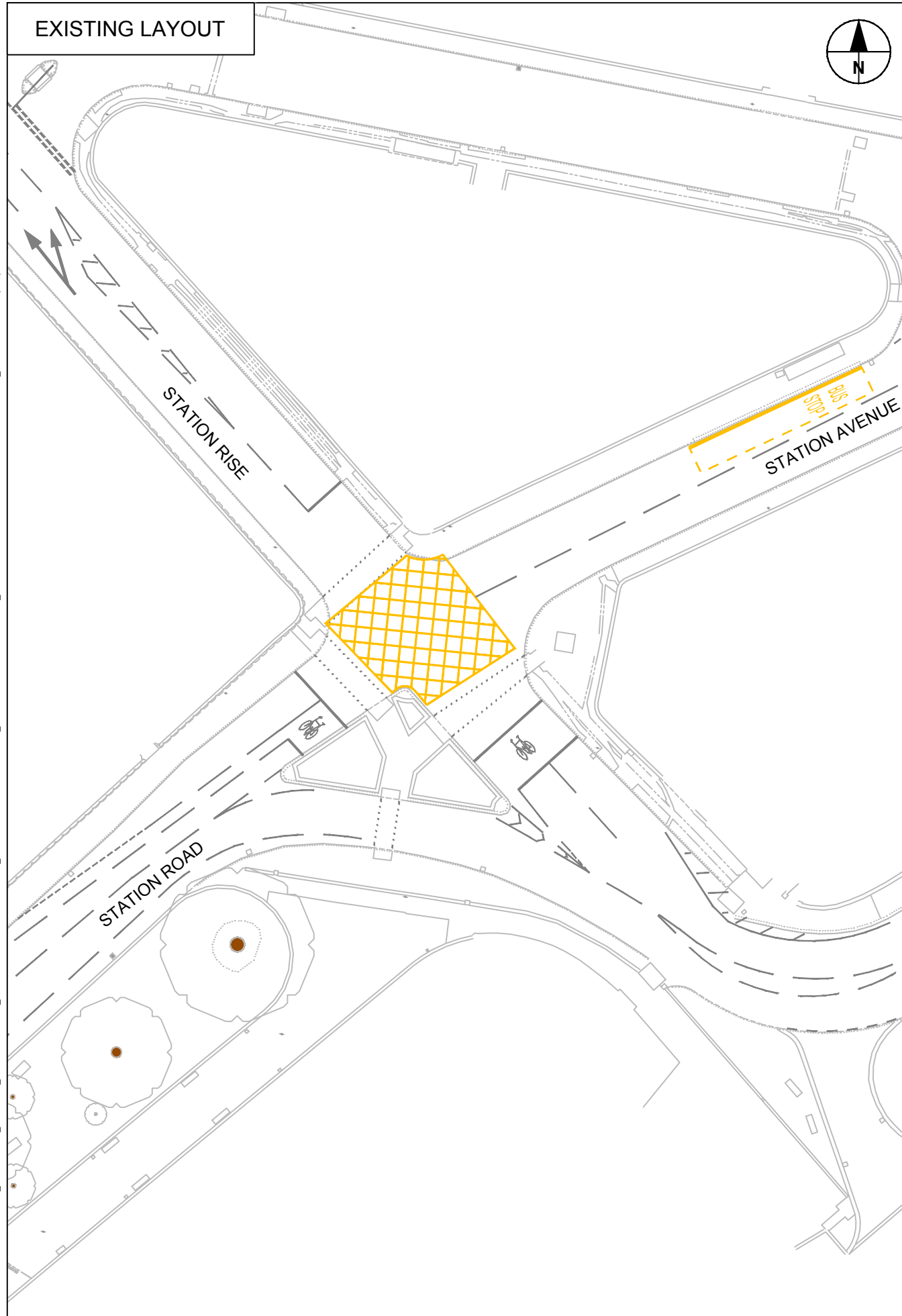
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YK2214  
 STATION ROAD / LENDAL ARCH  
 GYRATORY / STATION RISE  
 CONSULTATION PLAN

DRAWING NUMBER

TST-YK2214-P-304

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**Decision Session – Executive Member for  
Transport and Planning**

14 September 2017

Report of the Corporate Director of Economy and Place

**Public Rights of Way: The Council of the City of York, Public  
Bridleway, No. 18 (Part), Public Path Diversion Order 2017 –  
Consideration of Outstanding Objection****Summary**

1. The above legal Order was made under s257 of the Town and Country Planning Act 1990. The effect of the Order is to divert a short section of public bridleway to allow the development of Phase 4, Derwenthorpe to take place according to planning permission granted by the authority. One objection has been received to the Order. As the authority cannot itself confirm an opposed Order, it is required to be sent to the Secretary of State for the Environment, Food and Rural Affairs for a decision.

**Recommendations**

2. The Executive Member is asked to consider:
  - i. Authorising the referral of the Order to the Secretary of State for a decision – this option is recommended.

Reason: To enable the Order to be determined, which if confirmed will allow that part of the development for which planning permission has been granted to take place.

- ii. Not authorising the referral of the Order to the Secretary of State for a decision – this option is not recommended.

Reason: The Order will effectively be abandoned and that part of the development for which planning permission has been granted will not be able to take place.

## Background

3. Authorisation to make the above Public Path Order was granted at Decision Session – Executive Member for Transport and Planning on 9<sup>th</sup> March 2017 (link to report and minutes at end of this report). The Order was subsequently made on 1<sup>st</sup> June 2017 and advertised on 16<sup>th</sup> June after which there was a 4 week period of statutory consultation. One objection was received. As the objection has not been withdrawn, in order for the Order to be confirmed, the Order along with the outstanding objection is required to be referred to the Secretary of State for determination. The Secretary of State will appoint an independent Inspector to hear the case and make a decision on her behalf, by holding a local hearing, public inquiry or through written representations.

## Consultation

4. A four week statutory consultation period commenced on the date that the Order was advertised (16 June 2017). Prescribed Bodies, including The Ramblers, British Horse Society, utility companies, the parish council and local Ward Councillors were consulted. Notices were placed in the York Press, on site at either end of the section of path that is affected and made available at West Offices. One objection was received during the 4 week period. The objection has not been withdrawn.

### Details of the objection and Officer's comments:

Objection Point 1: *The proposed diversion is not as convenient for users as the original route, the proposed route introduces a sharp bend which terminates at right angles to a new public highway and it is unclear from the map of the diversion order how termination point C will reconnect with point A.*

Officer's comment: Termination Point C links with Point A by way of the new estate road which is shown on the Order map. The design details of the new path, including its junction with the new estate road were considered to meet current guidance on highway design and layout and are similar to many other rights of way throughout the city which are used on a daily basis, without incident. Bearing this in mind, the requirements of the legislation have been met.

*Objection Point 2: The proposed diversion is not as safe for users as the original route, the proposed route appears, although it is not clear from the map, to terminate at point C and then continue to point A by running across access to two properties/garages obviously leading to conflict between the public Bridleway users and occupants of the properties wishing to gain access/egress. Whereas the original A to B route if maintained in its original state and position has no conflict between users. Given that users on this route have and in all probability will continue to be horse riders, cyclists and walkers safety is of paramount importance.*

Officer's Comment: The original route of the path led users out onto Meadlands public highway where, in order to continue their journey, users are currently required to either ride on the road or walk along the adjacent footways. There are many driveways/accesses along Meadlands, as there are in many parts of the city. The addition of a further 2 dwellings and associated accesses onto the short section of new estate road is not considered to increase risk to users especially given that the internal layout of the development has been designed in the same vein as previous phases; ie shared spaces with priority to pedestrians and cyclists, design measures to reduce vehicle speeds, and managed on-street parking etc. The amenity of the path has not been affected and in this instance; the requirements of the legislation have been met.

*Objection Point 3: The issue of this public Bridleway has been recognised for sometime and it could reasonably have been expected that the developer of the site and the CYC as highway authority should have ensured that the development safely and conveniently (for users) accommodated this Bridleway, the Bridleway and users (Horse riders, cyclists and walkers) should not be expected to accommodate the development. I object to the closing off of this well used route without consultation and this rather clumsy attempt to regularise the situation and facilitate the development by introducing this diversion order.*

Officer's comment: Section 257 of the Town and Country Planning Act is available to an authority to allow for the diversion of a path to enable development, that has received planning permission, to take place ie there is law in place to accommodate/make changes to a public right of way. The planning permission given in this instance is for a development that has been designed in such a

way as to accommodate the path, with the vast majority of it remaining unaffected by development. The Order has been made to enable development to be carried out and the requirements of the legislation have been met.

### **Options**

5. Option 1: Authorise the Order to be referred to the Secretary of State for determination.

This is the recommended option

6. Option 2: Do not authorise the Order to be referred to the Secretary of State for determination.

This option is not recommended.

### **Analysis**

7. Option 1: In order for that part of the development that affects the path to be progressed as per the planning permission granted by the authority (x2 bungalows) the Order is required to be confirmed, otherwise the 2 dwellings will effectively obstruct the line of the bridleway. As an objection has been received, the authority cannot itself confirm the Order but is required to forward it to the Secretary of State for a decision.
8. Government guidance states that the disadvantages or loss likely to arise as a result of the stopping up or diversion of a path to members of the public generally, or to persons whose properties adjoin or are near the existing highway, should be weighed against the disadvantages of the proposed Order.
9. The diversion only affects the last 50 metres or so of the bridleway which is approximately 260 metres long in total. Therefore only a relatively short section is to be affected. The width of the new section of path will be 2metres, which is wider than the current width; the surface treatment will be the same (tarmac) so users of the path will not be disadvantaged in this respect.
10. Users of the path will be required to use an additional 35 meters of on-road facility, in order to reach the original exit point of the Bridleway onto Meadlands (Point C to Point A on the Order Plan (Annex A). However, the internal layout of this part of the

development has been designed in the same vein as previous phases; ie shared spaces with priority to pedestrians and cyclists, design measures to reduce vehicle speeds, and managed on-street parking etc, so any risk to users of the path using the road for this short section, before using Meadlands and the wider road network, has been mitigated.

11. Additionally, the diversion of the path does not disadvantage any persons whose properties adjoin or are near the existing bridleway as the new route will, in fact, take the path further away from their property.
12. It should be noted that the Secretary of State has no power to amend a planning permission so as to facilitate what any objectors to the Order claim to be a preferable diversion. Objectors are also not permitted to use any subsequent public inquiry or hearing to re-argue the merits of a development for which planning permission has been granted.
13. Option 2: This option would effectively abandon the Order and leave the definitive line of the path on its current alignment. The Order would not be sent to the Secretary of State for determination and the construction of the two new dwellings for which planning permission has been granted will not be able to go ahead, as they will obstruct the legal line of the path. This option will effectively prevent the development taking place.

### **Council Plan**

14. The Plan is built around 3 key priorities:
  - A Prosperous City for All
  - A Focus on Frontline Services
  - A Council that Listens to Residents
15. Whether the Order is confirmed or not confirmed the Council will ensure that a valued community facility will be open and available for use by the public, the use of which takes vulnerable users off the roads and encourages modal shift away from the car to more sustainable forms of travel around the city.

## Implications

- **Financial:** The cost of advertising the Order, if confirmed, will be met by existing budgets as necessary (approximately £850).

The cost of holding a local hearing or public inquiry will be met by the Council. This will include the cost of providing a venue and anything else to facilitate the hearing/inquiry process eg photocopying. It does not include any costs that may be accrued by anyone objecting to the Order. The approximate cost of a hearing or inquiry is £3,000 to £5,000, depending on the location.

- **Human Resources (HR):** There are no HR implications other than a change in priority of the Public Rights of Way (PROW) Team's program of work in order to prepare the documentation required to be sent to the Planning Inspectorate, which may lead to a delay in other planned work.
- **Equalities:** **As this decision is primarily administrative, it is regarded that there are** no negative impacts associated with this proposal. If a hearing or public inquiry is held, the venue would require to be accessible for all.
- **Legal:** The Council as planning authority for the area has powers (in respect of footpaths, bridleways, and restricted byways) to make Orders under s257 of the Town and Country Planning Act 1990 to stop up or divert highways affected by development for which planning permission has been granted.

If, after an Order is made, objections or representations are received and are not withdrawn, the Council cannot itself confirm the Order, but are required to send it to the Secretary of State for determination.

- **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

16. Planning permission has already been granted by the authority for Derwenthorpe Phase 4. Any delays to the confirmation of the Order required to divert the section of path affected by the development delay that part of the development being concluded, leading to possible financial loss to the developer. Notwithstanding this, the granting of planning permission does not give authority for the interference of a right of way and the developers have been made aware of this.

### Contact Details

**Author:**

**Alison Newbould**  
Rights of Way Officer  
(Transport Service)

Tel No. 01904 551481

**Chief Officer Responsible for the report:**

**James Gilchrist**  
Assistant Director, Transport, Highways  
and Environment

**Report Approved**  **Date** *August 2017*

Neil Ferris  
Corporate Director of Economy and  
Place

**Report Approved**  **Date** 5 September  
2017

**Wards Affected:** Osbaldwick and Derwent Ward

**All**

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

### Background Papers:

Decision Session: Executive Member for Transport and Planning on 9<sup>th</sup>  
March 2017 (Report and Minutes)

<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9483&Ver=4>

### Annex:

Annex A: Copy of sealed Order and Order Plan

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**COUNCIL OF THE CITY OF YORK**  
**PUBLIC PATH DIVERSION**  
**TOWN AND COUNTRY PLANNING ACT 1990, SECTION 257**

**THE COUNCIL OF THE CITY OF YORK**  
**PUBLIC BRIDLEWAY, NO. 18 (PART), PUBLIC PATH DIVERSION ORDER 2017**

**ANDREW DOCHERTY**  
**ASSISTANT DIRECTOR GOVERNANCE AND ICT**  
**WEST OFFICES**  
**STATION RISE**  
**YORK**  
**YO1 6GA**

**PUBLIC PATH DIVERSION**

**TOWN AND COUNTRY PLANNING ACT 1990, SECTION 257**







**THE COUNCIL OF THE CITY OF YORK  
PUBLIC BRIDLEWAY, OSBALDWICK NO 18 (PART)  
PUBLIC PATH DIVERSION ORDER 2017**

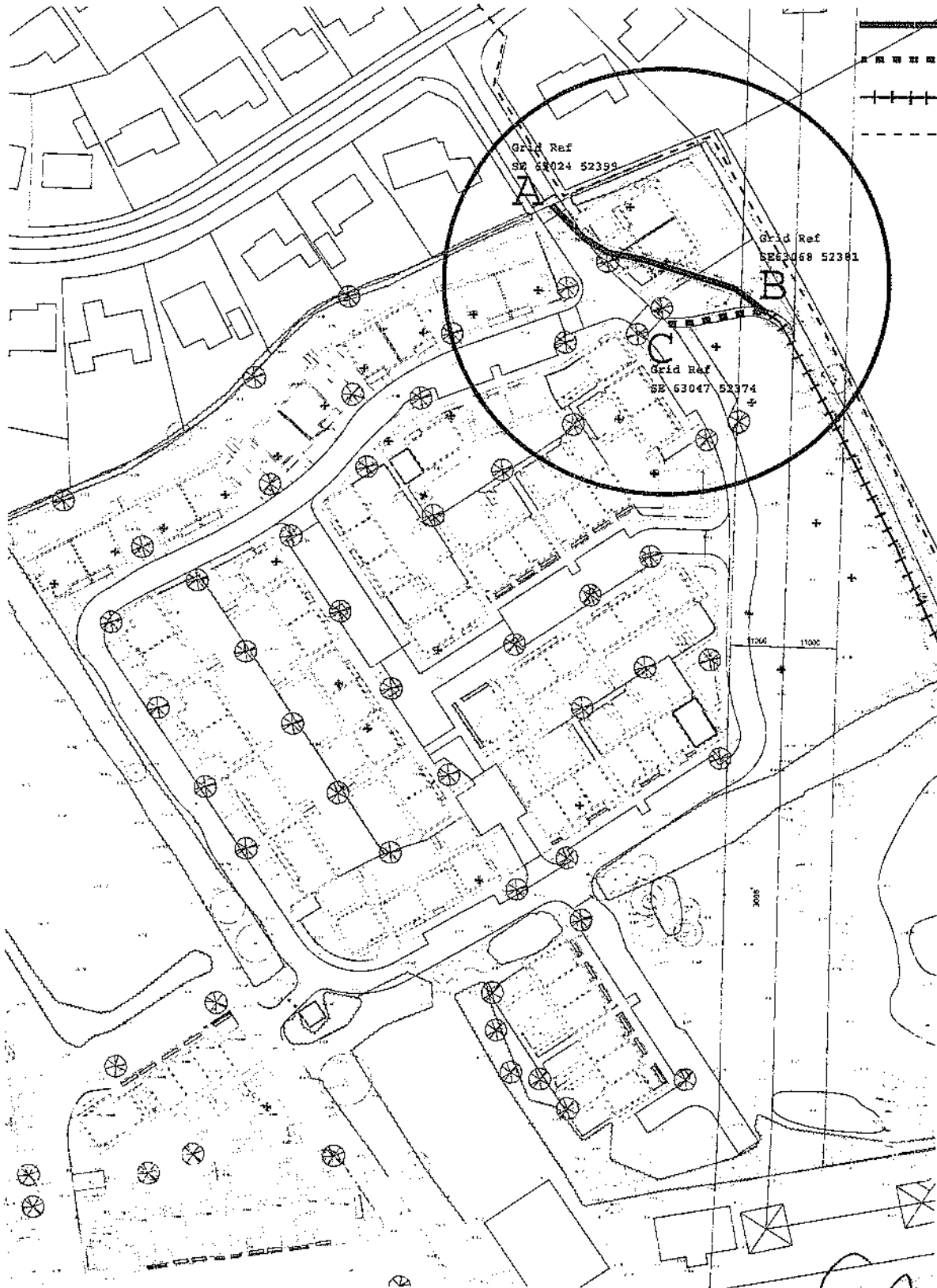
This Order is made by the Council of the City of York ('the authority') under section 257 of the Town and Country Planning Act 1990 because it is satisfied that it is necessary to divert the bridleway to which this Order relates in order to enable development to be carried out in accordance with planning permission granted under Part III of the Town and Country Planning Act 1990, namely the construction of a residential development of 36 dwellings with associated roads and public open space - revised layout of part of Phase 4 of the Derwenthorpe development (resubmission), Land Lying To The West Of Metcalfe Lane Osbaldwick York' (planning permission approval reference number (16/00342/FULM)).

**BY THIS ORDER:**

1. The bridleway over the land shown by a bold black line on the attached map and described in Part 1 of the Schedule to this Order shall be diverted.
2. There shall be created to the reasonable satisfaction of the Council of the City of York an alternative highway for use as a replacement for the said bridleway as provided in Part 2 of the Schedule to this Order and shown by bold black dashes on the attached map.
3. The diversion of the bridleway shall have effect on the date on which the Council of the City of York certify that the terms of Article 2 have been complied with.
4. The following works shall be carried out in relation to the highway described in Part 2 of the Schedule to this Order: From Points B to C lay tarmac surface with pin kerb either side.
5. BDW Trading Limited is hereby required to pay for the cost of carrying out the said works.
6. Where immediately before the date on which the footpath is diverted there is apparatus under, in, on, over, along, or across it belonging to statutory undertakers for the purpose of carrying on their undertaking, the undertakers shall continue to have the same rights in respect of the apparatus as they then had.

Key

-  Bridleway to be diverted
-  A - B
-  Bridleway to be created
-  B - C
-  Existing bridleway
-  Existing footpath



*Crack*

**Derwenthorpe**

Development:	Derwenthorpe	Drawing Title: Proposed Bridleway		
Location:	York	Drawing Number: PROW PH.4	Date Started:	Scale @ A4: 1:1250
Marketing Name:	Rowntree Quarter	Revision: 01	Drawn By: MM	Checked

Specialist  
David Wilson Home

6 Alpha Court,  
Monks Cross Drive,  
York,  
YO32 9WN  
TEL: 01904 617660  
FAX: 01904 673292

**SCHEDULE**

**PART 1**

**DESCRIPTION OF SITE OF EXISTING PATH OR WAY**

A section of Public Bridleway, Osbaldwick No 18, with a width of 2 metres, commencing at a point on Meadlands at Grid ref SE 63024 52399 (Point A on the Order plan) and running in south easterly direction for approximately 47 metres, and terminating at Grid ref SE 63068 52381 (Point B).

**PART 2**

**DESCRIPTION OF SITE OF ALTERNATIVE HIGHWAY**

Bridleway commencing at Grid ref SE 63047 52374 (Point C on the Order plan) with a width of 2 metres and running in an easterly direction for approximately 22 metres before rejoining the existing bridleway at Grid ref SE 63068 52381 (Point B).

**Limitations and Conditions of use of path to be created**

None

**THE COMMON SEAL** of THE COUNCIL  
OF THE CITY OF YORK was hereunto affixed

this <sup>1<sup>st</sup></sup> day of June 2017

in the presence of:-



.....  
an Authorised Officer



10247



---

**Decision Session - Executive Member for  
Transport and Planning****14 September 2017**

Report of the Corporate Director of Economy and Place

**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. It is recommended that the Executive Member:
  - i. Approves the recommended approach for each request as identified in Annexes A to S.
  - ii. Considers any objections to the legal advertisement of any changes to the Traffic Regulation Orders at a subsequent Decision Session.
  - iii. Approves the implementation of any amendments to the Traffic Regulation Orders if there are no objections raised in respect of the advertised changes.

Reason: To ensure that appropriate changes are made to traffic restrictions to address concerns raised by residents.

**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. This process has taken longer than originally projected owing to the number of requests and pressure on staff resources. The methodology for handling requests is to be reviewed with the aim of developing a process for progressing the simplest requests more quickly whilst still achieving the economy of scale benefits from undertaking a larger scale annual review.

4. There are 117 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**

5. Subject to the recommendations in this report being approved the proposals to change the Traffic Regulation Orders will 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. Where applicable amendments will be legally advertised during October/November.
6. Any objections received to the proposals will be brought back to a subsequent Executive Member Decision Session for a decision on how to proceed. If there are no objections raised with regards to the changes, it is recommended that approval is granted to implement the amendments to the Traffic Regulation Orders.

### **Options**

7. 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**

8. 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**

9. Considering this matter contributes to the Council Plan building strong communities by engaging with all members of the local community.

### **Implications**

**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 cost of the proposed changes is approx. £47k which will be funded from existing transport budgets in 17/18 and 18/19.

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

**Equalities** There are no Equalities implications

**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**

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

## Contact Details

**Author:**

**Annemarie Howarth**  
Traffic Projects Officer,  
Traffic Management  
Tel No. 01904 551337

**Chief Officer Responsible for the report:**

**Neil Ferris**  
**Corporate Director of Economy and Place**

**Report Approved**



**Date** 6 September 2017

**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 Hull Road Ward
- Annex M Huntington and New Earswick 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 Westfield Ward

Annex T Summary list of locations with recommendation and approximate costs

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## Annex A      Acomb Ward

<b>A1</b>	<b>Location</b> Ouseburn Avenue/Wheatlands Drive
<b>Nature of problem and requested solution</b> Vehicles and trailers blocking sightlines at crossroads junction.	
<b>Background information</b> Trailers and being stored on the highway from a property on Ouseburn Avenue, the trailers hold a boat and untaxed vehicle. As such this has been referred to North Yorkshire Police for assistance in removing the trailers from the highway. This was also referred to NYP in 2013.	
<b>Recommendation</b> No Action. Junction already has 10m of junction protection; no further restrictions would be recommended at this location.	
	
<b>Cost: Lining works £0, Advertising £0; Total £0</b>	

<b>A2</b>	<b>Location</b> Boroughbridge Road/Shirley Avenue
<p><b>Nature of problem and requested solution</b> Vehicles parked on both sides of the junction blocking sightlines when exiting Shirley Avenue.</p>	
<p><b>Background information</b> There is a short parade of shops and flats at either side of the junction. Build outs have been introduced however vehicles are parking behind them blocking vision in both directions.</p> <p>The introduction of double yellow lines will displace three vehicles; however this is the recommended action in order to gain visibility to exit onto Boroughbridge Road, extending lines into Shirley Avenue will also keep visibility clear for the off road cycle lane/footpath.</p>	
<p><b>Recommendation</b> Double yellow lines on Boroughbridge Road to join with existing DYL's on south west side of its junction with Shirley Avenue and south east to remove 1x vehicle space and cover driveway entrance. Lines to be extended into Shirley Avenue by 14m to cover off road cycle path.</p>	
	
<p><b>Cost: Lining works £100, Advertising £500; Total £600</b></p>	

**A3****Location** Ouse Acres**Nature of problem and requested solution**

Vehicles parking close to junction causing problems for large industrial vehicles accessing and exiting the area.

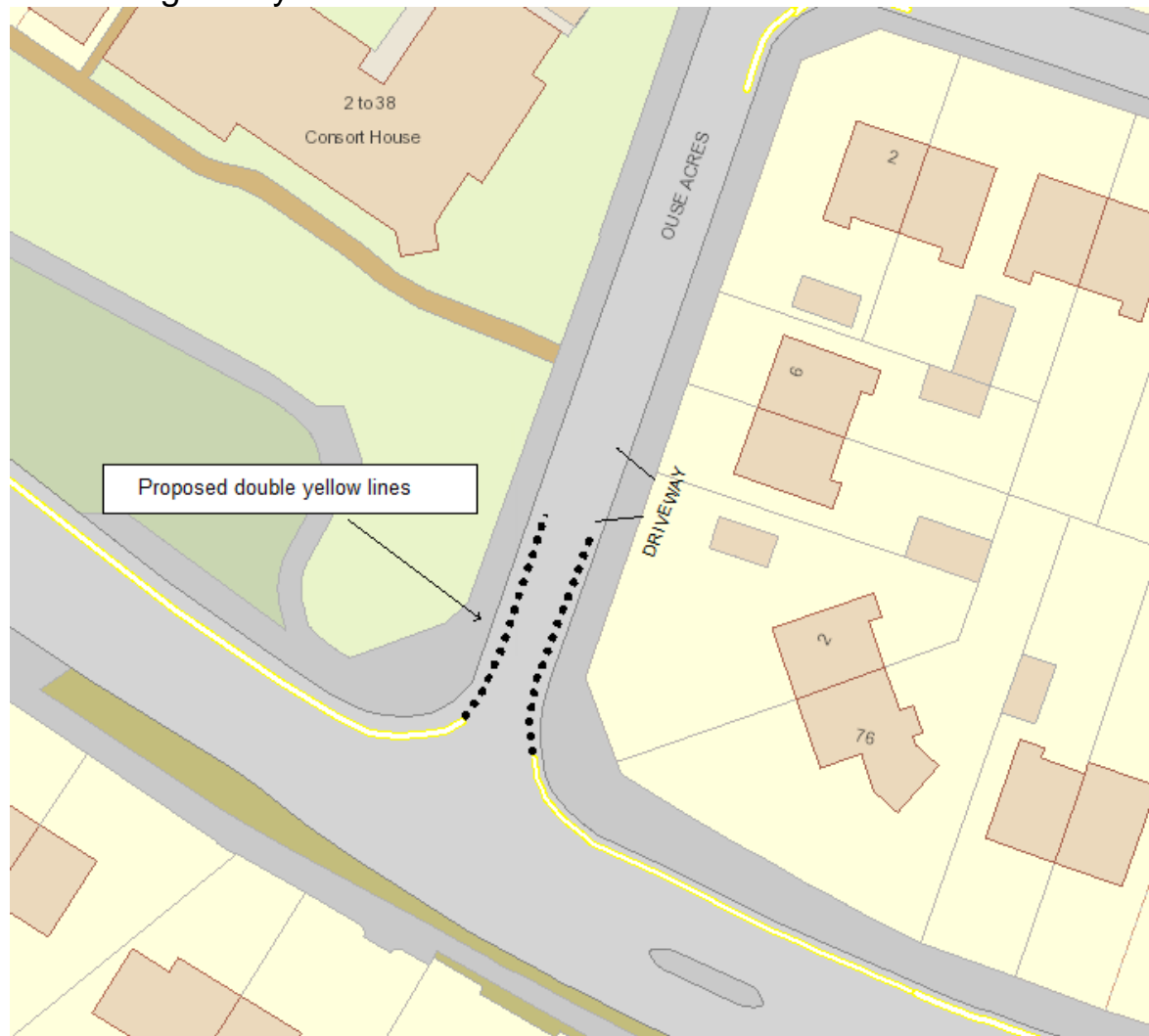
**Background information**

There is a small business park at the end of Ouse Acres, along with a care home and several residential properties in the area. Vehicles parking close to the junction are causing access problems for larger vehicles resulting in traffic build up on Boroughbridge Road.

No waiting restrictions both sides of Ouse Acres from its junction with Boroughbridge Road for approximately 20m. This will create enough area for large vehicles to pull off the main road before being met by any parked vehicles to negotiate.

**Recommendation**

No waiting at any time restrictions for 20m on Ouse Acres.



**Cost: Lining works £75, Advertising £500; Total £575**

**A4**

**Location** Princess Drive

**Nature of problem and requested solution**

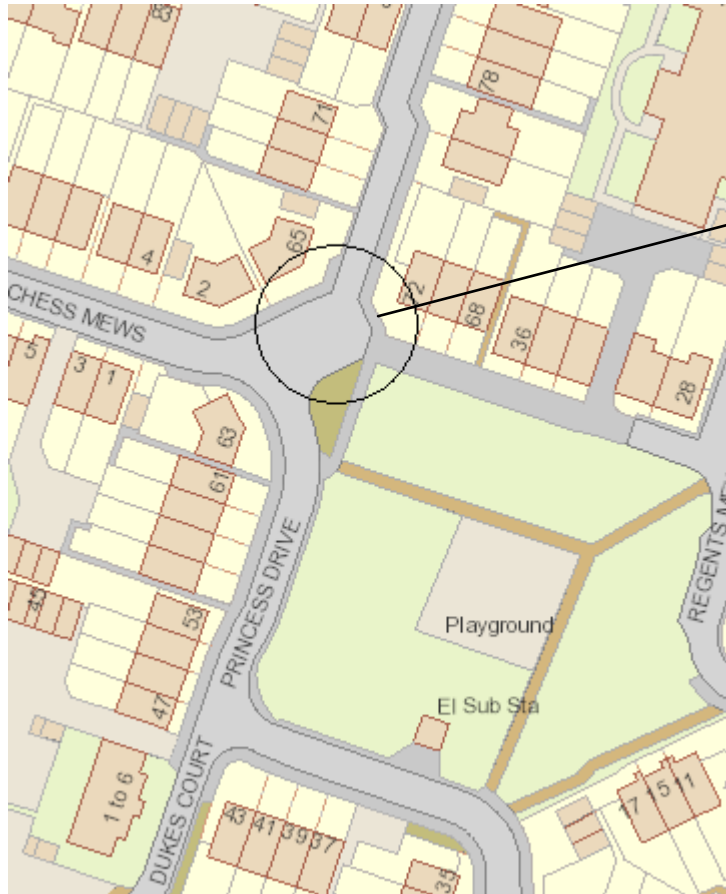
Request for restrictions to be implemented to improve visibility from private off street parking, especially on an evening.

**Background information**

Princess Drive is a fairly new development of residential properties, double yellow lines are generally not implemented purely for private access and any vehicle parked will belong to residents. No traffic management problem caused by vehicles parking, as such no additional restrictions are recommended at this location.

**Recommendation**

No action



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



**Ward Councillor Comments:**

Councillor K Myers – No comments received

Councillor S Barnes – No comments received

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## Annex B Bishopthorpe Ward

<p><b>B1</b></p>	<p><b>Location</b> Copmanthorpe Lane (raised by Councillor Galvin on behalf of residents)</p>
<p><b>Nature of problem and requested solution</b> Councillor Galvin requested junction protection for Kirkwell and Copmanthorpe Lane because parked cars were impairing sight visibility splays. Problem worse during school hours as staff park on Copmanthorpe Lane.</p>	
<p><b>Background information</b> We receive complaints about school parking on Copmanthorpe Lane on a regular basis. Not just visibility splays, but problems with access when vehicles wait on both sides of the road (this will happen short-term for deliveries). Bishopthorpe Parish Council have no objection to this proposal.</p>	
<p><b>Recommendation</b> Because parked vehicles have the potential to obstruct visibility splays at junction areas near to the school, we are recommending standard (10m) junction protection as outlined on the plan below. Because of the curvature on Kirkwell we are recommending a longer length into the cul-de-sac (20m). We are unable to place restrictions on New Lane because this is a private road.</p>	
<p><b>Cost:</b> Lining Works, £120 Advertising £500 <b>Total £620</b></p>	

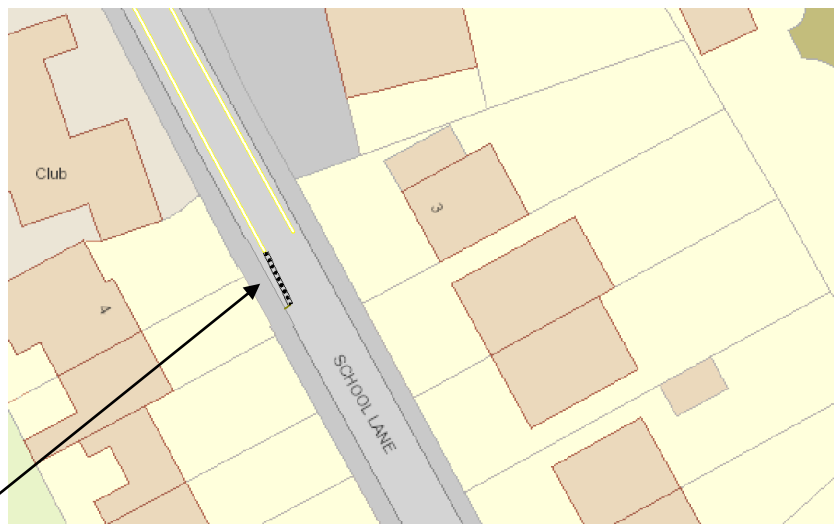
**B2****Location** School Lane  
(requested by 7 residents)**Nature of problem and requested solution**

Parking on the carriageway of School Lane associated with school, after school club and other events is creating difficulties with access and egress for residents. Residents are requesting a single yellow line on both sides of the carriageway for half the length of the street between 7.30am and 6.30pm.

**Background information**

School Lane is not wide enough for parking on both sides of the street. We have witnessed one vehicle parked opposite the dropped kerb at No 3 School Lane on more than one occasion. The vehicle would prevent access and egress from the private parking amenity. No additional extensive parking has been witnessed. The area has been visited at school peak hours.

It is not normal procedure to protect private access with waiting restrictions unless the resident requires 24 hour access for disabled access; we have been led to believe this is the case for 3 School Lane. Further into the street, driveway access is improved because dropped kerbs lie opposite each other. It is considered a small extension of waiting restrictions on the west would be sufficient to prevent obstructive parking where it is most prevalent.

**Recommendation**

1. Extend no waiting at any time restrictions on the west side of the carriageway by 5m.



2. There are existing double yellows in the turning head area at the end of the cul-de-sac. These are not recorded within the TRO and it is not known when they were placed and by whom. We recommend these are brought within the TRO to enable enforcement.

**Costs:** Lining works= £50 Advertising + making £500 **Total £550**

**Comments from Ward Councillor**


Cllr J Galvin:

I have no objections to the proposals, they have my full support.

Best Regards

John

## Annex C Clifton Ward

<b>C1</b>	<b>Location</b> Falsgrave Crescent
<p><b>Nature of problem and requested solution</b>          Falsgrave Crescent Management Company have requested for Double Yellow Lines to be implemented across the dropped kerb access to protect the off street parking area associated with flats 2 – 16 Falsgrave Crescent.</p>	
<p><b>Background information</b>          It has been reported that commercial and residential vehicles have been parking across the dropped kerb area preventing residents from gaining access or egress from the private parking area. The implementation of DYL's will not prevent commercial vehicles from parking to drop off/collect goods, any vehicle currently parking across the dropped kerb for a long period of time can already be issued with a Penalty Charge Notice issued by CYC Civil Enforcement Officers, this can be issued to a vehicle for blocking access without the need for restrictions to be implemented.</p>	
<p><b>Recommendation</b>          No Action.</p>	
 <p>The image is a Google Street View of Falsgrave Crescent, York, England. It shows a residential street with a brick wall on the left side. A green car is parked on the left side of the road, and a blue car is parked on the right side. A white car is parked on the right side of the road. A 'No Parking' sign is visible on the road. The road surface has a white arrow pointing right and the text 'No Parking' written on it. The Google logo is visible at the bottom center of the image.</p>	
<p><b>Cost: Lining works £0, Advertising £0; Total £0</b></p>	

**C2****Location**  
Lucas Avenue**Nature of problem and requested solution**

Vehicles parking opposite an advisory Disabled Only Parking bay provided for a resident on Lucas Avenue, resident has now requested for the bay to be enforceable.

**Background information**

Lucas Avenue is a narrow street with only room for one sided parking. An advisory Disabled bay has been provided for a resident after all documentation was received in support of the application. Residents and commuter vehicles are on occasions parking opposite the bay meaning upon returning home the resident is unable to make use of the Disabled bay as this would block the carriageway. A request has been received to make the bay enforceable within the traffic regulation order. This will not solve the residents problem as the bay itself is not being abused by non badge holders. The resident does have a dropped kerb but no off street parking amenity.

**Recommendation**

No Action

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



**C3****Location**  
St Olave's Road**Nature of problem and requested solution**

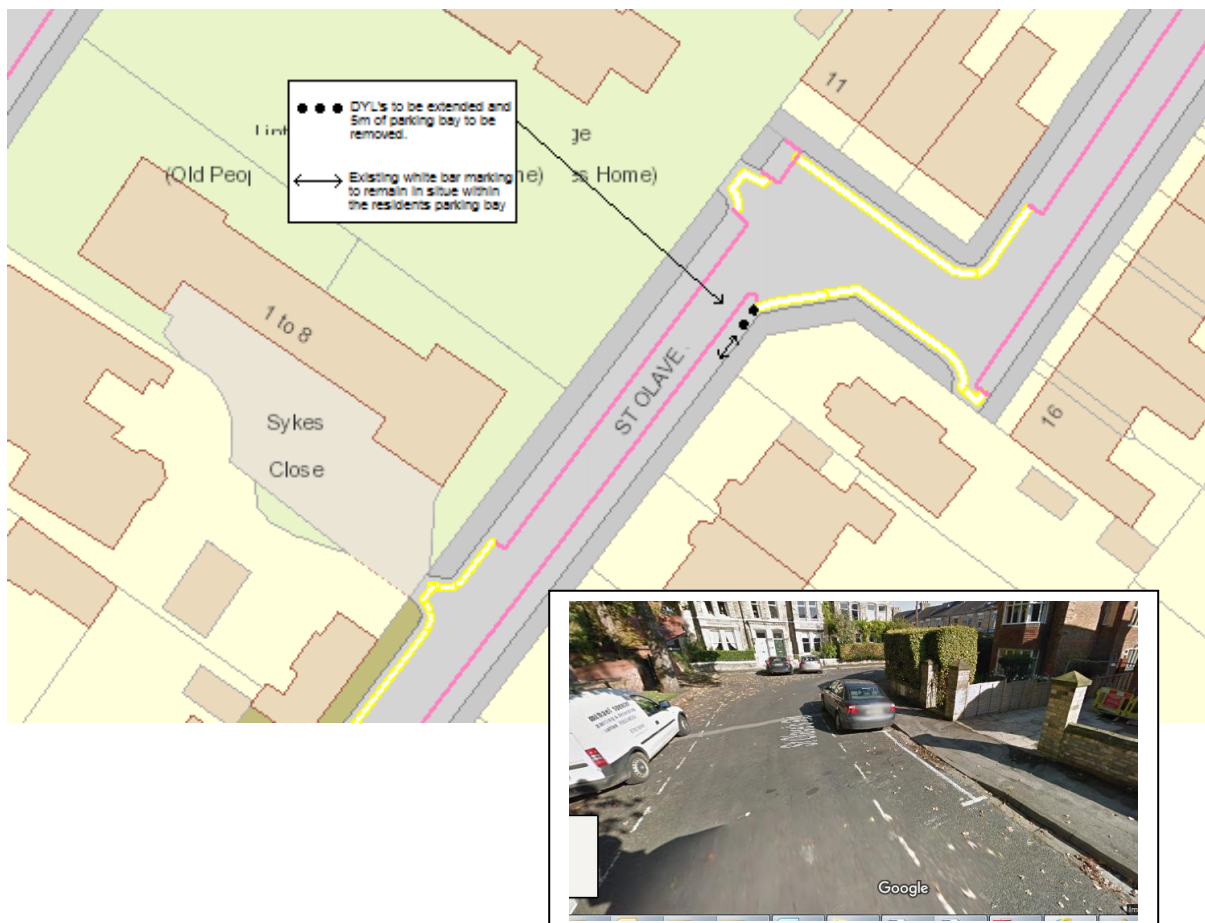
There is currently a one vehicle resident only parking space located on the bend of St Olave's Road after the driveway entrance to No 12. This causes visibility problems for road users when a vehicle is parked in the space.

**Background information**

This location was included within the 2015 Annual Review and the decision was made to take no action at the time but be included within the 2016 review for further investigation. The original proposal was to replace the parking bay with double yellow lines but also extend these across the driveway of No 12; this was objected to by the resident. It is now recommended to remove the one vehicle space and replace with double yellow lines however start the ResPark bay next to the driveway of No 12 leaving the white bar marking in place within the bay.

**Recommendation**

Remove one vehicle length of residents parking bay and replace with Double Yellow lines.



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

**C4****Location**  
Filey Terrace**Nature of problem and requested solution**

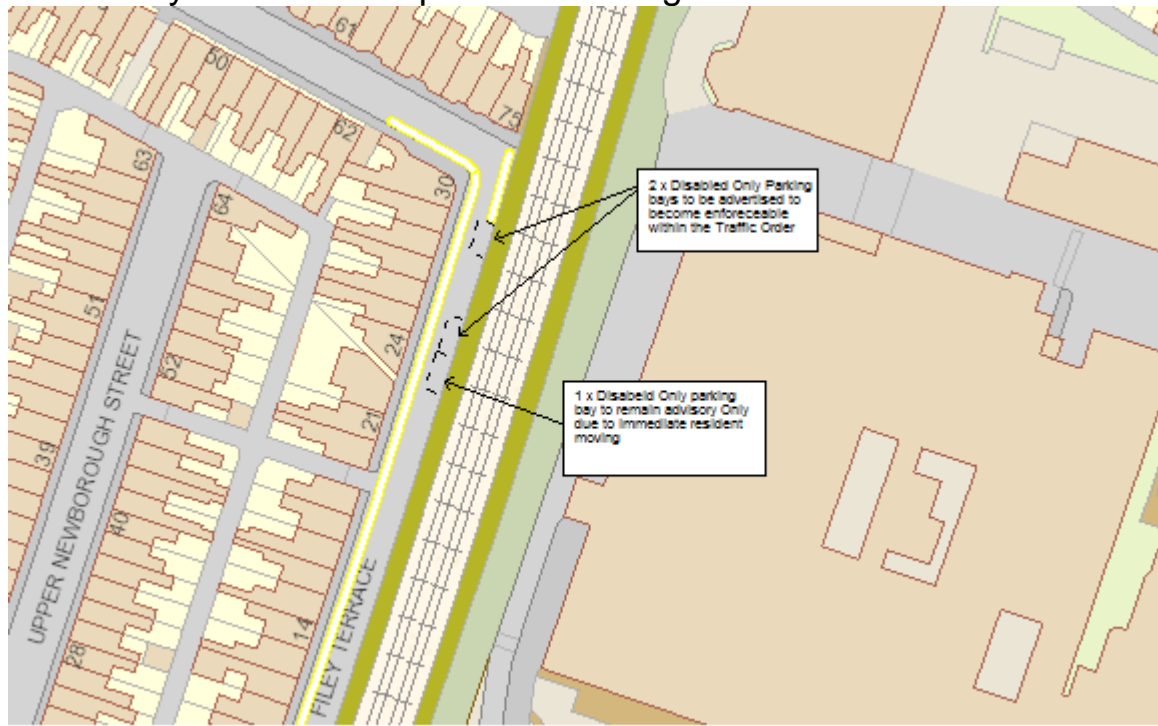
Residents are continually having problems with non blue badge holder commuters parking within the designated Disabled Only Parking bays provided for three separate properties within the area. Request for bays to become enforceable.

**Background information**

Currently all three Disabled Bays supplied for local residents are advisory only. Filey Terrace is heavily used by hospital staff and commuters, residents are now finding the bays being used more often by non blue badge holders. It is proposed to make two of the bays enforceable and include them within the legal traffic order. Having spoken to one of the residents who previously applied and used one of the three bays they advised that the family is moving due to difficulty in parking close by, as such that specific bay will no longer be needed for one of the residents and will be left advisory.

**Recommendation**

Make two of the existing three Disabled only parking bays enforceable. Permission will need to be sought from Network Rail to place signs on the railway fence should permission be granted.



**Cost: signing works £300, Advertising £500; Total £800**

**C5**

**Location**

St Olave's Road – The Garth

**Nature of problem and requested solution**

A resident of The Garth located on St Olave's Road has requested that one of the existing residents parking bays outside the property should become restricted to permit holders 24 hours 7 days a week due to problems parking close by on an evening and Sundays.

**Background information**

The Garth is primarily accommodation for elderly and disabled residents, off street parking is included to the rear of the property however this is not the shortest route for Disabled residents, as such they choose to park on the carriageway to the front of the property. The residents parking bay directly outside The Garth is currently only restricted Monday to Saturday 9 – 5 with a 60minute wait for non permit holders. This makes parking for permit holders and blue badge holders difficult on evenings and Sundays. Two bays at the Clifton end of St Olave's Road are Monday to Saturday 9 - 5 and the rest are 24 hours.

**Recommendation**

Amend the bay directly outside The Garth to have a restriction of 24hours, 7 days a week with a 10 minute wait for non permit holders.



**Cost: Signing works £250, Advertising £500; Total £750**

**C6****Location**

Cromer Street/Burton Stone Lane

**Nature of problem and requested solution**

Vehicles parking close to the junction causing access issues and problems when deliveries are taking place.

**Background information**

In 2016 No. 165 Burton Stone Lane was redeveloped from a Public House to a convenience store carried out under permitted development. Deliveries to the store generally take place between 8am and 10am with there service area being towards the rear of the property. They have two off street parking spaces accessed from Cromer Street. Keeping the junction clear will create a safe area for vehicles entering and exiting Cromer Street as well as keeping access clear to the off street parking areas. Implementing a longer length of restrictions on one side will leave enough room for large vehicles loading and unloading along with junction protection.

**Recommendation**

Advertise 10m of DYL's on the south west side and 20m on the north east of Cromer Street at its junction with Burton Stone Lane.



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


**Ward Councillor Comments:**

Councillor D Myers – No comments received

Councillor M Wells – No comments received

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## Annex D Copmanthorpe Ward

<b>D1</b>	<b>Location</b> Moor Lane
<p><b>Nature of problem and requested solution</b> Vehicles parking close to the junction are causing obstruction to traffic flow when entering and exiting Station Road.</p>	
<p><b>Background information</b> Double yellow lines were introduced around the junction in 2016; the lines have helped however requests have been received to extend the lines on the west side to provide a longer length for vehicles to wait in when negotiating the junction.</p>	
<p><b>Recommendation</b> No waiting at any time restrictions to be extended by 7m on the west side of Moor Lane to stop at vehicle entrance to No 2.</p> 	
<p><b>Cost: Lining works £50, Advertising £500; Total £550</b></p>	

**Ward Councillor comments:**

Councillor D Carr –


Cllr Carr has asked me to let you know that he agrees with the proposals.

Kind regards.

*Cath*



## Annex E Dringhouses & Woodthorpe

<b>E1</b>	<b>Location</b> Royal Chase/Regency Mews
<p><b>Nature of problem and requested solution</b> Vehicles parking on Royal Chase causing sightline problems – referred by Councillor Fenton.</p>	
<p><b>Background information</b> This is a small residential area however there is also a residential care home at the end of Regency Mews which will mean an increase in traffic movement, however its junction with Royal Chase is wide and visibility can also be achieved behind any parked vehicle. The care home is due to be developed and increasing in size, as such the area may need to be reassessed after works have been completed if an increase of parked vehicles from staff starts to occur near the junction.</p>	
<p><b>Recommendation</b> No action at this time.</p>	
	
<p><b>Cost: Lining works £0, Advertising £0; Total £0</b></p>	

**E2****Location** Cherry Lane/St Edwards Close**Nature of problem and requested solution**

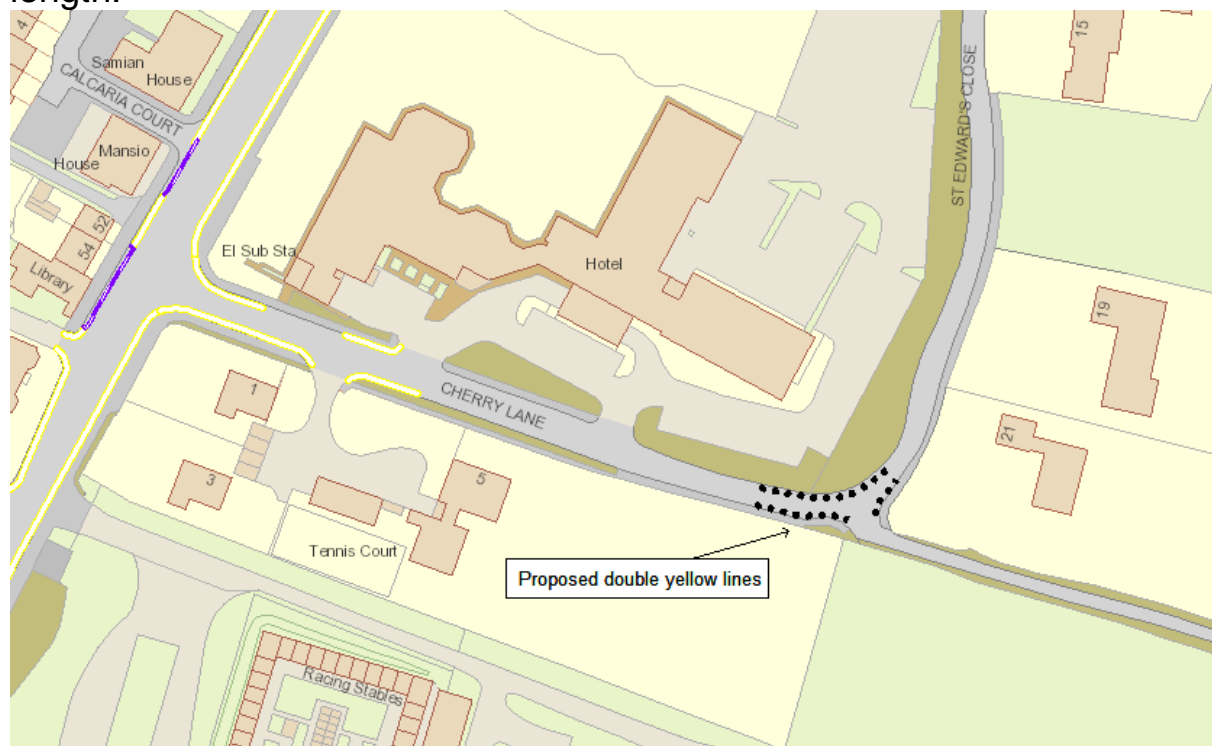
Large increase in vehicles parking on Cherry Lane obstructing sightline when exiting St Edwards Close and Cherry Lane track from the Knavesmire.

**Background information**

The track at the end of Cherry Lane is heavily used by vehicles accessing the Knavesmire parking area for walking and football matches etc. Parking on Cherry Lane is increasing in numbers and vehicles are parking right up to the junction with St Edwards Close causing visibility problems for both the track and St Edwards Close.

**Recommendation**

Double yellow lines on both sides around the bend approximately 30m in length.



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

**E3****Location** Moor Lane**Nature of problem and requested solution**

Comments received about vehicles parking on carriageway for the nearby cafe causing congestion close to the roundabout.

**Background information**

Concerns have been raised regarding the increase of parking in the area and blocking access to the bus stop. No concerns have been raised by the bus company themselves and any parking will be short term for the cafe. If restrictions were introduced vehicles would still be able to load and unload for ten minutes, as such restrictions would not prevent any short term parking taking place at the location.

**Recommendation**

No action



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

**E4****Location** College Court (Revival Estate)**Nature of problem and requested solution**

Request for further restrictions to be introduced around the green area and on the corner near No 9.

**Background information**


The Revival is a new residential estate located close to York College. DYL's were introduced within the 2015 review where required for traffic management purposes. Although parking on the corner may cause inconvenience this section leads to a cul de sac area and has relatively low traffic movements. Vehicles parking around College Court itself may belong to staff and students at York College however do not cause traffic management problems, any restrictions introduced would also apply to residents and their visitors. Residents only parking could be an option however a new petition would first have to be received showing a majority vote in favour of ResPark from a significant proportion of residents on the development.

**Recommendation**

No action



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

<b>E5</b>	<b>Location</b> Principal Rise (Revival Estate)
<b>Nature of problem and requested solution</b> Resident located half way along Principal Rise is parking without giving a thought to existing parked vehicles, being anti social when challenged.	
<b>Background information</b> The Revival is a new residential estate located close to York College. DYL's were introduced within the 2015 review where required for traffic management reasons at junction etc. It is not common practice to recommend waiting restrictions in the middle of residential estates unless a substantial obstruction is being caused to through traffic on a regular basis.	
<b>Recommendation</b> No action	
	
<b>Cost: Lining works £0, Advertising £0; Total £0</b>	

**E6****Location** Wharfe Drive/Acorn Way**Nature of problem and requested solution**

Request for restrictions to be implemented at the junction of Wharfe Drive and Acorn Way for visibility when turning left into Wharfe Drive.

**Background information**

Request received from a local councillor due to an increase of vehicles parking at the location in question. This seems to be an intermittent problem and vehicles are not parking for long periods of time, at this time it would not be recommended to introduce waiting restrictions.

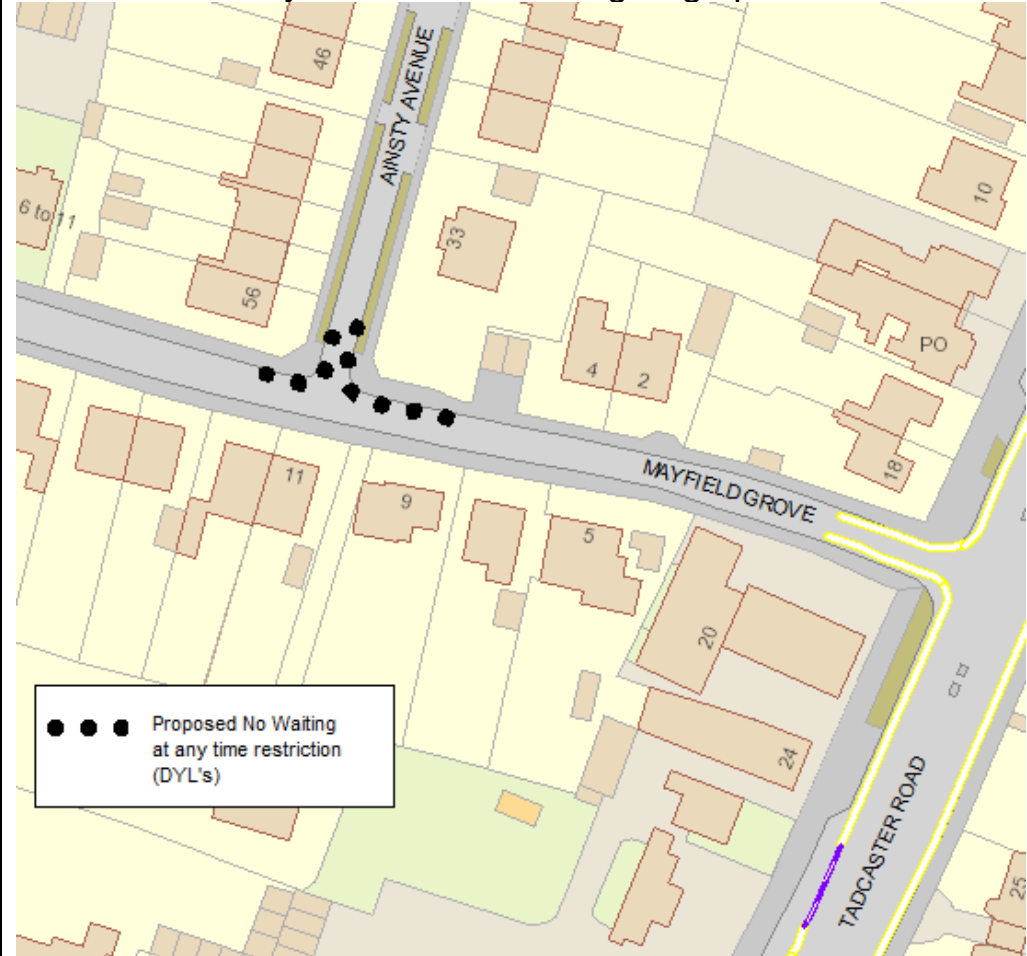
**Recommendation**

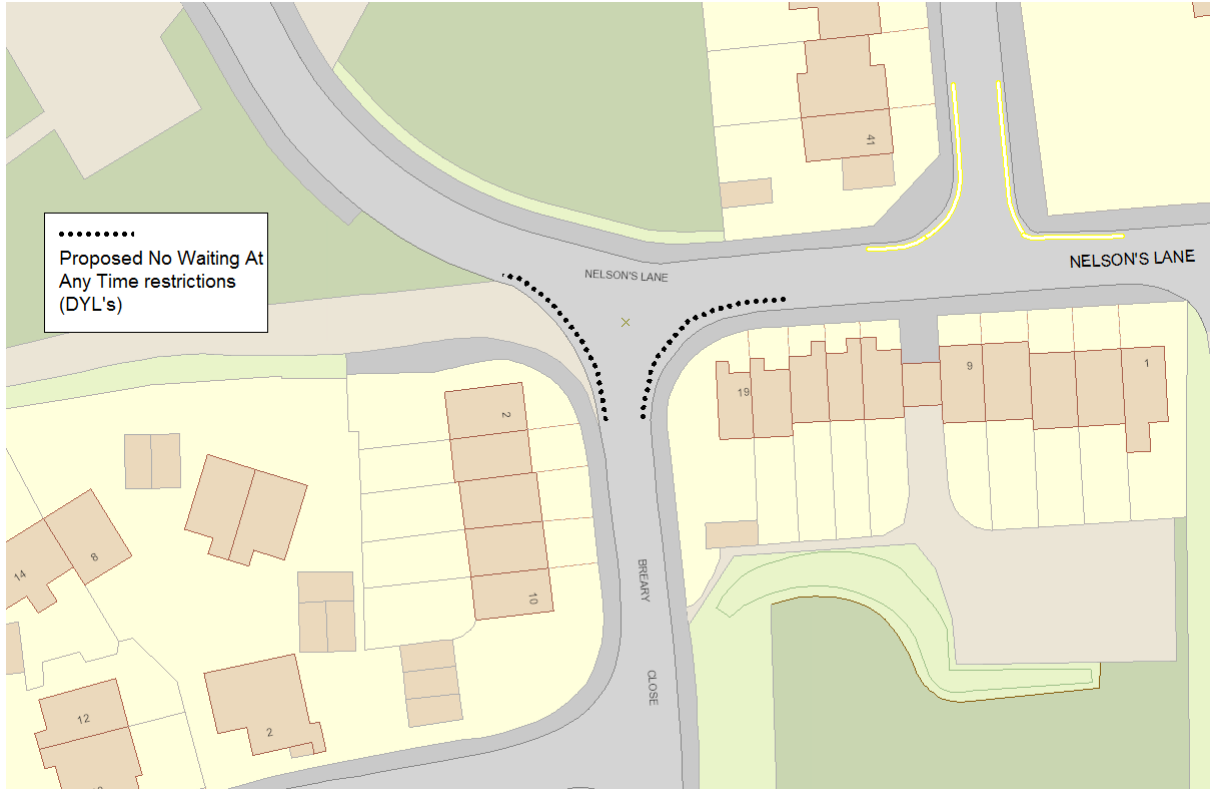
No action



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



<b>E7</b>	<b>Location</b> Mayfield Grove/Ainsty Avenue
<p><b>Nature of problem and requested solution</b> Request for restrictions to be implemented at the junction of Mayfield Grove and Ainsty Avenue for visibility when turning out of Ainsty Avenue due to vehicles parking too close to the junction.</p>	
<p><b>Background information</b> Request received from a local councillor on behalf of one of their constituents due to a vehicle parking close to the junction opposite the existing line of parked vehicles. As Mayfield Grove is only suitable for one sided parking the junction of Ainsty Avenue would be difficult to manoeuvre safely through with vehicles parked too close. Although no vehicle has been witnessed by officers opposite the line of vehicles on Mayfield Avenue vehicles have been constantly parked too close to the junction on Ainsty Grove, as such it is recommended to introduce No Waiting at any time restrictions as per plan.</p>	
<p><b>Recommendation</b> Introduce 10m of double yellow lines in each direction and 20m on the north side of Mayfield Grove due to garage position</p> 	
<p><b>Cost: Lining works £100, Advertising £500; Total £600</b></p>	

<p><b>E8</b></p>	<p><b>Location</b> Nelson's Lane/Breary Close</p>
<p><b>Nature of problem and requested solution</b>                  Increased number of vehicles parking on the junction causing visibility problems when exiting Breary Close</p>	
<p><b>Background information</b>                  Nelsons Lane is becoming more heavily parked on with visitors and staff from nearby premises on Tadcaster Road. The junction with Breary Close is located on a bend and is in close proximity to a local playground and pond area. Parked vehicles are causing visibility problems when exiting Breary Close</p>	
<p><b>Recommendation</b>                  Introduce no waiting at any time restrictions for 15m in both directions on Nelsons Lane and 10m on both side of Breary Close measured from the kerb line</p> 	
<p><b>Cost: Lining works £100, Advertising £500; Total £600</b></p>	



**E9**

**Location** Moorcroft Road

**Nature of problem and requested solution**

Vehicles parking on both sides of the carriageway when visiting the dentist and doctors which are located opposite each other are causing problems to through traffic.

**Background information**

Intermittent parking problems have occurred at this location over the past few years; however problems are now becoming more frequent. Moorcroft Road is a bus route, if vehicles are parking on both sides of the road this can leave the carriageway narrow and prevent the buses from travelling without obstruction. On street parking at this location would mainly be a problem at peak surgery hours. There is a car park located 90m from the properties which is open for the general public to use free of charge. It should be noted that any further restrictions implemented would not prevent blue badge holders from parking for up to 3 hours but may stop vehicles from parking on the current restrictions on the bend.

**Recommendation**

Implement no waiting at any time restrictions (DYL's) on the east side to join up with existing lines.



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

**E10**

**Location** North Lane

**Nature of problem and requested solution**

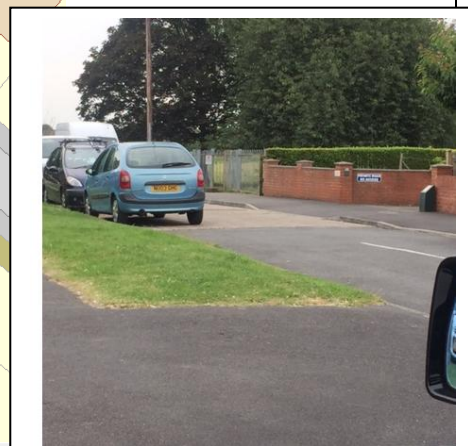
Residents finding it difficult to access a private driveway entrance due to vehicles parked on the carriageway opposite. Request received for DYL's to be implemented

**Background information**

North Lane is a residential street also being a cul-de-sac at this end. No's 35 and 36 are accessed off North Lane via a private driveway. Concerns have been raised via there local councillor regarding problems they are experiencing due to vehicles parked on the carriageway opposite there entrance. We generally do not recommend implementing restrictions to protect private entrances, any restrictions implemented would have an adverse effect to other residents in the area. Modifications could be made to the existing dropped kerb or private land to make it slightly easier to turn onto the drive, however this would need to be done at the residents own expense.

**Recommendation**

No action



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

**Ward Councillor Comments:**

Councillor A Reid – See below comments from Cllr Fenton

Councillor A Mason – See below comments from Cllr Fenton

**Councillor S Fenton –**

Please see below comments on the recommendations relating to Dringhouses & Woodthorpe ward, which I am submitting on behalf of myself, Cllr Mason and Cllr Reid:

E1 - Support the recommendation, but it is worth noting that the Design & Access Statement for the proposed Abbeyfield residential care home development (17/01419/FULM) states that one of the points arising from a pre-application discussion with CYC was that "S106 contribution required to provide parking restrictions on Royal Chase/ Regency Mews." This suggests it is a case of when rather than if the restrictions are implemented, and it could be argued that there is a case for these restrictions being implemented before any development starts on the site, to help reduce the risk of inappropriate parking by contractors should the proposed development go ahead.

E2 - Support the recommendation.

E3 - Disagree with the recommendation. The issue here is more to do with cars being parked indiscriminately than the bus stop being obstructed.

E4 - Support the recommendation.

E5 - Support the recommendation.

E6 - Disagree with the recommendation. The problem has not got any better. What is needed here is a length of double yellow lines around 90 Acorn Way.

E7 - Support the recommendation.

E8 - Support the recommendation.

E9 - Support the recommendation, but would ask that it is amended to also include double yellow lines in front of the dentist surgery at 47 Moorcroft Road. The current problems with buses being unable to get through would continue if someone parked outside the dentist surgery and a blue badge holder parked on the proposed new stretch of double yellow lines outside the doctors surgery.

E10 - Disagree with the recommendation. We had hoped to spend some of our ward highways budget to install a parking bay in part of the verge outside 89 and 91 North Lane, but this proved impossible as we were advised that there are utilities buried beneath the verge. There are concerns that if an emergency vehicle needed to get to numbers 35 or 36, it would not be able to access the driveway due to the cars parked opposite

Cllr Waller has brought to my attention scheme S2 (extend existing DYs 10m into St James Place from Thanet Road) which has been included in the Westfield ward list of schemes. St James Place is in Dringhouses & Woodthorpe ward, so I wanted to make a comment.

I support the recommendation, but would like to ask that it is amended to include a longer length of DYs on the right hand side of St James Place as you turn off Thanet Road towards Lidl. It is this stretch where the problems are, and the recommendation as it stands won't sufficiently address the problem.

## Annex F Fishergate Ward

<h1>F1</h1>	<p><b>Location</b> Farrar Street</p>
<p><b>Nature of problem and requested solution</b>          Request for a turning area to be provided for vehicles at the end of Farrar Street which is a long cul de sac (187m) located off Lawrence Street.</p>	
<p><b>Background information</b>          Complaints have been received regarding no turning area in place at the end of Farrar Street resulting in vehicles having to reverse the whole length, this has resulted in damaged vehicles. The street is a terraced cul de sac and is heavily parked at all times. The implementation of yellow lines will displace at least 2 vehicles.</p>	
<p><b>Recommendation</b>          No waiting at any time restrictions for 5m both sides of the junction and across the end carriageway.</p>	
<p>.....  <b>Proposed double yellow lines for turning area</b></p> <p>Key to Restriction Types Displayed</p> <ul style="list-style-type: none"> <li>NW 24 XLB</li> <li>No waiting Mon-Fri 8am-6pm</li> <li>No waiting 24</li> <li>Park P&amp;D (24)</li> <li>NW 24 LBXS</li> <li>Community Respark</li> <li>Zonal Respark</li> <li>Car Club Park (24)</li> </ul>	
<p><b>Cost: Lining works £50, Advertising £500; Total £550</b></p>	



**F2****Location** Barbican Mews**Nature of problem and requested solution**

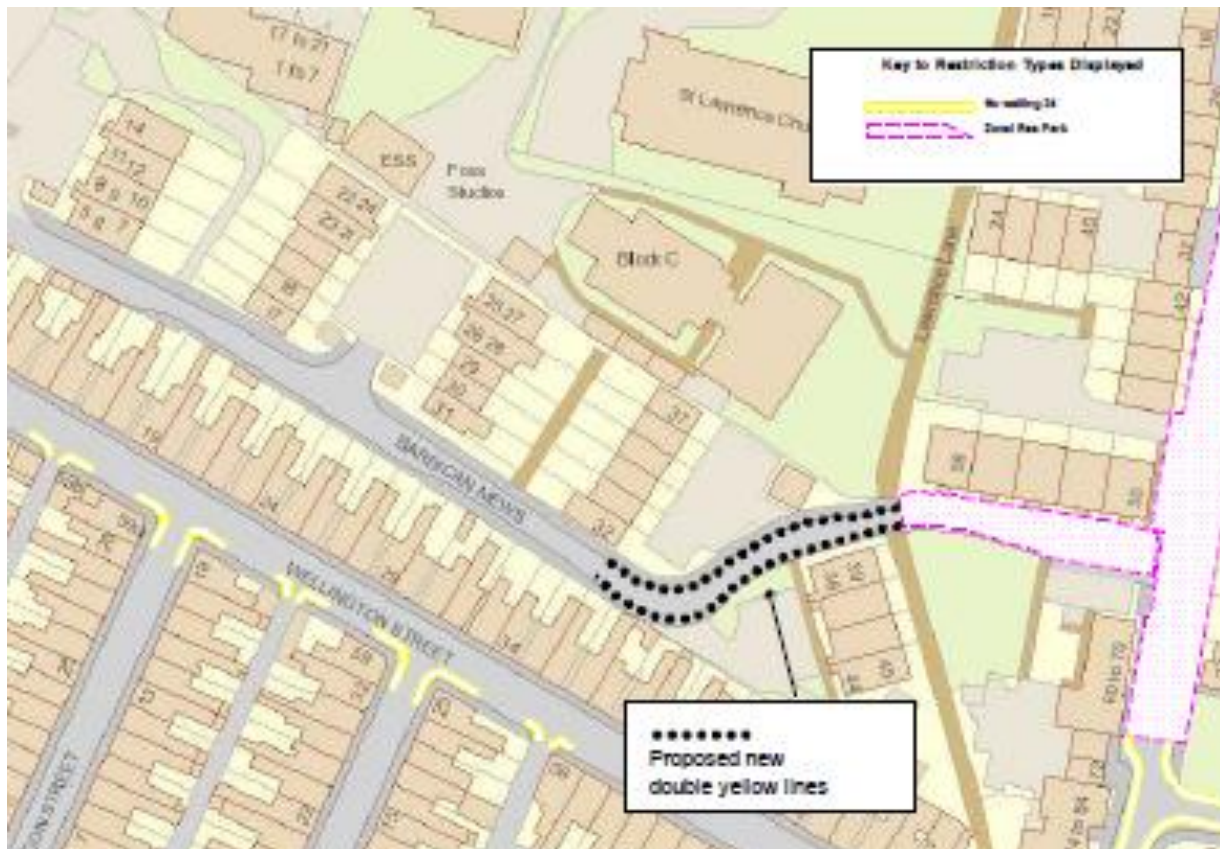
Vehicles parking on the bend located at the start of Barbican Mews and along the adopted highway part blocking footpaths.

**Background information**


Concerns have been raised by residents and the management agency for Barbican Mews requesting for restrictions to be implemented. The parking areas available off the main carriageway are private land, as such residents parking was not forthcoming. Due to a large volume of development works taking place in the Hull Road area high volumes of parking is taking place. It is not recommended to implement restrictions for the whole length as this will take away available parking for residents and visitors. Parking can only take place on one side of Barbican Mews, as such one footpath should always be available.

**Recommendation**

Implement double yellow lines on both sides from the property boundary of No 32 around the bend upto the current res park restriction.



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

<b>F3</b>	<b>Location</b> Derwent Road
<p><b>Nature of problem and requested solution</b> Request for double yellow lines to be extended to prevent vehicles parking both sides of the carriageway blocking the road for ambulances.</p>	
<p><b>Background information</b> Riverside at De La Salle House is a retirement living accommodation for people over 60 located on Fulford Road. The scheme manager for Riverside has requested for restrictions to be implemented to aid better access into there private car park and create an area for ambulances or red cross mini buses to stop.</p> <p>The car park entrance is entered off Derwent Road. There is already 30m of DYL's located at the junction and parking can only take place on one side of the carriageway due to its width. Vehicles can legally stop on DYL's for loading and unloading, including passengers. These existing yellow lines stop at one of the pedestrian entrances into Riverside accommodation leaving minimal walking distance.</p>	
<p><b>Recommendation</b> No action</p>	
	
<p><b>Cost: Lining works £0, Advertising £0; Total £0</b></p>	

**F4**

**Location** Westfield Drive/Broadway West

**Nature of problem and requested solution**

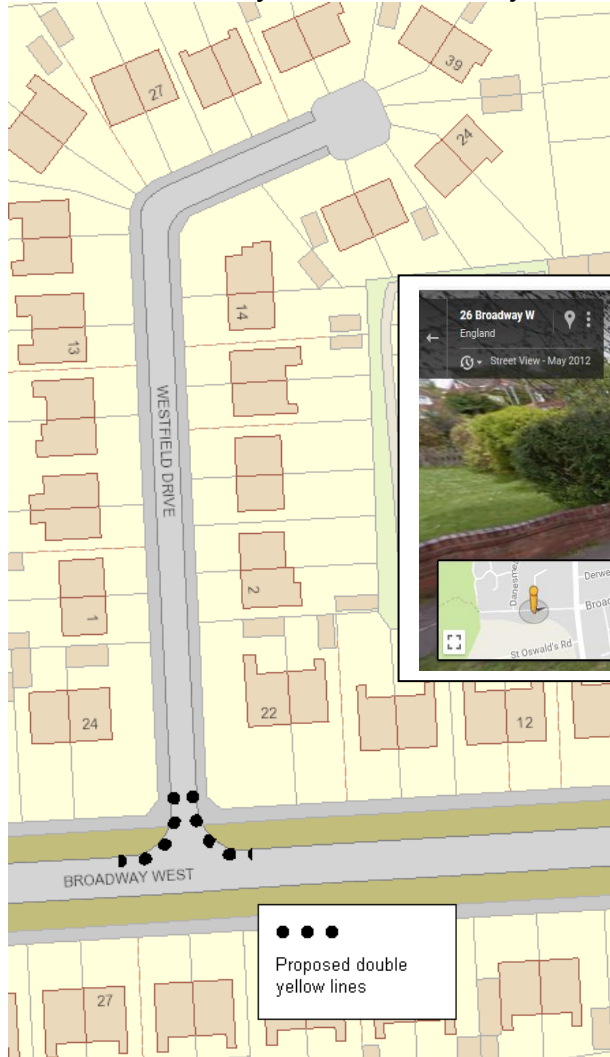
Inconsiderate parking at the junction of Westfield Drive and Broadway West

**Background information**

Westfield Drive is a quiet residential cul de sac leading off Broadway West. This location was considered at the 2015 annual review and it was not deemed necessary for restrictions to be implemented. Broadway West and Westfield Drive are both cul de sacs and vehicle speeds should be at a minimum. Broadway West has wide grass verges which creates visibility splays at junctions. A resident has advised that vehicles are parking at the junction making it difficult to exit safely.

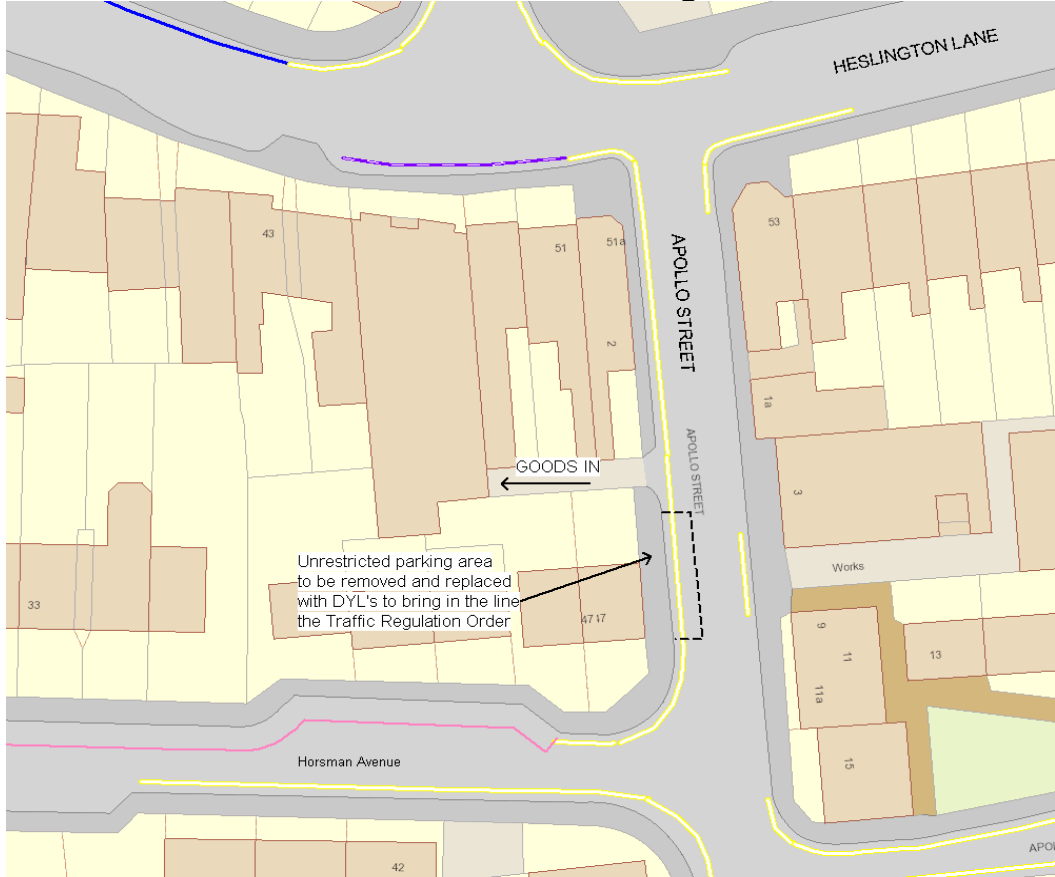
**Recommendation**

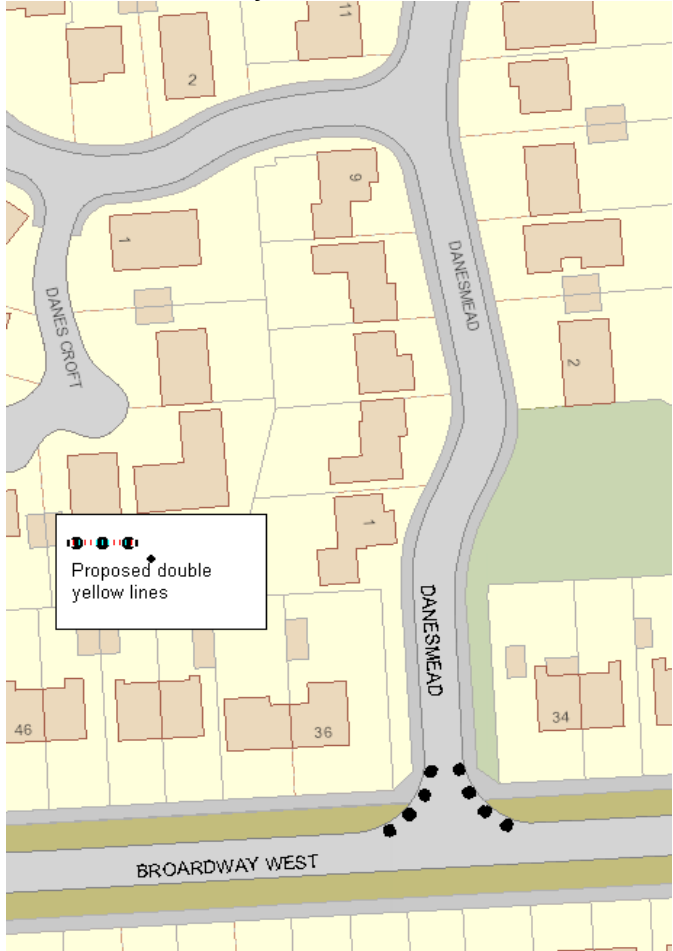
10m of double yellow lines for junction protection.



**Cost: Lining works £75, Advertising £500; Total £575**



<b>F5</b>	<b>Location</b> Apollo Street
<b>Nature of problem and requested solution</b> Request for double yellow lines to be extended to prevent large delivery wagons backing onto the street causing damage.	
<b>Background information</b> Deliveries to One Stop are made by a rear entrance on Apollo Street. Due to parked vehicles to the south of the entrance wagons are currently reversing into Apollo Street to enable the rear of the vehicle to be at the goods entrance, this has lead to damage being caused to private property. Double yellow lines should be in position on the west side of Apollo Street from its junction with Heslington Road to Horsman Avenue, these are already registered within the TRO since 2006 however they have never been implemented on Street. As the time between making the order and implementing on street is greater than two years the legal process of advertising must be completed again.	
<b>Recommendation</b> Replace an unrestricted area with 10m of double yellow lines. This will enable delivery vehicles to enter Apollo Street in a forward gear and unload with the rear of the vehicle at the goods entrance to One Stop. 	
<b>Cost: Lining works £100, Advertising £500; Total £600</b>	

<p><b>F6</b></p>	<p><b>Location</b> Danesmead / Broadway West</p>
<p><b>Nature of problem and requested solution</b> Inconsiderate parking at the estate entrance</p>	
<p><b>Background information</b> Concerns have been raised via Councillor D'Agorne regarding parking in the Danesmead Estate. Parking is predominantly from the Steiner School and Danesgate Centre. Requests have suggested that the area should become residents only parking. A petition has been received from the area requesting residents only parking and has since been reported via the June Decision Session and is now included within the list of areas for consultation. We would not want to look at implementing a large amount of restrictions until the ResPark process has been followed, as implementing residents only parking reduces the number of on street parking taking place, thus reducing the need for vehicles to park at locations causing an obstruction to road users.</p>	
<p><b>Recommendation</b> 10m of double yellow lines at the estate entrance</p>	
 <p>The map shows the layout of the Danesmead Estate. Broadway West runs horizontally at the bottom, and Danesmead runs vertically, branching off Broadway West. Danesmead then curves to the left and then right. A legend box with a double yellow line symbol and the text 'Proposed double yellow lines' is located at the junction of Broadway West and Danesmead. Several houses are marked with numbers: 1, 2, 9, 11, 34, 36, and 46. The area is shaded in light yellow, with a green area on the right side of Danesmead.</p>	
<p><b>Cost: Lining works £75, Advertising £500; Total £575</b></p>	

**F7****Location** Kexby Avenue**Nature of problem and requested solution**

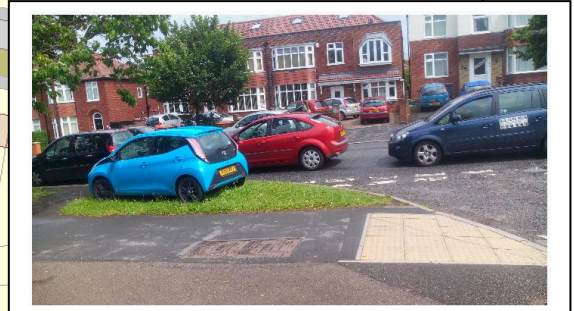
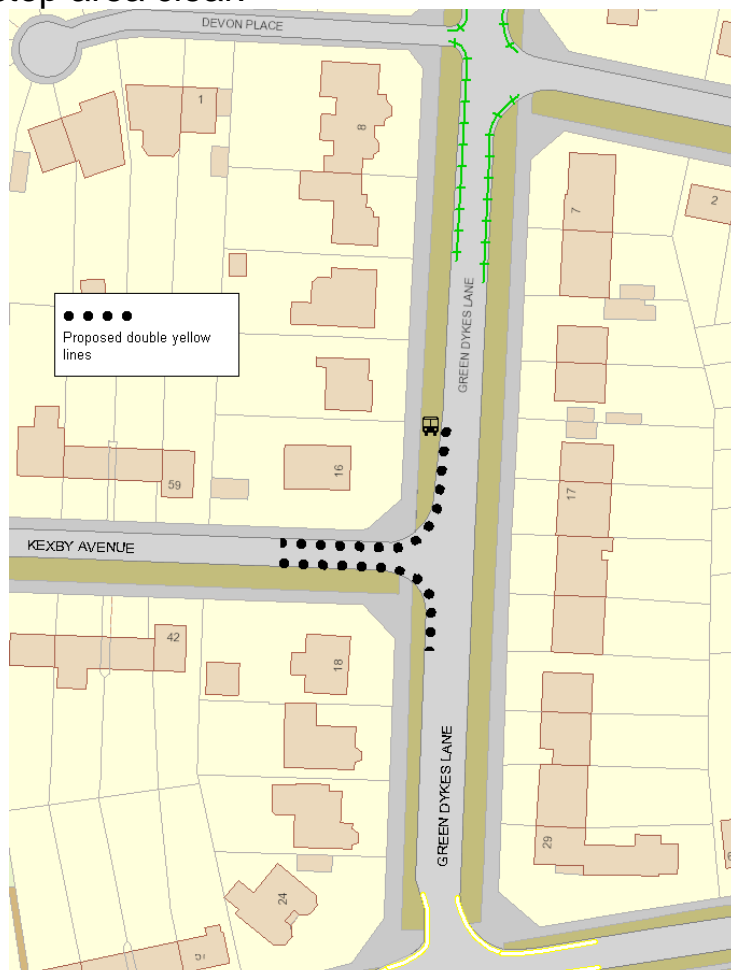
Request for double yellow lines to be implemented at the junction due to parked vehicles making access and egress difficult along with blocking sight lines.

**Background information**

Vehicles are parking up to the junction on Kexby Avenue making it difficult for travelling vehicles to negotiate entering and exiting from Green Dykes Lane. Vehicles have also begun to park on the grass verge at the junction on Green Dykes Lane, this then blocks sightlines for vehicles exiting Kexby Avenue. A lot of the parking in this area is associated with the University and is a regular occurrence.

**Recommendation**

Implement No Waiting At Any Time restrictions, DYL's, to protect the junction. To extend further North on Green Dykes Lane to keep the bus stop area clear.




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

**Ward councillor comments:**

Councillor A D'Agorne – No comments received

Councillor D Taylor – No comments received

## Annex G Fulford & Heslington

<b>G1</b>	<b>Location</b> Main Street, Fulford
<p><b>Nature of problem and requested solution</b>                  Fulford Parish Council have requested for a limited parking bay to be introduced within the current unrestricted area of Main Street adjacent to Connaught Court to prevent cars being parked for long periods of time generally advertising or 'for sale'</p>	
<p><b>Background information</b>                  This location has on several occasions been used by vehicles and trailers for advertising. The area is unrestricted and not adjacent to any private properties. The location is already set out as a parking bay but no restrictions on parking. It is suggested to advertise a 2 hour limited parking bay, this will prevent long term parking but leave adequate time for the church opposite to make use of the restriction.</p>	
<p><b>Recommendation</b>                  Introduce a 2 hour limited parking bay on the West side of Main Street, this would accommodate approximately 8 vehicles.</p>	
	
<p><b>Cost: Signing works £300, Advertising £500; Total £800</b></p>	

**G2****Location** School Lane, Heslington**Nature of problem and requested solution**

Increase in the number of lorries using School Lane. With on street parking taking place this makes it difficult for lorries to travel along. Request received to either implement restrictions or restrict access to wide vehicles.

**Background information**

School Lane is located in front of Lord Deramore's School and can become congested at school times for dropping off and collection of pupils. There has been a lot of vehicle traffic associated with the new school building and associated works on site recently, once the site has been completed this will reduce in numbers.

The introduction of further restrictions would have an adverse impact on local residents and reduce the on street parking availability. Restricting the use of a carriageway to restrict wide vehicles is rarely successful unless physical restrictions are in place, as such this is not currently an option we would recommend for the area.

**Recommendation**

No action



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

**Ward councillor comments:**

Councillor K Aspden –

I support the recommendation of the limited time parking bay being introduced within the current unrestricted area of Main Street, Fulford, adjacent to Connaught Court.

Best wishes

Keith

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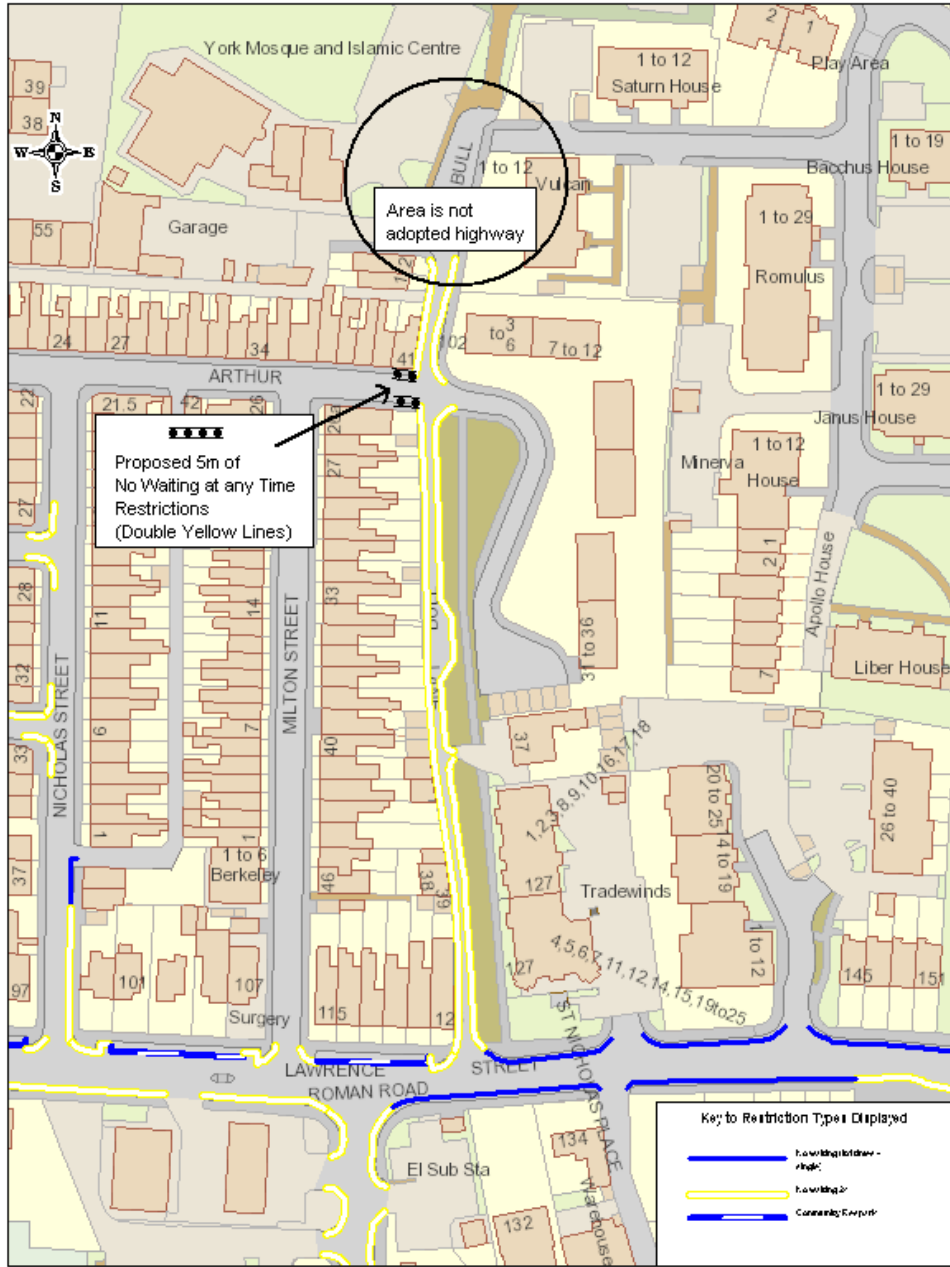
## Annex H Guildhall

<h1>H1</h1>	<p><b>Location</b> Lead Mill Lane (raised by several residents)</p>
<p><b>Nature of problem and requested solution</b> Parked vehicles on the single yellow lane obstructing access on a Sunday.</p>	
<p><b>Background information</b> This location is within walking distance of the City Centre and parking on a Sunday is becoming a problem. This is the main route to Piccadilly from the residential area and on the tourist bus route 7 days a week. The Pay &amp; Display Bay area allows unrestricted parking on a Sunday and after 8pm Mon – Sat.</p>	
<p><b>Recommendation</b> Change the restriction to a no waiting at any time restriction as shown on the plan below.</p>	
<p><b>Cost:</b> Lining works, £100, Sign &amp; Post Removal £250 Advertising £500: Total Cost: £850</p>	

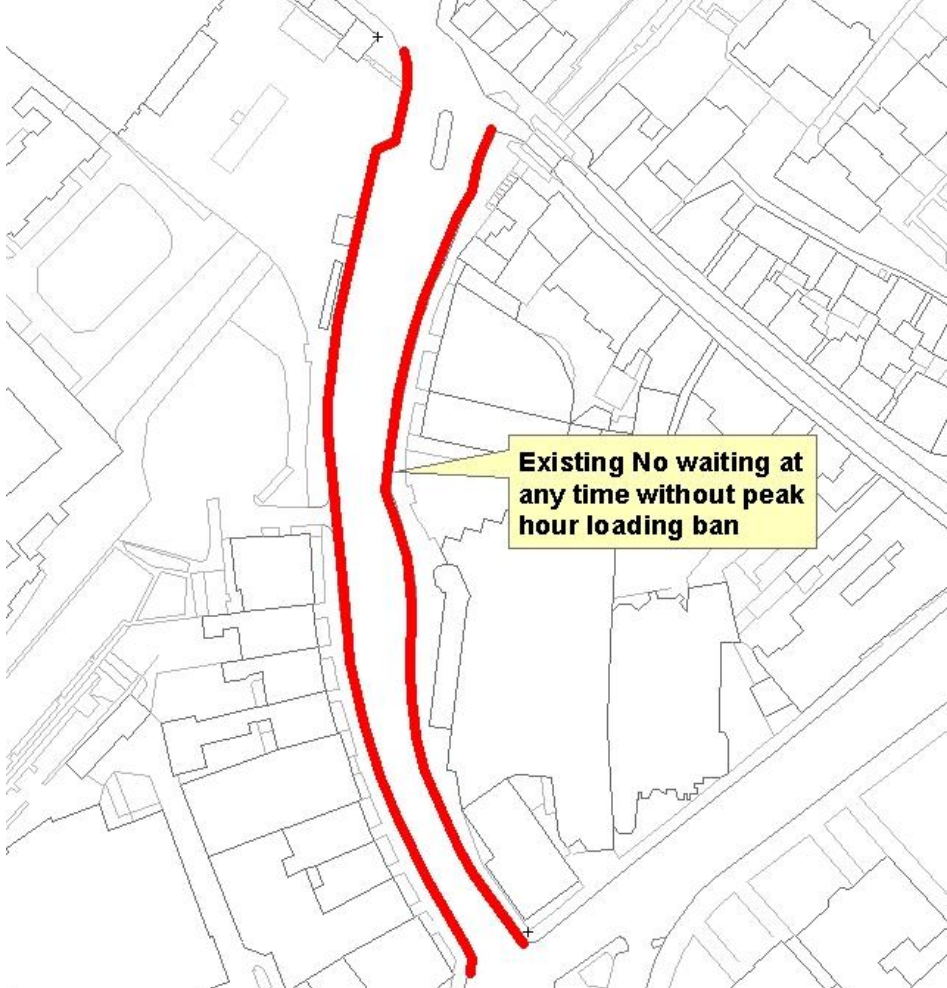
<b>H2</b>	<p><b>Location</b> Bull Lane (off Lawrence Street) (raised by North Yorkshire Police)</p>
<p><b>Nature of problem and requested solution</b></p> <p>Parking difficulties and congestion issues around junctions and the Mosque area</p>	
<p><b>Background information</b></p> <p>Mosque Area: - this is not adopted highway and we are unable to take action at this time.</p> <p>Bull Lane is a single width length of road with a passing place. There are no waiting restrictions for the full length. Concerns about parking on the grass verges have been raised but because these areas are not classified as highway, the existing restrictions do not apply. Housing services would have to take action to prevent parking on these areas should they wish to prevent it by placing a small fence or bollards.</p> <p>We have received suggestions of making this a one-way system using Bull Lane/Arthur Street/Milton Street. Whilst in theory this could be done there are problems associated with this:</p> <ul style="list-style-type: none"> <li>• Cost is prohibitively expensive due to the number of illuminated signs required for enforcement</li> <li>• Quiet, residential streets do not lend themselves to being well respected and local residents sometimes choose to ignore the restriction because it is inconvenient</li> </ul> <p>If there are particular days and times when traffic is heavier than normal then residents and visitors are probably already aware of potential congestion problems and able to determine a less congested option for access/egress.</p> <p>Parking on the corners of narrow street can cause difficulty for vehicles to turn and block visibility/pedestrian crossing movements. Because parking is at a premium at this location we are putting forward a 5m restriction (normally would recommend 10m) at the junction with Arthur Street to try and ease the problems without impacting too much on local residents.</p>	

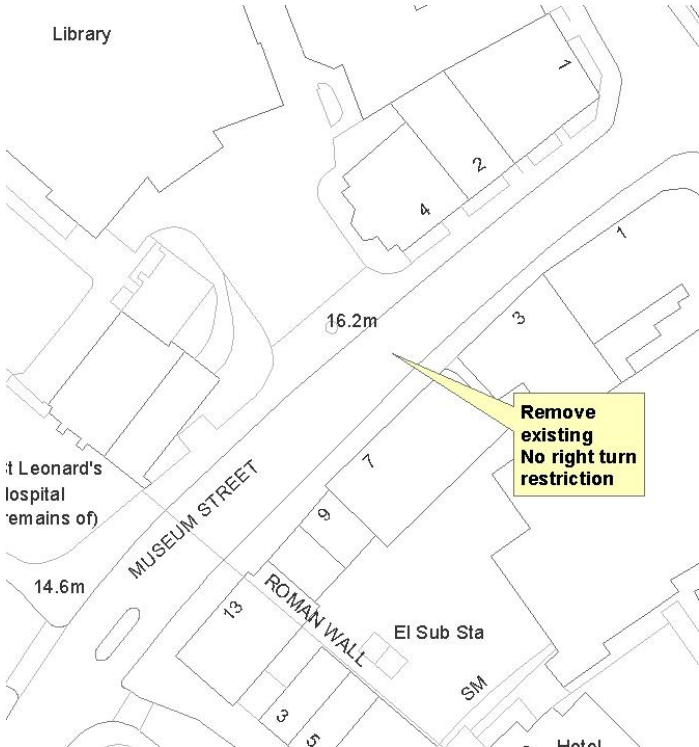
### Recommendation

No Waiting at any Time Restrictions as shown on plan



**Cost:** Lining Works £25; Advertising Costs £500, Total £525

<b>H3</b>	<b>Location</b> St. Leonard's Place
<b>Nature of problem and requested solution</b> Loading and unloading during the peak hours.	
<b>Background information</b> Much of the inner ring road has a loading restriction in place to help ensure the network is kept clear especially during the peak hours. However there are no loading restrictions along St. Leonard's Place. Whilst loading or unloading here is infrequent when it does occur it causes a disproportional amount of disruption.	
<b>Recommendation</b> Implement a peak hour loading ban on both sides of the road to match elsewhere on the inner ring road.	
	
<b>Cost: Lining/Sign works £1000, Advertising £500; Total £1500</b>	

<b>H4</b>	<b>Location</b> Museum Street
<p><b>Nature of problem and requested solution</b>  The no right turn from Museum Street into Library Square is often ignored and is inconvenient.</p>	
<p><b>Background information</b>  The no right turn restriction has been in place for many years (probably early 1970's) and has never been particularly well respected. A driver waiting to turn right to the Library (and now residential properties) causes delays on the main road. When the restriction isn't ignored vehicles have to drive an additional 800m on an already congested section of the inner ring road and through 3 sets of traffic signals.</p>	
<p><b>Recommendation</b>  Remove the restriction and place a keep clear on the carriageway to allow drivers through the queuing traffic.</p> 	
<p><b>Cost: Signing and lining works £600, Advertising £500; Total £1100</b></p>	

**H5**

**Location** Townend Street

**Nature of problem and requested solution**

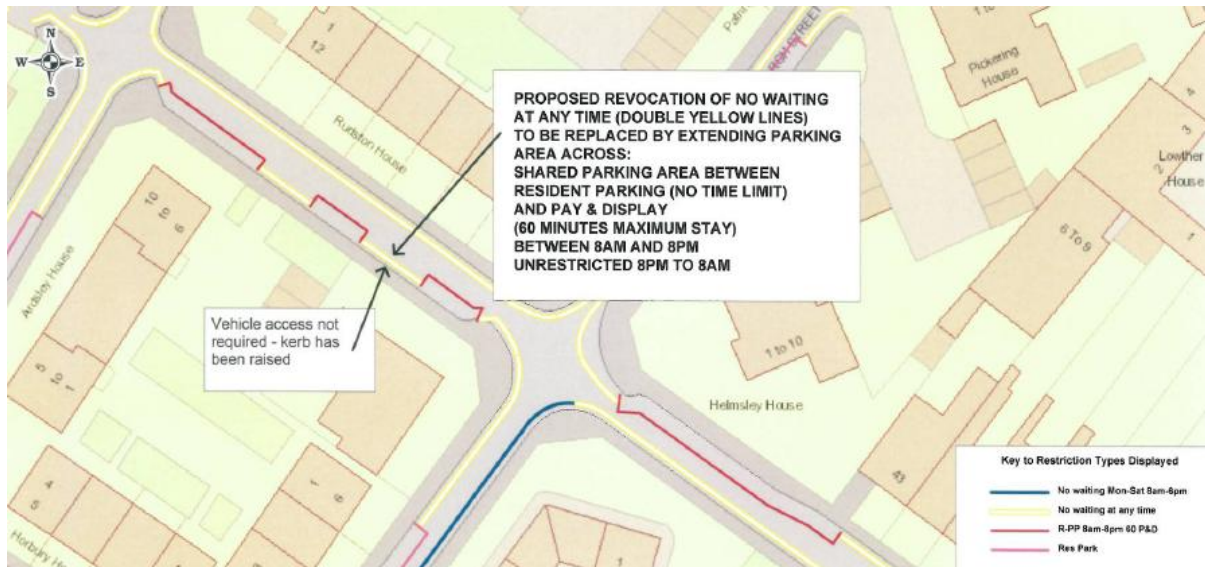
Changes due to a development.

**Background information**

A development and removal of a dropped crossing has rendered a short length of no waiting at any time restriction no longer necessary. This can be changed to the same as the adjacent parking bays to provide additional parking opportunity.

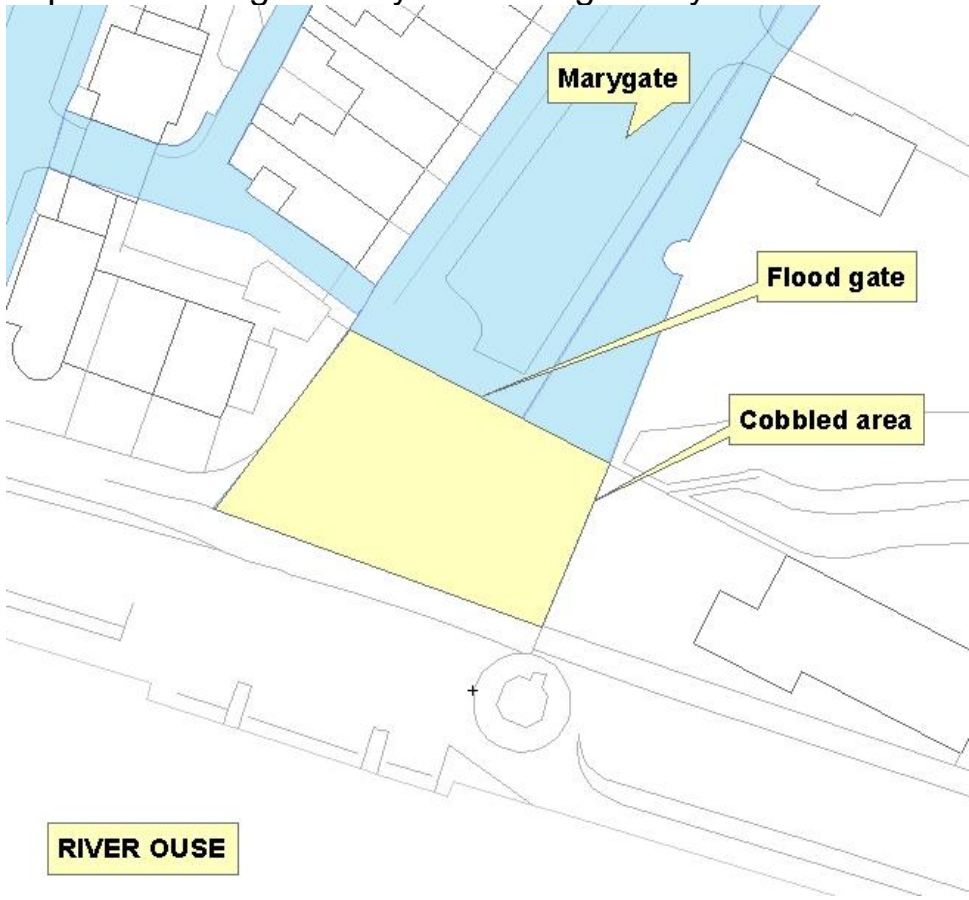
**Recommendation**

Residents parking and pay and display 60minutes maximum stay 8am to 8pm to match existing bays either side.



**Cost: Lining& signing works £400, Advertising £500; Total £900**



<b>H6</b>	<b>Location</b> Marygate
<b>Nature of problem and requested solution</b> Cars are parking beyond the flood gates on the cobbled area.	
<b>Background information</b> Although this area is part of the public highway it is not covered by a No waiting at any time restriction in the Traffic Regulation Order. Parking is now regularly taking place here which is causing intermittent problems with access to the landing area, cycle route and footway. It should be noted however that the difficulty of placing lines on cobbles and the flooding make lines here impractical.	
<b>Recommendation</b> Implement a signed only No waiting at any time restriction.	
 <p>The map shows the River Ouse flowing through the Marygate area. A yellow-shaded rectangular area is labeled 'Cobbled area'. A blue-shaded area is labeled 'Flood gate'. The river is labeled 'RIVER OUSE'. The street name 'Marygate' is also indicated. The map shows buildings and a road layout.</p>	
<b>Cost: Signing works £600, Advertising £500; Total £1100</b>	

**H7****Location** Manor Court**Nature of problem and requested solution**

Vehicles parking along the adopted highway part of Manor Court making access from Lawrence Street difficult. Vehicles also parking opposite private parking area

**Background information**

A number of comments have been received from residents regarding vehicles parking close to the junction causing access problems when travelling into the new estate. There is also an area of private parking accessed from the adopted highway; a complaint has been received regarding vehicles parking opposite these bays blocking access and egress.

**Recommendation**

-10m of No Waiting at Any Time restriction opposite parking area  
 -10m of No Waiting at Any Time restrictions on both sides of its junction at Lawrence Street



**Cost: Lining works £120, Advertising £500; Total £620**



**H8****Location** Nicholas Street**Nature of problem and requested solution**

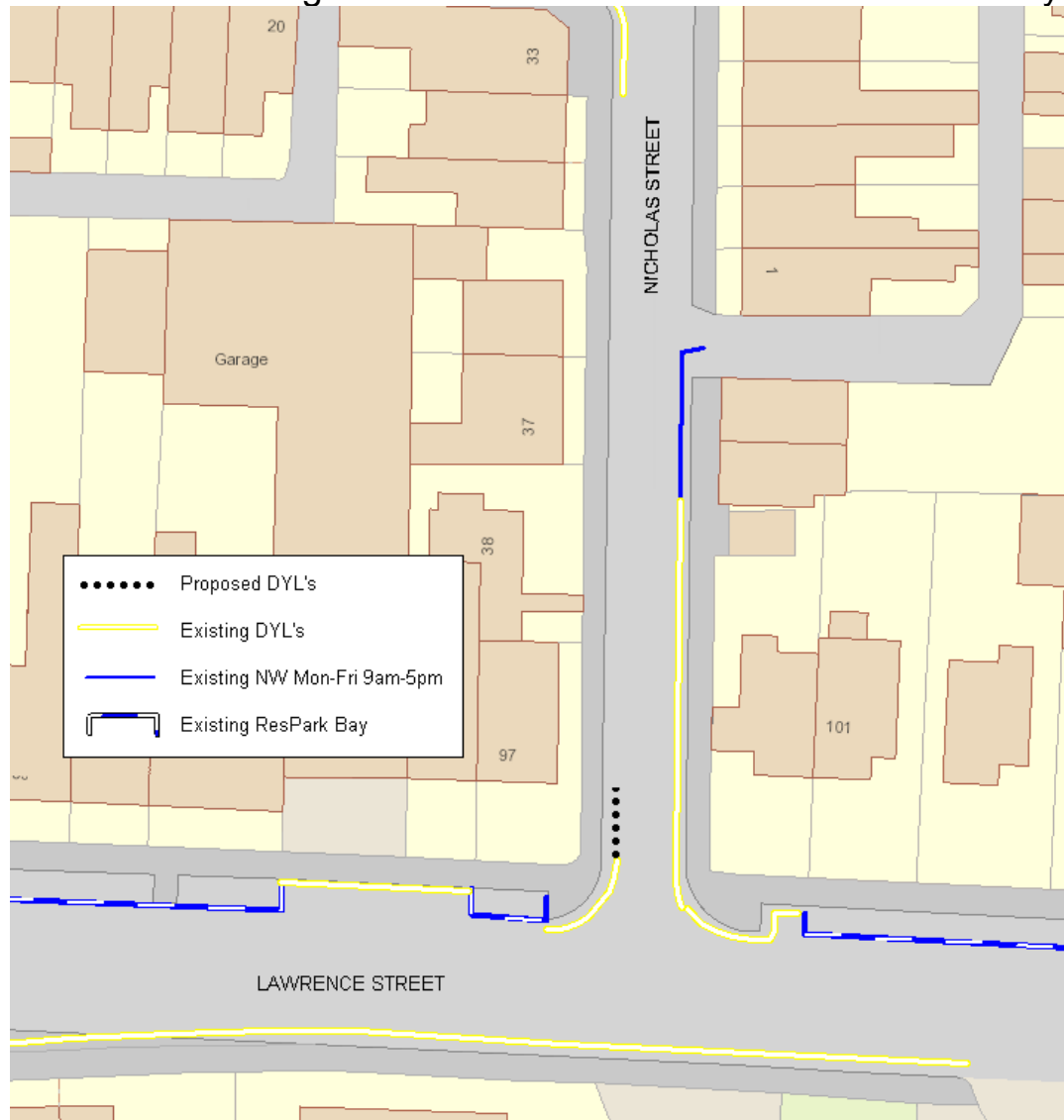
Parking taking place close to the junction making it difficult for vehicles to turn into Nicholas Street

**Background information**

Currently there are 5m of double yellow lines located on the west side of Nicholas Street as you enter from Lawrence Street. The carriageway is only 5.7m wide and vehicles park right up to the current restriction, as such if a vehicle is also waiting to turn out of Nicholas Street there is insufficient carriageway space for both vehicles to pull off the main route of Lawrence Street onto the side road.

**Recommendation**

Extend the existing DYL's on the west side of Nicholas Street by 5m



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

**H9**

**Location** Thomas Street/Hilda Street

**Nature of problem and requested solution**

Commuters parking on the junction causing access issues

**Background information**

This street is located within a terraced area off Lawrence Street which is heavily parked with commuters due to large development works in the area along with its close proximity to the City. A resident has raised concerns with access issues when vehicles are parking on the corner making it difficult to negotiate. Very few properties in this area have off street parking facilities as such any restrictions implemented would also impact resident's availability to park on street.

**Recommendation**

Implement 5m of No Waiting at any time restrictions in both directions on the corner of Thomas Street/Hilda Street



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

**H10**

**Location** St Saviours Place and the R43 St Saviourgate Resident Parking Area  
(raised by Ward Councillors and several residents)

### Nature of problem and requested solution

There are two conflicting issues in this area:

1. Complaints about the existing restriction which allows overnight parking and Sunday parking causing obstruction.
2. Complaints about the lack of space available for R43 permit holders

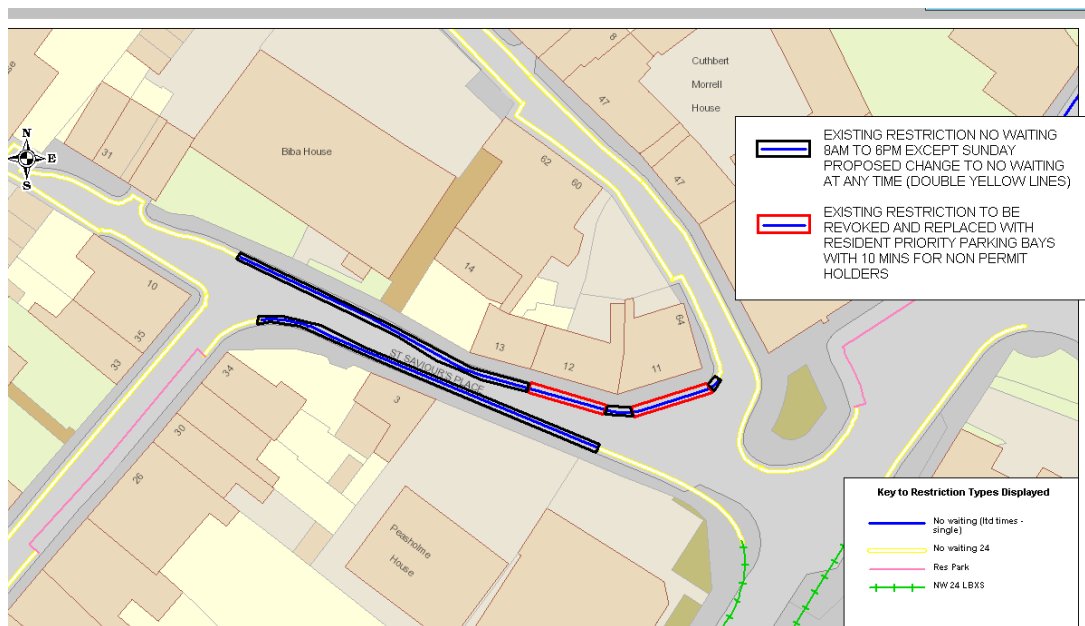
### Background information

This location is within the City Centre and parking on evenings and Sundays is becoming a problem.

This is a quiet and narrow street but it does provide the main access to the taxi rank on St Saviourgate. The turning area from St Saviours Place into St Saviourgate is tight for larger delivery vehicles and the property on the corner has been damaged on more than one occasion.

### Recommendation

Change the single line restriction to double yellow lines to ensure access can be maintained at all times. Providing 4 additional resident parking spaces on the wider area of carriageway.



**Cost:** Lining Works £150; Signing Works £400; Advertising Costs £500  
**Total Cost** £1,050

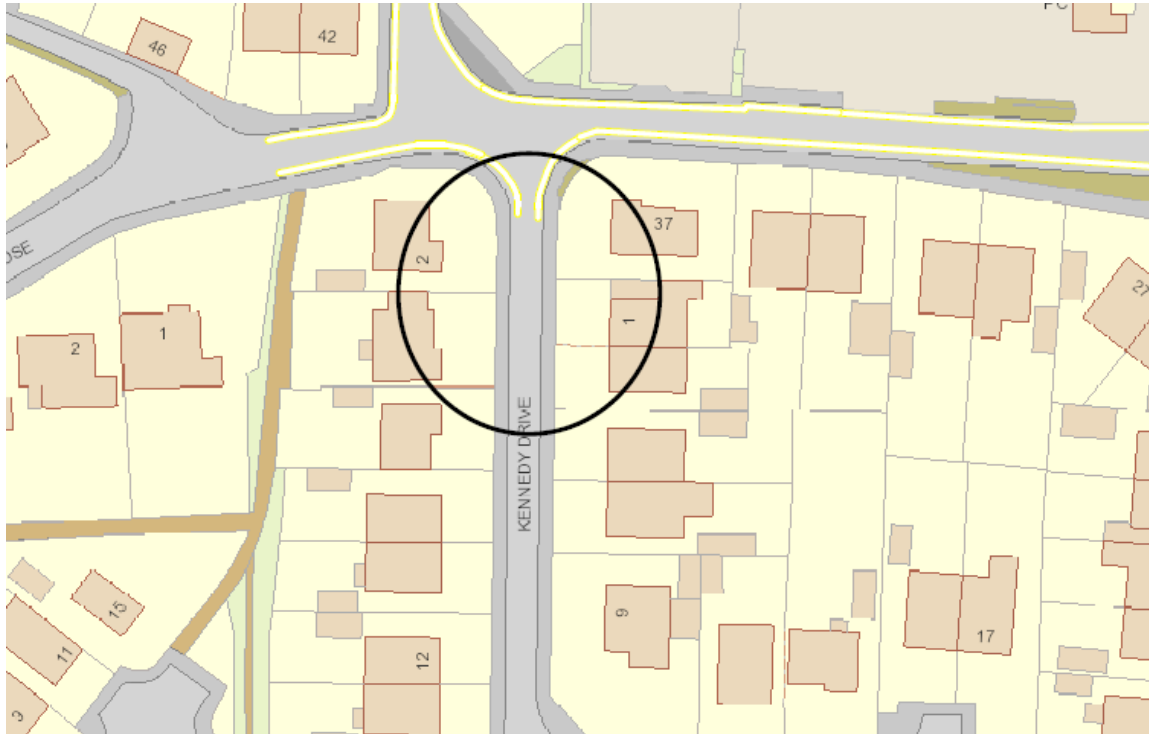
**Ward councillor comments:**

Councillor D Craghill – no comments received

Councillor J Finders – no comments received

Councillor J Looker – no comments received

## Annex I: Haxby and Wigginton

<b>I1</b>	<b>Location: Kennedy Drive</b> (requested by one resident)
<p><b>Nature of problem and requested solution</b>          Non-residential parking taking place opposite driveway entrance creating problems of access for resident.          Requests extension of existing double yellow lines to cover driveway entrance of first two properties.</p>	
<p><b>Background information</b>          Several site visits have been undertaken and no vehicles have been witnessed parking at this location.          The carriageway is narrow (approx 4.3m) and parked vehicles will create difficulties with access.          Restrictions would displace vehicles further down the cul-de-sac and create problems for other residents.</p>	
<p><b>Recommendation</b>          No Action</p> 	
<p><b>Cost: N/A</b></p>	

**12**

**Location: Abelton Grove**  
(Referred by Councillor Richardson)

**Nature of problem and requested solution**

Parking by non-residents

**Background information**

We have received numerous complaints over several years about non-residential parking in this cul-de-sac. This issue was investigated as part of the last two annual reviews and no action was recommended on both occasions. Councillor Richardson asked for further consideration to be given.

This is a short cul-de-sac close to the local shopping centre and some level of non-residential, short-term parking is to be expected as well as some longer term commuter parking. Site visits have witnessed between 2 to 5 vehicles parked on the north east side. In addition vehicles have been witnessed towards the end of the cul-de-sac which is more likely to be resident related.

The carriageway is of sufficient width (approx 5.5m) for a vehicle to park and others to pass.

Implementing restrictions would displace parking further south. Implementing restrictions along the whole or significant length would not be an appropriate response given the impact this would have on residents. There have been no significant changes in the area since this matter was last investigated.

Residents can request a Residents' Priority Parking area if they wished and Cllr Richardson has been given information about this. No evidence of support for such a scheme has been received.



**Recommendation:**

No Action

**Cost: N/A**

**13**

**Location: Junction of Ripley Grove and Windsor Drive**  
(Referred by Councillor Cuthbertson)

**Nature of problem and requested solution**

Vehicles parking close to the junction and on the footway obstructing access and sight visibility.

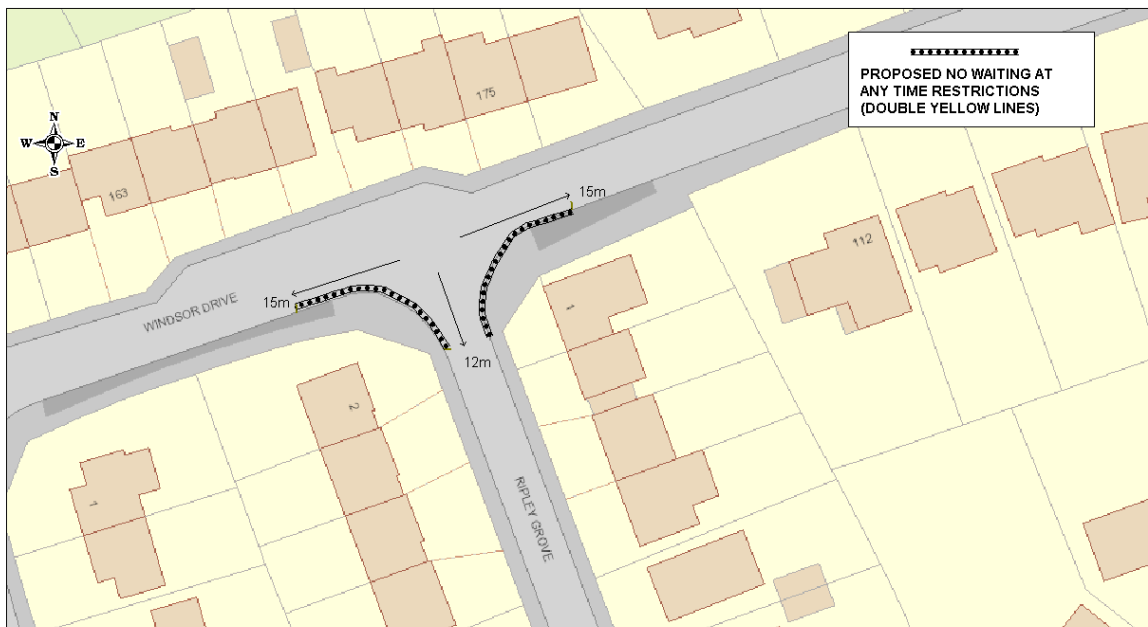
**Background information**


This is a residential area with no other restrictions nearby. We are informed the situation has arisen because the properties close to the junction area have several work vehicles and one is operating as a bed and breakfast. The ward councillor has received several complaints about obstructive parking and in particular blocking sight lines exiting the junction.

Enforcement in outlying areas (especially on an evening and weekends) is likely to be by hotline only.

**Recommendation**

No Waiting at any time restrictions as per plan below for standard junction protection



 <p>CITY OF <b>YORK</b> COUNCIL</p>	<p>+ Crown copyright. All rights reserved Licence No. 2003</p> <p>Windsor Drive, Ripley Grove Junction</p>	SCALE	1 : 500
		DATE	10/04/2017
		DRAWING No.	
		DRAWN BY	

**Cost: Lining Works £60, Advertising £500 Total Cost: £560**

**14**

**Location: The Village Wigginton**  
(Requested by Parish Council)

**Nature of problem and requested solution**

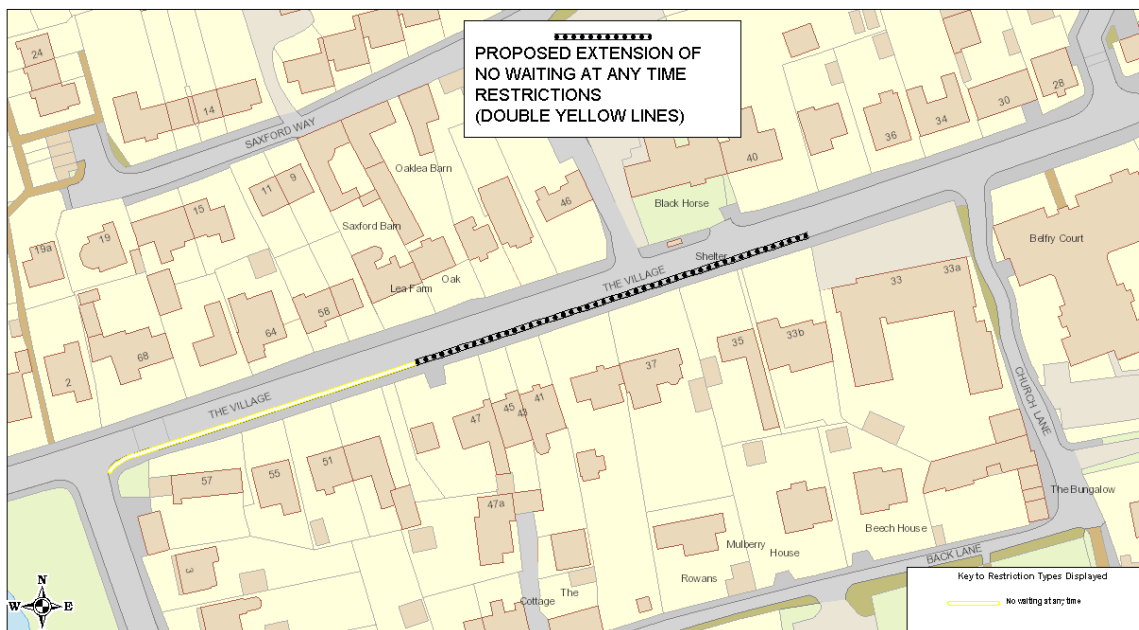
Parking on both sides of the carriageway creating problems of pass and re-pass. Parish Council have reported several small collisions (non-injury). Request for an extension of existing restrictions on the south side of the carriageway.


**Background information**

The village shop is located at 64 The Village on the north side of the carriageway. The parking is related to residents as well as short term parking to use the community facility. Enforcement in outlying areas is likely to be by hotline only and there may be some abuse of the restrictions for short periods. The adjacent properties to the proposed restrictions all have off-street parking available. Most of them for 2+ vehicles.

**Recommendation**

No Waiting at any time restrictions as per plan below



 <p>CITY OF <b>YORK</b> COUNCIL</p>	<p>© Crown copyright. All rights reserved Licence No. 2003</p> <p><b>The Village, Wigginton</b></p>	SCALE	1 : 1000
		DATE	30/08/2017
		DRAWING No.	
		DRAWN BY	

**Cost: Lining Works £80, Advertising £500 Total Cost: £580**



## Comments from Ward Councillors

Cllr T Richardson – No comments received

Cllr I Cuthbertson

Thanks for sending the annex to the current periodic review report and for the proposals in it.

I fully support items I3 and I4 and my comments are as follows:

a. For I3, Ripley Grove residents do experience problems in leaving the street, particularly during bright sunshine or during darkness, because parked vehicles clustered on this junction obstruct drivers' vision - this can be worsened by extra visitor parking outside the B&B at no. 2 Ripley Grove and by additional vehicles parked outside 1 and 3 (or 3 and 5) where the established residents are taxi drivers; so, although I wouldn't wish to see a proliferation of double yellow lines, I think this is probably the best solution and I support it. Thanks for including this.

b. For I4, parking on the south side of The Village, Wigginton, from opposite the shop to opposite the Black Horse, has become a real nuisance in recent months and the measures proposed should address this problem.

c. For I2, I support this approach at least for the moment, though I feel that we need to find a broader answer to the problem of parking in this part of Haxby and it needs the Town Council, large and small businesses to be involved here. Unfortunately, several of the Town Councillors have said to me that they do not regard this as a problem, so I can't see a short-term resolution...


With regard to I1, the resident of 2 Kennedy Drive contacted me at the weekend to ask if anything could be done to stop vehicles parking immediately adjacent to his driveway - the narrow carriageway (which I measured at 4.05m) and the short length of unmarked carriageway between the limit of the double yellow lines and the edge of the driveway (just 5.0m) mean that it is very likely that any vehicle parked at that point in Kennedy Drive will obstruct the driveway. I realise that this is short notice for the current review submission, but I wonder if we could consider either shortening or lengthening the existing double yellows on that side of the road in order to ease this situation, please? I understand that CoYC has a policy of not amending road markings for 'access' purposes, but I think this might be viewed as a way of avoiding obstruction by parked vehicles instead? Happy to discuss if wished.

Cllr Ian Cuthbertson  
Liberal Democrat Councillor - Haxby & Wigginton Ward

Cllr J Gates – No comments received

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## Annex J Heworth Ward

<p><b>J1</b></p>	<p><b>Location</b> St. John's Walk</p>
<p><b>Nature of problem and requested solution</b>                  Vehicles parking on the access road into the estate create difficulties and delays for drivers tuning into and out of the estate.                  Vehicles parking on highway part between parking bays and private land causing access issues for refuse wagons to the gym.</p>	
<p><b>Background information</b>                  This is a new estate and there have been complaints about parking from the outset. The access road leads through to a Gym and there are times, such as when classes at the gym finish, when traffic has to queue to get out of the estate. The vehicles parked at the pinch points on the access road can result in drivers entering the estate unable to proceed due to the queuing traffic. It is thought that the bulk of the parking at this point is commuter parking. Hence, the displaced parking would likely relocate to somewhere else close by.</p>	
<p><b>Recommendation</b></p> 	<p>Advertise no waiting at any time restrictions as shown on the attached plan. Including the short stretch of unrestricted area between the parking bays and private land to ensure access for refuse wagons is available.</p>
<p><b>Cost: Lining works £120, Advertising £500; Total £620</b></p>	

**J2****Location** Fourth Avenue –  
Whernside Avenue to Tang Hall Lane**Nature of problem and requested solution**

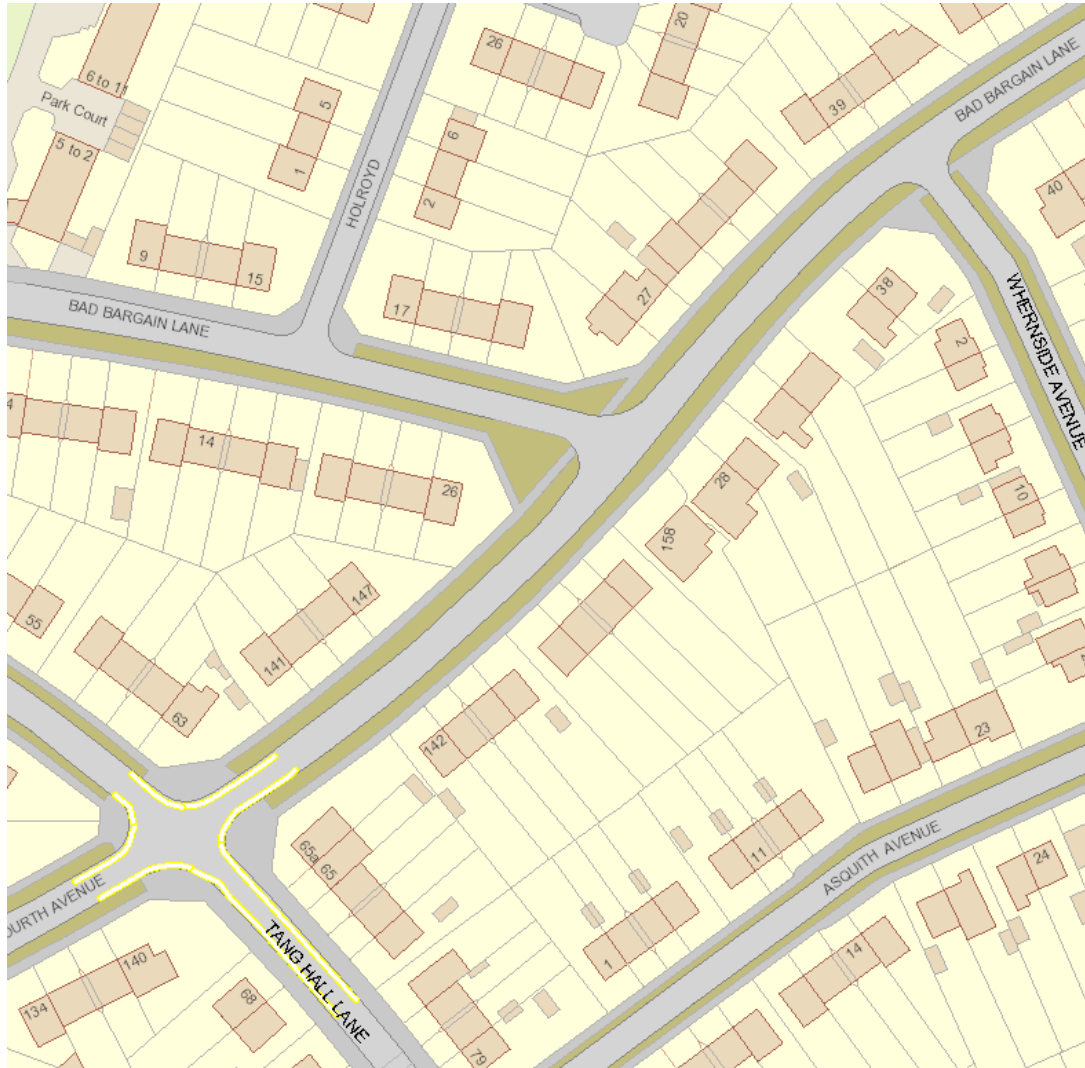
Extensive on street parking making it difficult for other vehicles to negotiate along the carriageway

**Background information**

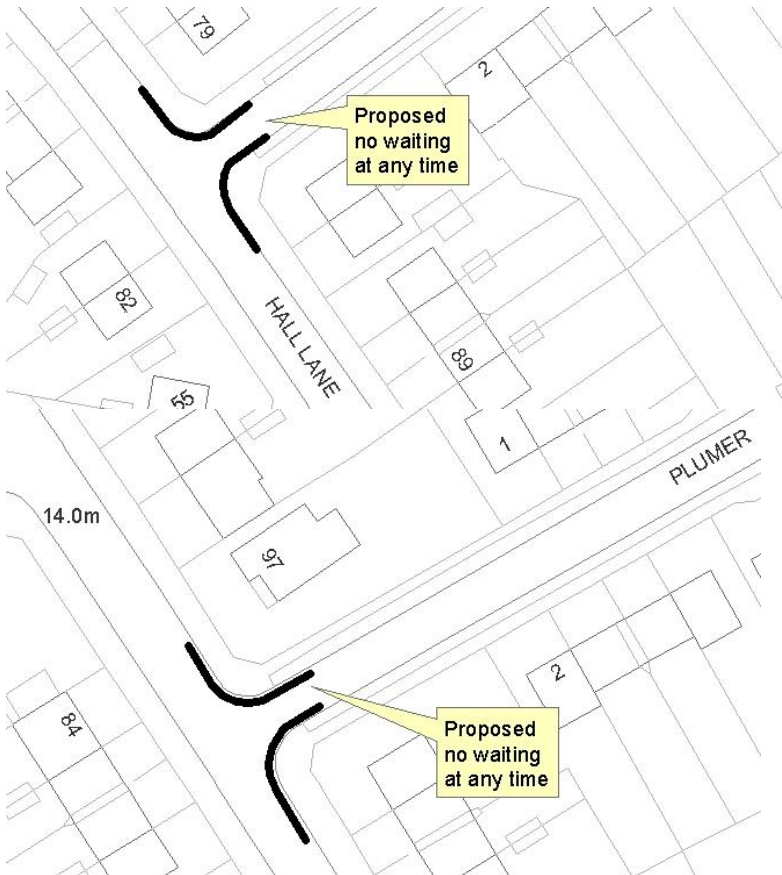
On street parking is generally tolerated within residential areas as any restrictions implemented would also limit the parking available to residents and their visitors. Although the parking may impact on the free flow of passing traffic it does slow vehicles down and acts as a natural traffic calming measure. As vehicles do tend to park on the grass verges at one side or the other no obstruction is caused to through traffic.


**Recommendation**

No action.



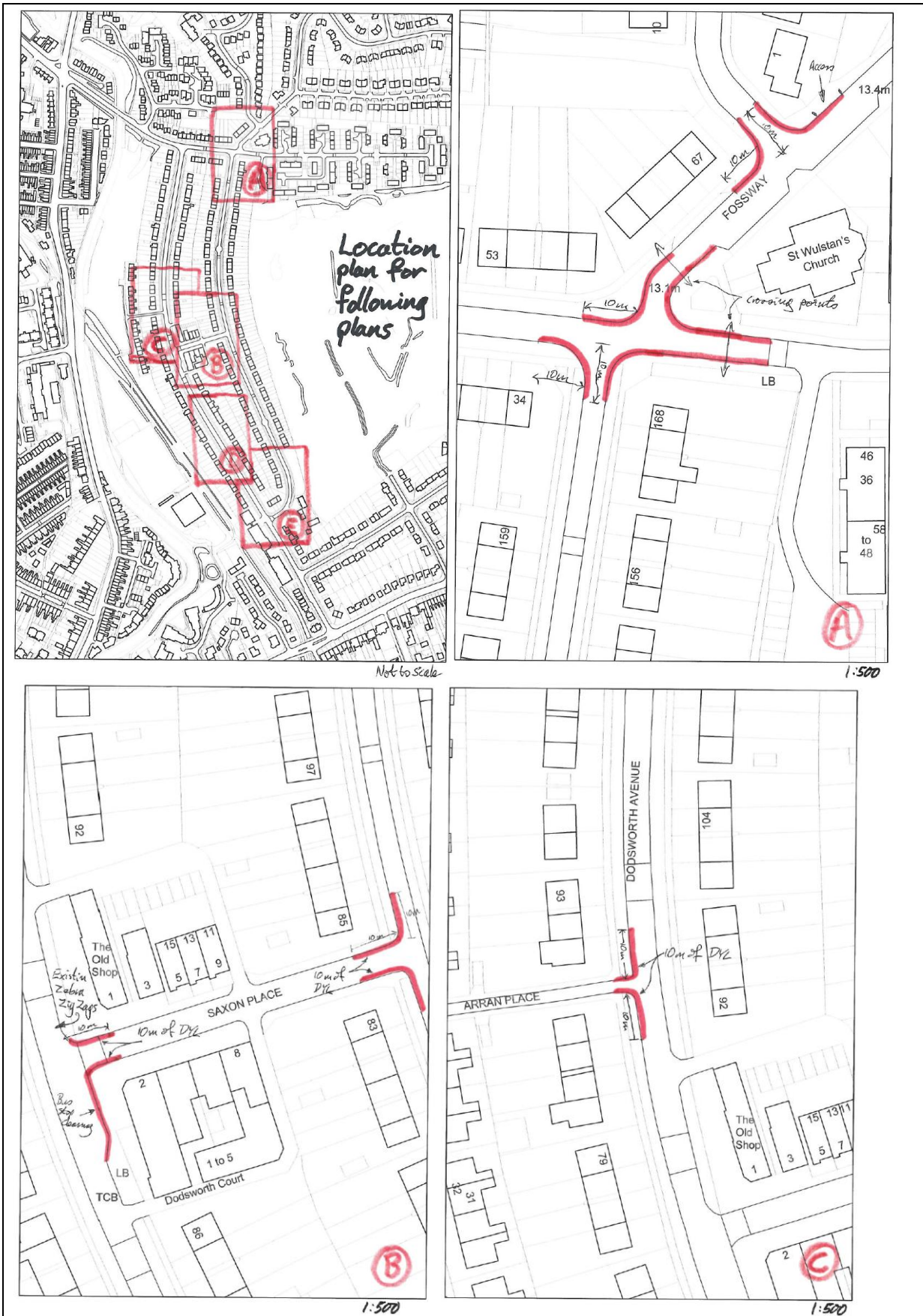
**Cost: Lining works £0 Advertising £0; Total £0**

<p><b>J3</b></p>	<p><b>Location</b> Tang Hall Lane – Bad Bargain Lane to Plumer Avenue</p>
<p><b>Nature of problem and requested solution</b> Vehicles parking on the footway causing access problems along the footpath for pedestrians and sight line difficulties for drivers exiting the side road junctions.</p>	
<p><b>Background information</b> On street parking is generally tolerated within residential areas; however some parking does take place within 10m of the junction near Asquith Avenue and Plumer Avenue restricting the view of motorists exiting the junctions. If vehicles are parked in such a way that an obstruction is caused to pedestrians along certain parts of the footpath on Tang Hall Lane then this can be enforced by NYP who should be contacted at the time the obstruction is taking place.</p>	
<p><b>Recommendation</b> 10m of double yellow lines around the corners of Asquith Avenue and Plumer Avenue junction as shown on both plans below.</p> 	
<p><b>Cost: Lining works £100, Advertising £500; Total £600</b></p>	

<b>J4</b>	<b>Location</b> 4 <sup>th</sup> and 5 <sup>th</sup> Avenue
<p><b>Nature of problem and requested solution</b>          Extensive commuter parking during the day can make access to and from properties and travelling along the carriageway awkward.</p>	
<p><b>Background information</b>          There is undoubtedly some commuter parking taking place along these residential roads and sometimes it will impact on the free flow of traffic. It is usual practise to tackle parking complaints in residential areas if they occur close to junctions to help ensure adequate visibility. Otherwise the parking is generally tolerated in order to not create ongoing parking difficulties for the residents and their visitors. The parking is quite extensive, however with a bit of give and take using where there are driveways drivers can manage. There have been a couple of enquiries about the possibility of residents parking but these have not come to anything, hence it is considered that any restrictions put in place will most likely adversely affect local residents and not be popular.</p> 	
<p><b>Recommendation</b>          No action.</p>	
<p><b>Cost: Lining works £0, Advertising £0; Total £0</b></p>	


<b>J5</b>	<b>Location</b> Dodsworth Avenue
<b>Nature of problem and requested solution</b> Significant on street parking causing congestion.	
<b>Background information</b> <p>The local residents Association carried out some consultation in the area regarding parking issues, the potential for a residents parking zone, a variety of other parking restrictions. Whilst there was a general consensus on some action was needed there was little support for a resident parking zone or the widespread introduction of parking restrictions. At a meeting with some members of the residents association a key area of concern, other than parking at junctions, was the congestion due to large vehicles being unable to pass one another.</p> <p>This is a predominately residential street but also a bus route and a small parade of shops about half way along. Many properties have off street parking provision and the parking that takes place will be a mixture of residential and commuter. Whilst the parking does create some difficulties from time to time because large vehicles struggle to get past each other the parking does help reduce traffic speeds. We could therefore reasonably expect that if extensive restrictions were put in place on one or both sides of the street that the speed of general through traffic would increase in addition the existing parking would relocate to the next nearest convenient location. Hence it is considered appropriate that the implementation of restrictions be targeted to increase the places where large vehicles can pass.</p> <p>In addition, concerns were raised about parking close to junctions and a series of, in the main, short lengths of restrictions are put forward for consideration.</p>	
<b>Recommendation</b> Implement the lengths of no waiting at any time restrictions as show in the following 5 plans below.	









<b>J6</b>	<b>Location</b> 5th Avenue / Little Hallfield Road junction
<p><b>Nature of problem and requested solution</b>  A nearby resident is unable to walk far and has to be picked up on an almost daily basis for appointments. The resident has a blue badge.</p>	
<p><b>Background information</b>  The on street parking in this area is usually on the opposite side of the road to the resident and if any vehicle is left on the other side of the road this would effectively block the carriageway. The parking that takes place on this side of the road would appear to be either wholly or partially on the footway.</p>  <p>There is a section of dropped kerb to a driveway adjacent to the property that could be used for brief periods when the resident is being collected without causing an obstruction to the highway.</p>	
<p><b>Recommendation</b>  No action.</p>	
<p><b>Cost: Lining works £0, Advertising £0; Total £0</b></p>	

**J7****Location** Elmfield Terrace/Stray Garth**Nature of problem and requested solution**

Vehicles parking on the corner for access onto Monk Stray for dog walking etc

Bollard required as the location is used as a turning point resulting in damage to private property.

**Background information**

Stray Garth is a short cul de sac. At its junction with Elmfield Terrace there is a pedestrian access onto Monk Stray, as such it is seen as a convenient place to park for visitors when dog walking etc on the stray. A complaint has been received regarding visibility around the junction when vehicles are parked along with associated damage to the footpath and private property as vehicles use the location as a turning point. Implementing restrictions would not reduce short term parking at this location and are not generally recommended in the middle of residential areas. We no longer hold budgets to implement new bollards; as such any damage should be passed onto Maintenance to rectify.

**Recommendation**

No action.



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


**Ward councillor comments:**

Councillor B Boyce – no comments received


Councillor C Funnell – no comments received

Councillor D Williams – no comments received

## Annex K Holgate Ward

<b>K1</b>	<b>Location</b> Railway Terrace – Disabled Bay
<p><b>Nature of problem and requested solution</b> Request from local residents to remove the on street Disabled Only Parking Bay located outside No 28 as it is no longer used by a blue badge holder.</p>	
<p><b>Background information</b> An enforceable disabled parking bay was provided in 2006 for the resident of No 28. The property has since been renovated and the regulatory sign removed from the boundary wall, leaving the bay unenforceable. Attempts have been made to contact the current owner to provide new supporting documents for the need to retain the bay outside there property and reinstate the sign however no response has been received. As such it is now recommended to advertise the removal of the bay from the legal traffic order and on street markings freeing up valuable space in the area.</p>	
<p><b>Recommendation</b> Remove Disabled bay from the TRO and the on street markings</p>	
	
<p><b>Cost: Lining works £200, Advertising £500; Total £700</b></p>	



<b>K2</b>	<b>Location</b> Railway Terrace
<p><b>Nature of problem and requested solution</b>  Vehicles have started to park half on the grass verge and half on the c/way restricting access along the narrow street, request for double yellow lines along one side for its whole length.</p>	
<p><b>Background information</b>  Railway Terrace is a narrow terraced street which can accommodate parking along one side of the carriageway. Vehicles are on occasion parking on the opposite side half on the grass verge; this creates access issues and causes damage. The location is within commuter distance to the station and city centre so is heavily used. A petition has been received and formal consultations on introducing residents only parking has been completed, as such it is recommended to defer the request to after the legal processes for respark have been completed.</p>	
<p><b>Recommendation</b>  No action.</p>	
	
<p><b>Cost: Lining works £0, Advertising £0; Total £0</b></p>	

<b>K3</b>	<b>Location</b> St Paul's Mews
<b>Nature of problem and requested solution</b> Inconsiderate parking obstructing through traffic.	
<b>Background information</b> Vehicles often park along the first section of St Paul's Mews, this may be residents or commuters. Whilst this can sometimes be a bit inconvenient it does not obstruct the flow of traffic into and out of the estate. This location was reported in last years review with the recommendation of no action. Although the parking may be inconvenient to road users it does not cause access issues which would need resolving with waiting restrictions, as such it is recommended for no action.	
<b>Recommendation</b> No action	
<b>Cost: Lining works £0, Advertising £0; Total £0</b>	



**K4****Location** Hob Moor Drive area**Nature of problem and requested solution**

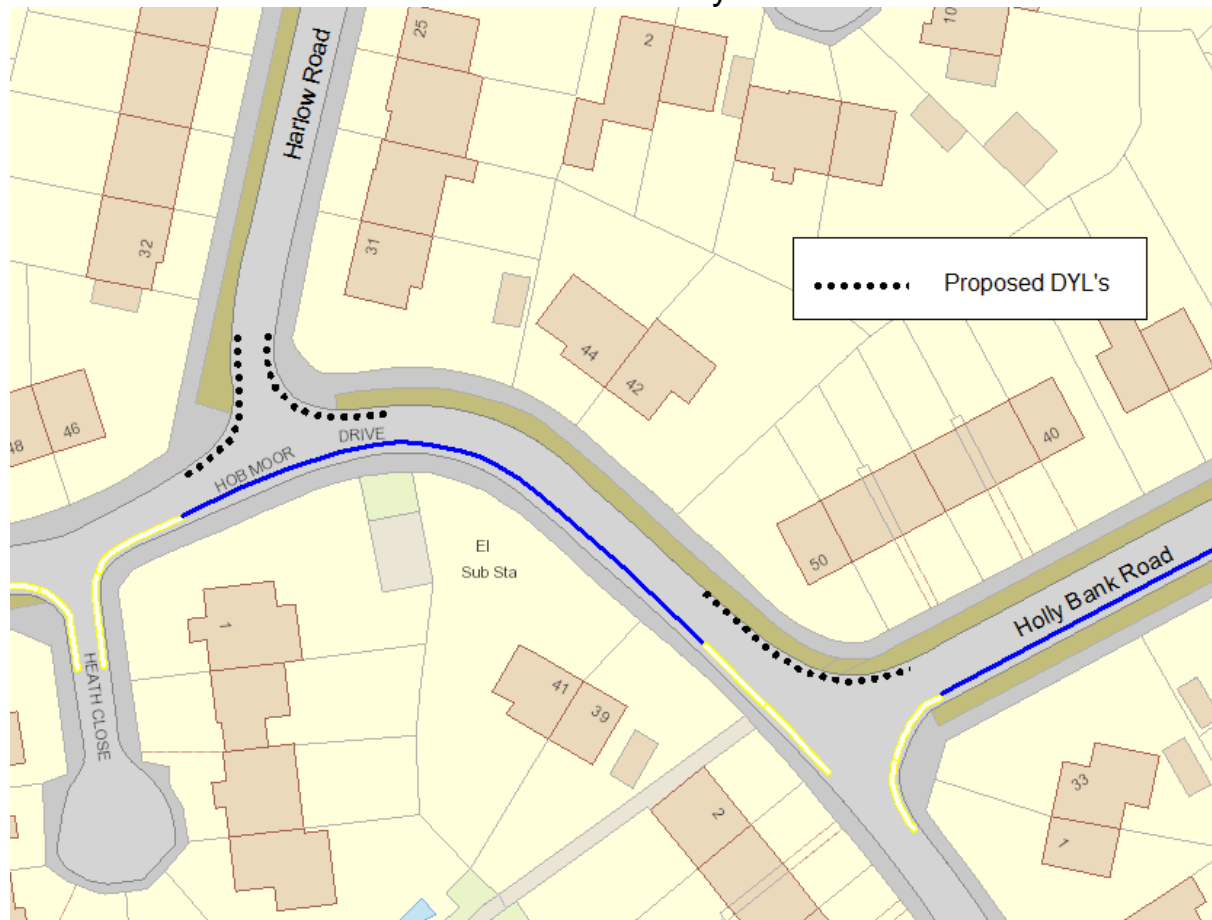
Inconsiderate parking at school times causing visibility problems at junctions.

**Background information**

This location is in close proximity to Our Lady's Queen of Martyrs RC Primary school as such can become heavily parked and congested at school drop off and collection times. Residents in the area have raised concerns that sightlines are being compromised at junctions due to vehicles parking on corners; Hob Moor Drive is also a bus route. As such it is recommended to introduce further restrictions to the area to keep junctions clear of obstructions.

**Recommendation**

Introduce no waiting at any time restrictions at Harlow Road Junction and the corner of Hob Moor Drive and Holly Bank Road.



**Cost: Lining works £200, Advertising £500; Total £700**



**K5****Location** Hamilton Drive (Our Lady Queen of Martyrs Sch)**Nature of problem and requested solution**

Vehicles parking opposite the existing school zig-zag markings causing obstruction to traffic. Parked vehicles blocking the preferred cycling crossing point to and from the off street cycle parking associated with the school.

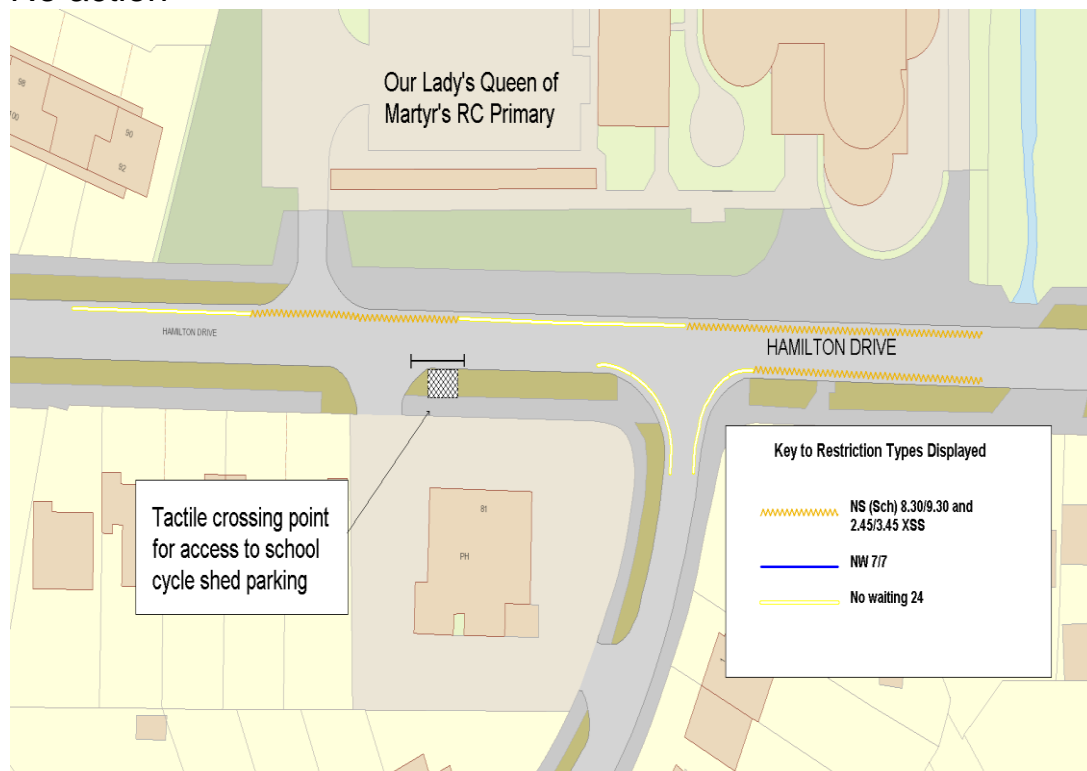
**Background information**

Our Lady's Queen of Martyrs is a RC school which in recent years merged two schools together. As such a lot of vehicular traffic is generated at peak school drop off and collection times as the catchment area is not limited. There are currently school keep clear and double yellow lines along the whole frontage of the school keeping one side of the carriageway clear. Introducing further restrictions opposite would remove the availability of on street parking in the area but could also increase vehicle speeds directly outside the school.

A white keep clear bar marking has since been introduced across the crossing point to the school cycle parking; this seems to be having the desired effect of keeping a small area clear for cyclists.

**Recommendation**

No action

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

**K6**

**Location** Barlow Street

**Nature of problem and requested solution**

Vehicles parking on junctions blocking sight lines and access

**Background information**

Barlow Street sits in a residential area located off Carr Lane consisting of predominantly terraced properties. Parking taking place on street is by residents as a very few number of properties have off street parking. Concerns have been raised by residents regarding visibility exiting the junctions and possible access for emergency vehicles.

**Recommendation**

Introduce 5m of no waiting at any time restrictions (DYL's) in each direction measured from the kerb line.



**Cost: Lining works £150, Advertising £500; Total £650**

**K7**

**Location** Livingstone Street

**Nature of problem and requested solution**

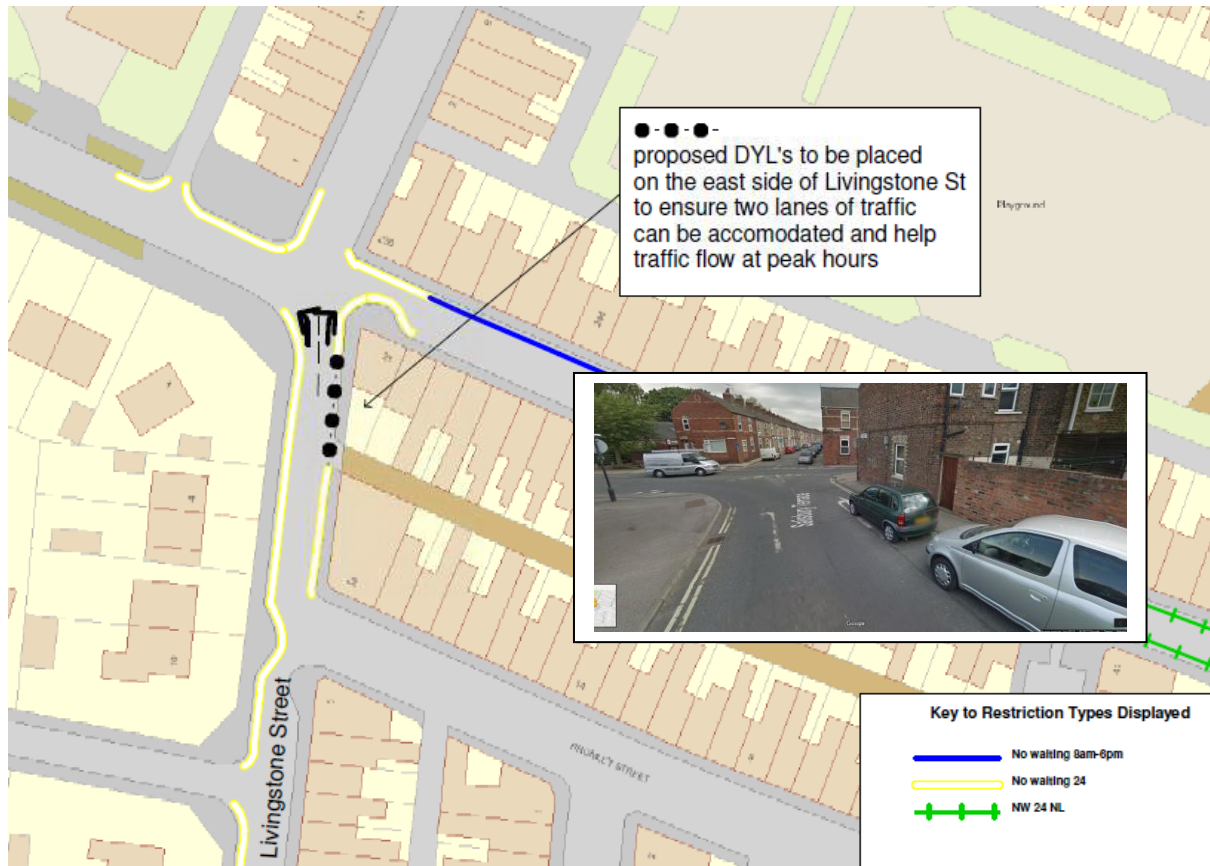
Vehicles parking close to junction which prohibits two turning lanes of vehicles exiting the one-way system.

**Background information**

At peak traffic hours vehicles queue from Salisbury Terrace traffic signals round into the one way system. This means any vehicle wanting to turn right from Livingstone Street are also blocked from exiting, this is due to an area of unrestricted parking within the right turn lane, which is the length of two cars. If this was to become double yellow lines it would create a larger length for vehicles to access when the left hand lane is queued back from the signals.

**Recommendation**

13m of no waiting at any time restrictions to be implemented on the east side



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

**K8****Location** Sowerby Road/Manor Drive North**Nature of problem and requested solution**

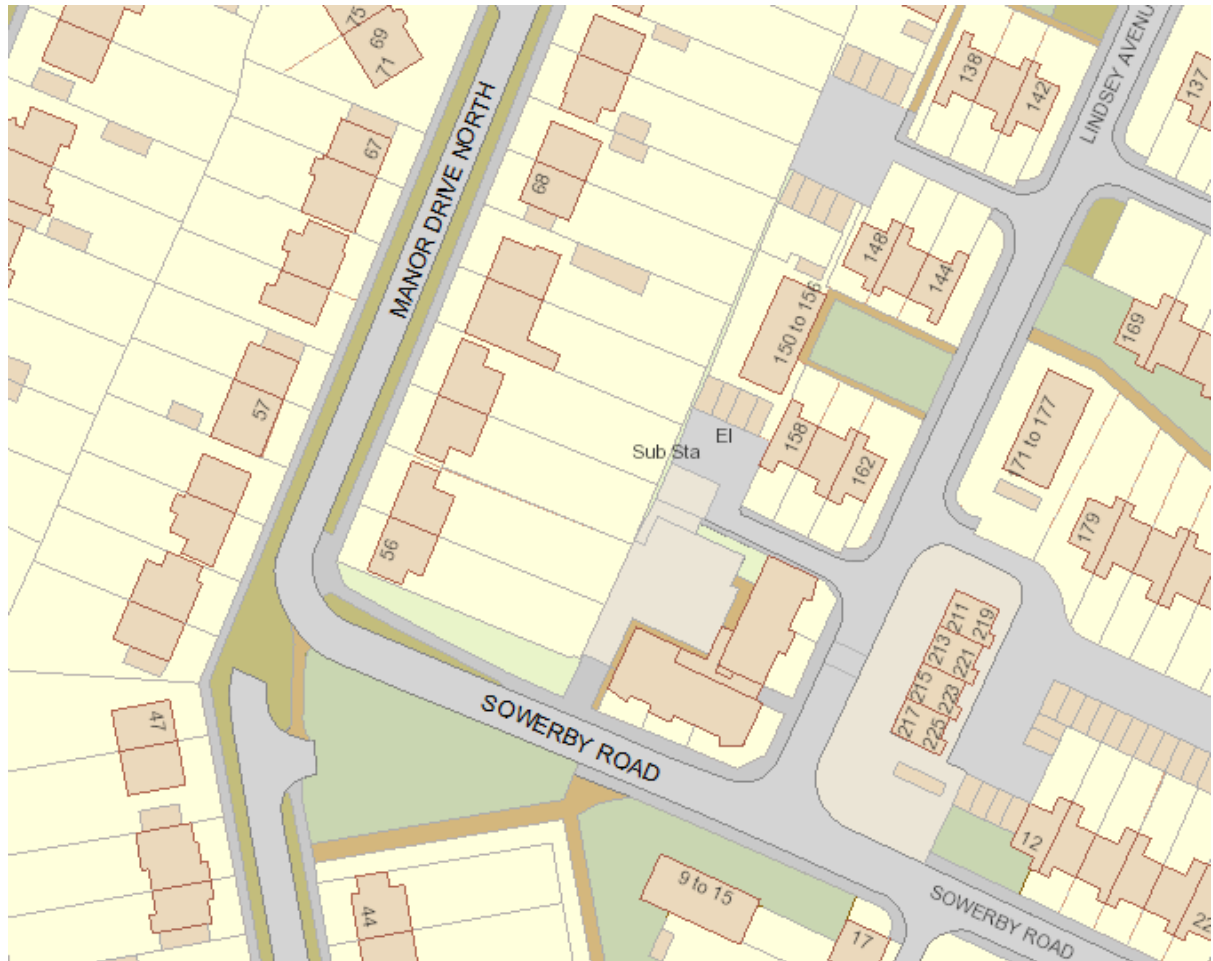
Complaint received regarding a large number of vehicles parking on Sowerby Road on an evening and car alarms being set off disturbing residents.

**Background information**

Sowerby Road and Manor Drive North are both residential areas, vehicles parking will belong to residents; no traffic management issue is caused to warrant double yellow lines. When visited only one or two vehicles have been parked and sightlines were not compromised.

**Recommendation**

No action



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

**Ward councillor comments:**

Councillor M Cannon – no comments received

Councillor F Derbyshire – no comments received

Councillor S Crisp – no comments received

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## Annex L: Hull Road Ward

<p><b>L1</b></p>	<p><b>Location: Junction of Barstow Avenue and Green Dykes Road</b> (Requested by one resident)</p>								
<p><b>Nature of problem and requested solution</b> Cars are parking legally, but too close to the entrance/junction. Vehicles meeting at the mouth of the junction creates a situation whereby a vehicle has to stop and reverse back out onto Green Dykes Lane.</p>									
<p><b>Background information</b> Non-residential parking has increased related to the University or contractor/student parking for the several developments on nearby Hull Road.</p>									
<p><b>Recommendation</b></p> <p>Extend existing restrictions further into Barstow Avenue by an additional 15m</p>									
	<p>Barstow Avenue, Green Dykes Lane Junction</p> <table border="1"> <tr> <td>SCALE</td> <td>1 : 500</td> </tr> <tr> <td>DATE</td> <td>22/03/2017</td> </tr> <tr> <td>DRAWING No.</td> <td></td> </tr> <tr> <td>DRAWN BY</td> <td></td> </tr> </table>	SCALE	1 : 500	DATE	22/03/2017	DRAWING No.		DRAWN BY	
SCALE	1 : 500								
DATE	22/03/2017								
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<p><b>Cost: Lining works £40, Advertising £500; Total £540</b></p>									

**L2**

**Location: Garrow Hill Avenue, junction with Hull Road**  
(Requested by one resident)

**Nature of problem and requested solution**

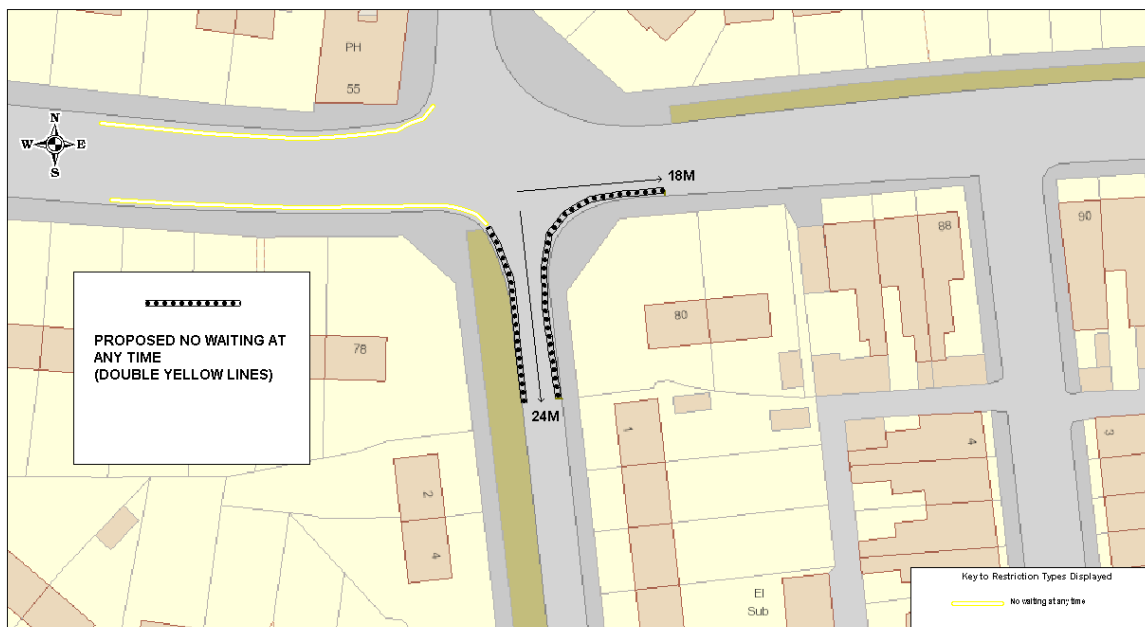
Cars parked close to junction blocking the left turn lane, requests waiting restrictions to enable both lanes to be used for exit.

**Background information**

Garrow Hill Avenue is a one-way street, exiting onto Hull Road.

**Recommendation:**

No waiting at any time restrictions for 24m as per plan to enable both lanes to be used and 18m from centreline to the right to aid visibility splays on egress.



	<small>+ Crown copyright. All rights reserved Licence No. 2003</small>		SCALE	1 : 500
	Garrow Hill Avenue, Hull Road Junction		DATE	10/04/2017
			DRAWING No.	
			DRAWN BY	

**Cost: Lining Works £70, Advertising £500; Total £570**



**L3**

**Location: Cycle Street/Hull Road Junction**  
(Requested by one resident)

**Nature of problem and requested solution**

Cars parking close to junction creating difficulties with access, egress and sight lines.

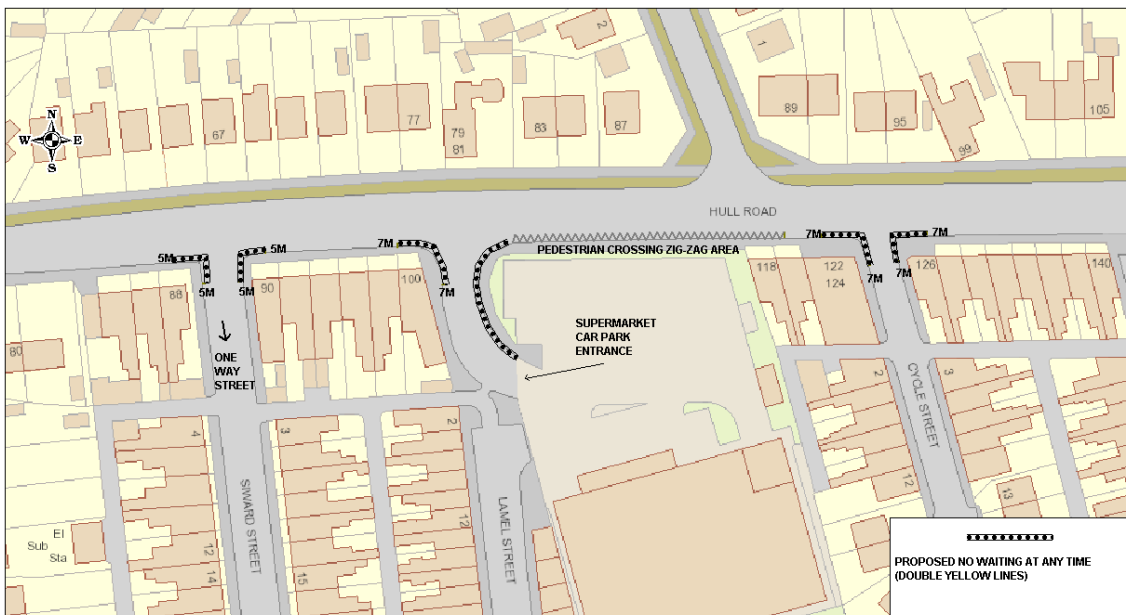
**Background information**

Cars park close to junctions for all streets in this area, Cycle Street (No through Road), Lamel Street (entrance to supermarket car park) and Siward Street (one way street).

Adjacent to these areas are terraced houses with no off-street parking amenity. A zebra crossing with zig-zag carriageway markings reduces parking amenity for these properties. Normally a 10m length of restriction would apply however we are proposing a shorter length to ease problems without impacting significantly on local residents.

**Recommendation**

Minimal junction protection as outlined on attached plan.



	<small>+ Crown copyright. All rights reserved Licence No. 2002</small>  Cycle Street, Lamel Street and Siward Street Junctions	SCALE	1 : 750
		DATE	10/04/2017
		DRAWING No.	
		DRAWN BY	

**Cost: Lining works £150, Advertising costs £500 Total: £650**

**L4****Location: Melrosegate**  
(Requested by several residents)**Nature of problem and requested solution**

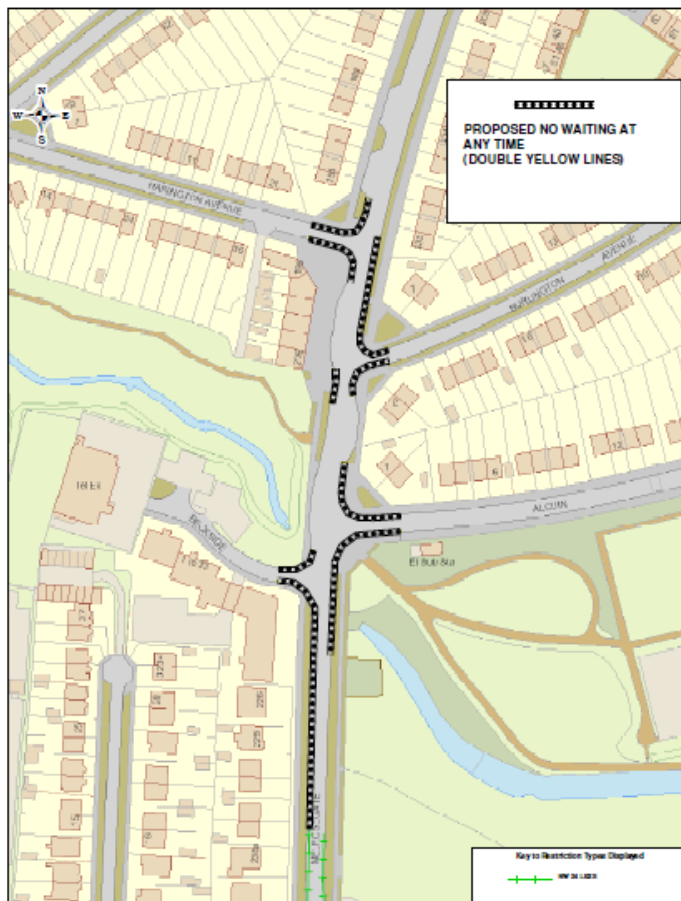
Parked vehicles both sides of Melrosegate between junction with Hull Road and Alcuin Avenue causing bottlenecks and queuing back to junction in peak periods. Obstructing visibility splays at junction areas. Further complaints have been received about parking creating visibility problems at other junctions in the area.

**Background information**

Parking is an increasing problem on this section of carriageway. Possibly university related.

**Recommendation**

No waiting at any time restrictions as shown on attached plan.



**Cost:** Lining Works £250, Advertising £500 **Total £750**

## **Comments from Ward Councillors**

Cllr H Shepherd – No comments received

Cllr N Barnes

I am in support of these improvement works. In the areas where the issues have arisen as a result of non-residential parking – in and around the Thief Lane and Newland Park Drive area – there are further traffic improvements that residents are keen on. Are these on a list for future consideration? In particular, Newland Park Drive where it heads south from Newland Park Close towards Thief Lane. There is a slope here and it's frequently over-parked, causing sight line issues.

Many thanks,  
Neil

(Newland Park Drive has been added to the next review)

Cllr M Pavlovic

These all appear to be sensible amendments and as such I support them.

Best wishes

Cllr Michael Pavlovic

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## Annex M: Huntington Ward

**M1** **Location** Geldof Road (around a bend adjacent to public footpath/snicket to playground and Monkton Road)  
Requested by two residents

**Nature of problem and requested solution**

Vehicles, including transit van, parking on the footpath and completely blocking both sides for long periods at all times of day. The footpath is on a bend causing children walking to school to walk on the road around them or cross the road with very limited visibility caused by parked vehicles.

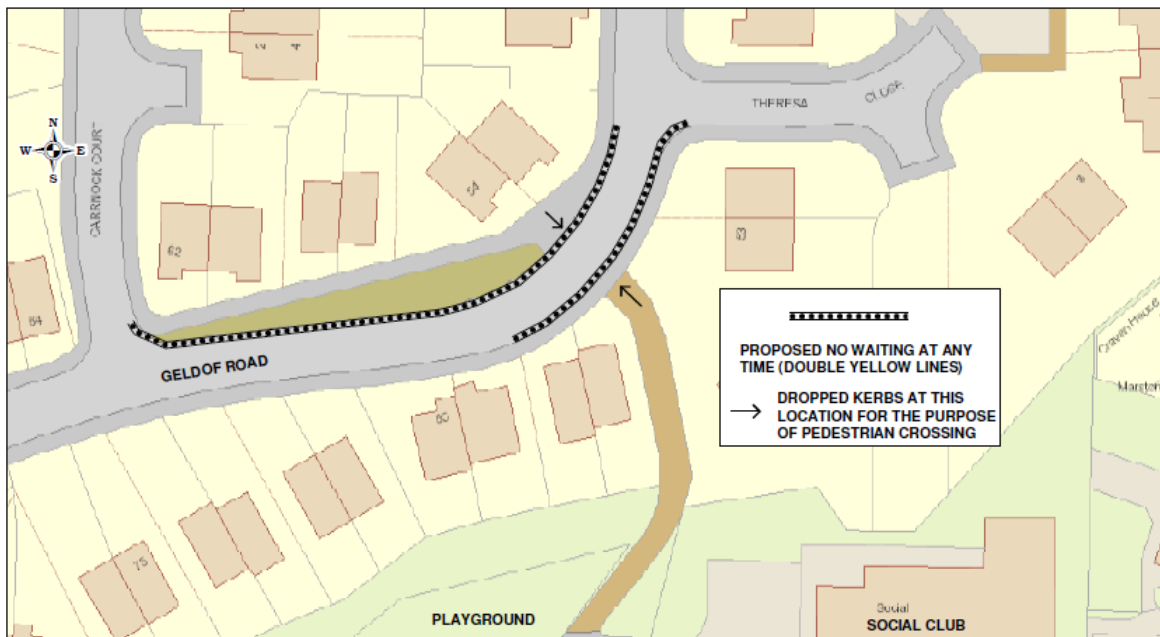
Requested action: waiting restrictions to prevent parking

**Background information**

This snicket is used as a walk to school route and provides access to the local playground and social centre. Vehicles parked at this location obstruct the footway for pedestrians and forward visibility for other highway users.

**Recommendation**

Restrictions as outlined on the attached plan.



	Geldof Road	<small>© Crown copyright. All rights reserved Licence No. 2003</small>	
		SCALE	1 : 500
		DATE	10/11/2016
		DRAWING No.	
		DRAWN BY	

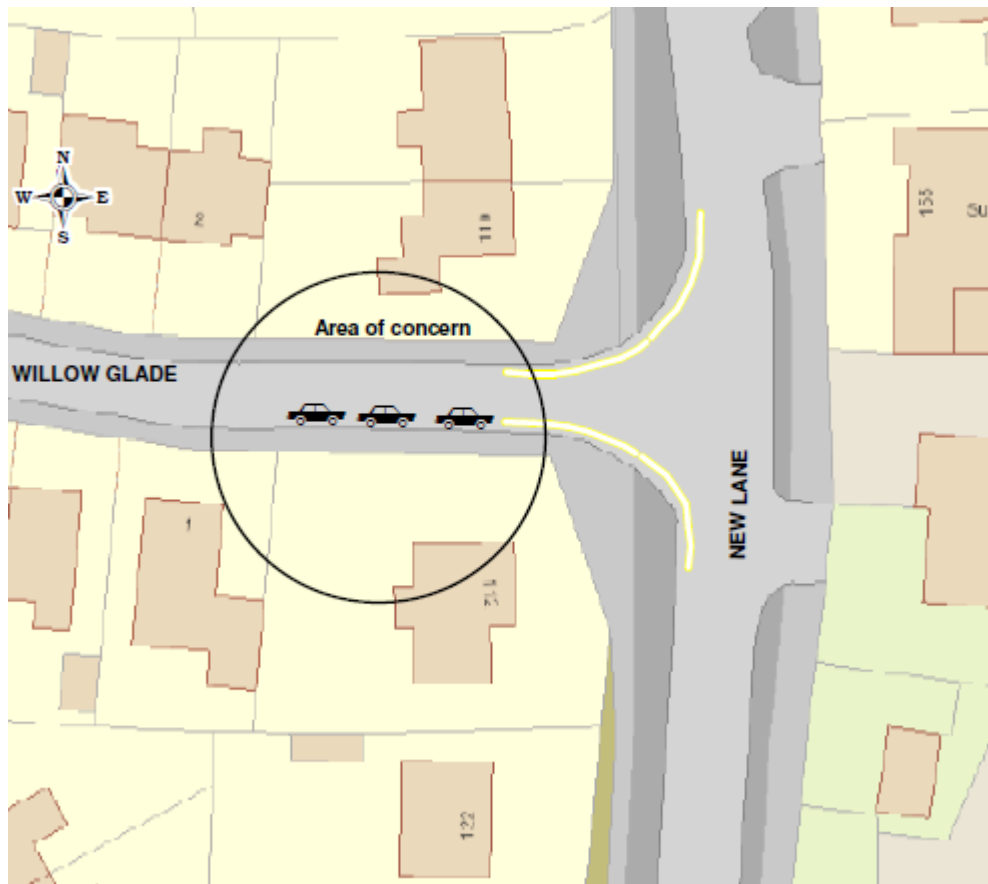
**Cost: Lining works £120, Advertising + making £500; Total £620**

**M2****Location: Junction of Willow Glade with New Lane**  
(requested by one resident)**Nature of problem and requested solution**

Requests an extension of existing restrictions on the south side of the carriageway because "... as you turn into the road off New Lane from the left you are almost immediately faced with 3 or 4 parked cars, leaving only one lane for traffic to get in and out of Willow Glade."

**Background information**

There are existing 15m double yellow lines as you turn into the junction. This is sufficient for entry and forward visibility. Between one and three cars have been observed parked on the southern side of the carriageway. Additional restrictions will displace vehicles further into the street outside residential homes.

**Recommendation: No Action****Cost: N/A**

**M3**

**Location Keswick Way**

(requested by residents and referred by Cllr Orrell)

**Nature of problem and requested solution**

Cars and vans parking obstructing access, manoeuvrability and access to drives and garages.

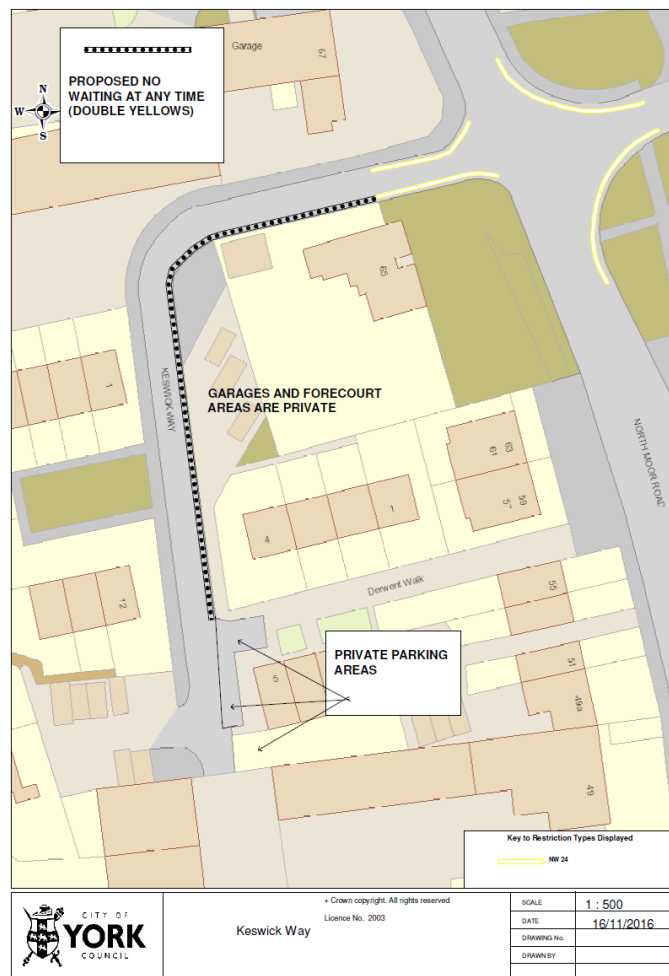
Requested waiting restrictions (double yellow lines) on garage side of carriageway.

**Background information**

This is an unusual cul-de-sac with a mix of light industrial, retail and residential use. This all adds to conflicting parking requirements during the working week leading to pressure on available space. Some of the parking is on adopted highway (carriageway). Other vehicles park on private land (in front of both garage forecourts). Most parking takes place on the west side of the carriageway by preference, when parking takes place on both sides obstruction issues will ensue.

**Recommendation**

No Waiting at any Time Restrictions as outlined on plan.



**Cost: Lining works £100 Advertising costs £500 Total £600**

**M4****Location: Yearsley Grove/Whenby Grove adjacent to the primary school**

(raised by the school and residents)

**Nature of problem and requested solution**

The National Grid Rapid Response vehicle parks on the footway close to the school entrance. The resident's car normally reverses out of the drive during school peak hours and is unable to see approaching pedestrians walking to school. We have received these comments from the school

head teacher; "I have had several incidents when the mum reverses out from the drive and has nearly hit a child. I have had at least 2 children nearly run over in the past few months".

**Background information**

We have referred this to North Yorkshire Police on two occasions to request they talk to the residents about this driver behaviour.

We asked National Grid if they can intervene with their employee to resolve the situation amicably. The van has now stopped parking on the footway, and the residents have changes their parking habits.

The zig-zag school entrance marking only applies to carriageway, unlike a waiting restriction (yellow line) which applies to all areas of adopted highway. There are two options we could consider:

1. to place an order preventing parking on the footway to operate the same hours as the zig-zag marking
2. to place a timed waiting restriction behind the zig-zag markings

Either option will enable our Civil Enforcement Officers to issue a Penalty Charge Notice to the offending vehicle

**Recommendation**

The head teacher from the school has confirmed they no longer have any issues at this location. Consequently we are recommending no further action at this time.

The issue to be revisited if further complaints are received.

**Cost: N/A**



**M5**

**Location** Junction of New Lane and Geldof Road  
(requested by one resident and referred by Cllr Orrell)

**Nature of problem and requested solution**

One resident is concerned about alleged regular car parking at the junction of Geldof Road and New Lane, believing that this is dangerous. He is requesting double yellow lines at this junction.

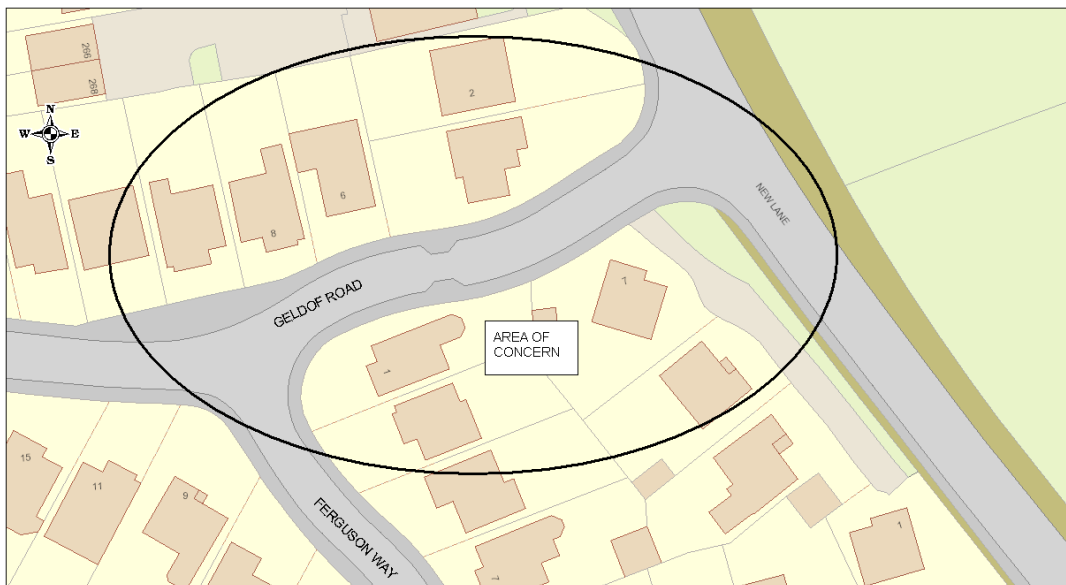
**Background information**

We have not witnessed parking in the junction area. The adjacent properties have a good off-street parking amenity for 2+ vehicles. There are no local facilities or nearby schools to attract short term parking to suggest this is a regular occurrence.

No photograph evidence has been produced to support the request. It is a 20mph residential street with gateway type build-outs as an additional speed reduction measure

**Recommendation**

No Action



Geldof Road

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**Cost: N/A**

**Comments from Ward Councillors**

Cllr K Orrell – No comments received

Cllr C Runciman - No comments received

Cllr C Culwick – No comments received

## Annex N      Micklegate Ward

<b>N1</b>	<b>Location</b> Rectory Gardens, off Bishopthorpe Road	
<p><b>Nature of problem and requested solution</b>  This is a narrow street and poor parking can create difficulties for other road users.</p>		
<p><b>Background information</b></p>  		<p>The problems look to be intermittent. Formal regulations would be a disbenefit to residents, their visitors, etc.</p>
<p><b>Recommendation</b>  No action.</p>		
<p><b>Cost: Lining works £0, Advertising £0; Total £0</b></p>		

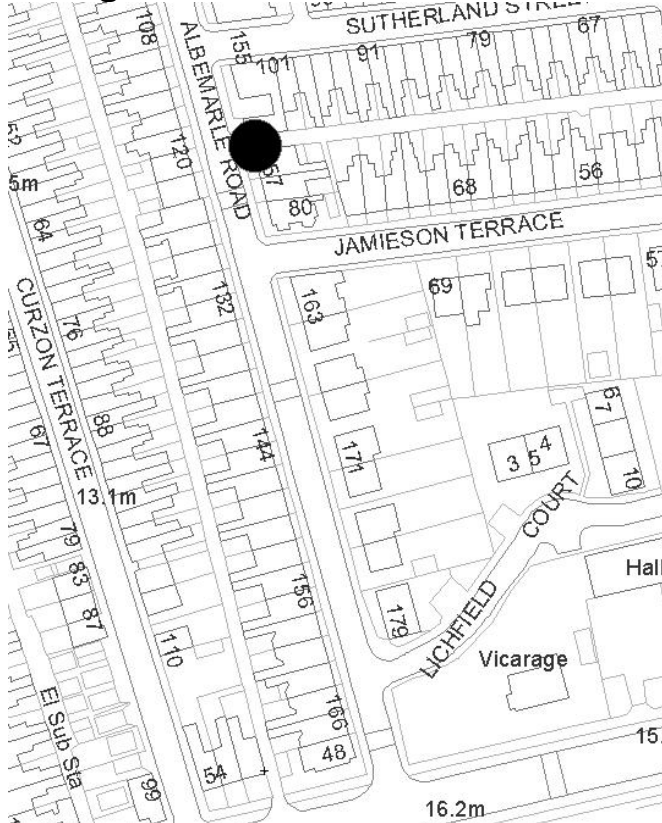
**N2**

**Location** Albemarle Road, back lane between Jamieson Street and Sutherland Street

**Nature of problem and requested solution**

Vehicles exiting the back lane have a very tight turning area and can cause damage to a vehicle parked in the blue badge holder bay outside the property shown below.

**Background information**



Back lanes are rarely used as a through route and the number of vehicles will be low. Albemarle Road is heavily parked up, especially on an evening. The length of a blue badge bay is longer than standard length to cater for the potential to require access / space at the rear of the vehicle for specialist equipment. By parking as shown in the photo the driver can counter poor driving from the alleyway. In addition, relocating the bay further along the street would adversely impact on other residents.



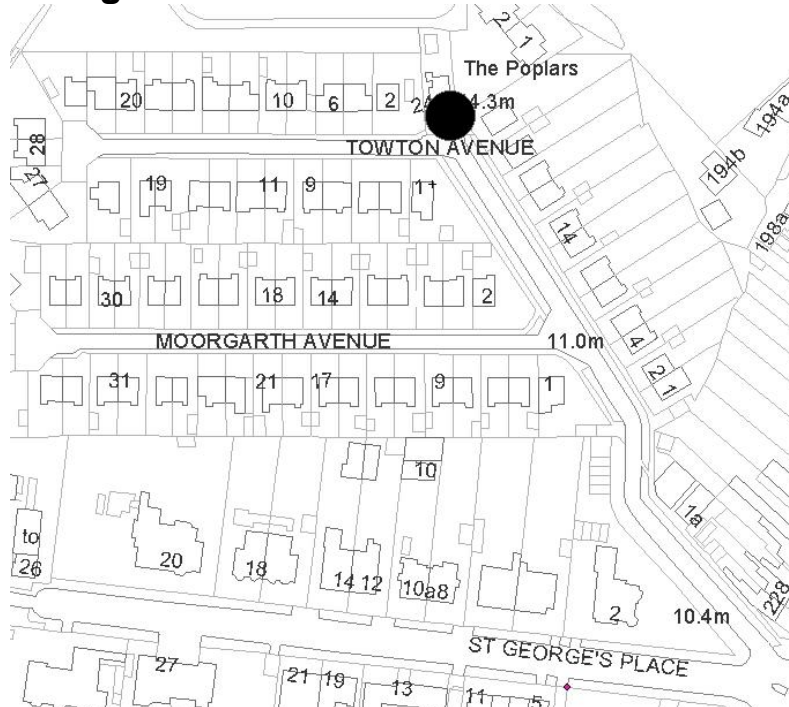
**Recommendation**

No action.

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

**N3****Location** Towton Avenue, off St. George's Place**Nature of problem and requested solution**

A vehicle parked in the position shown in the photo forces other drivers in this narrow street to drive partially on the wrong side of the road at the corner.

**Background information**



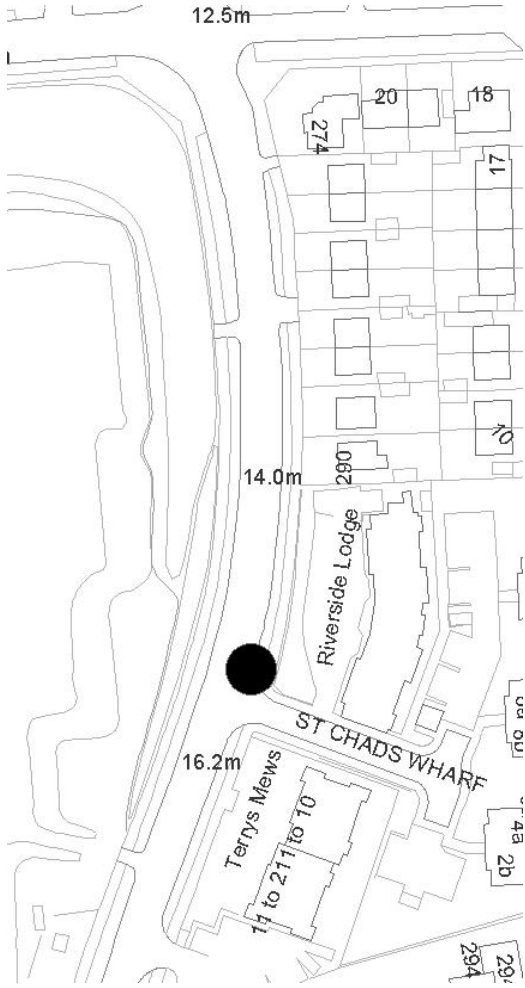
This is a short cul-de-sac. Traffic speeds are very low and at these speeds visibility is adequate to avoid a collision. There will be a few occasions when a driver will have to stop to allow another to pass.

**Recommendation**

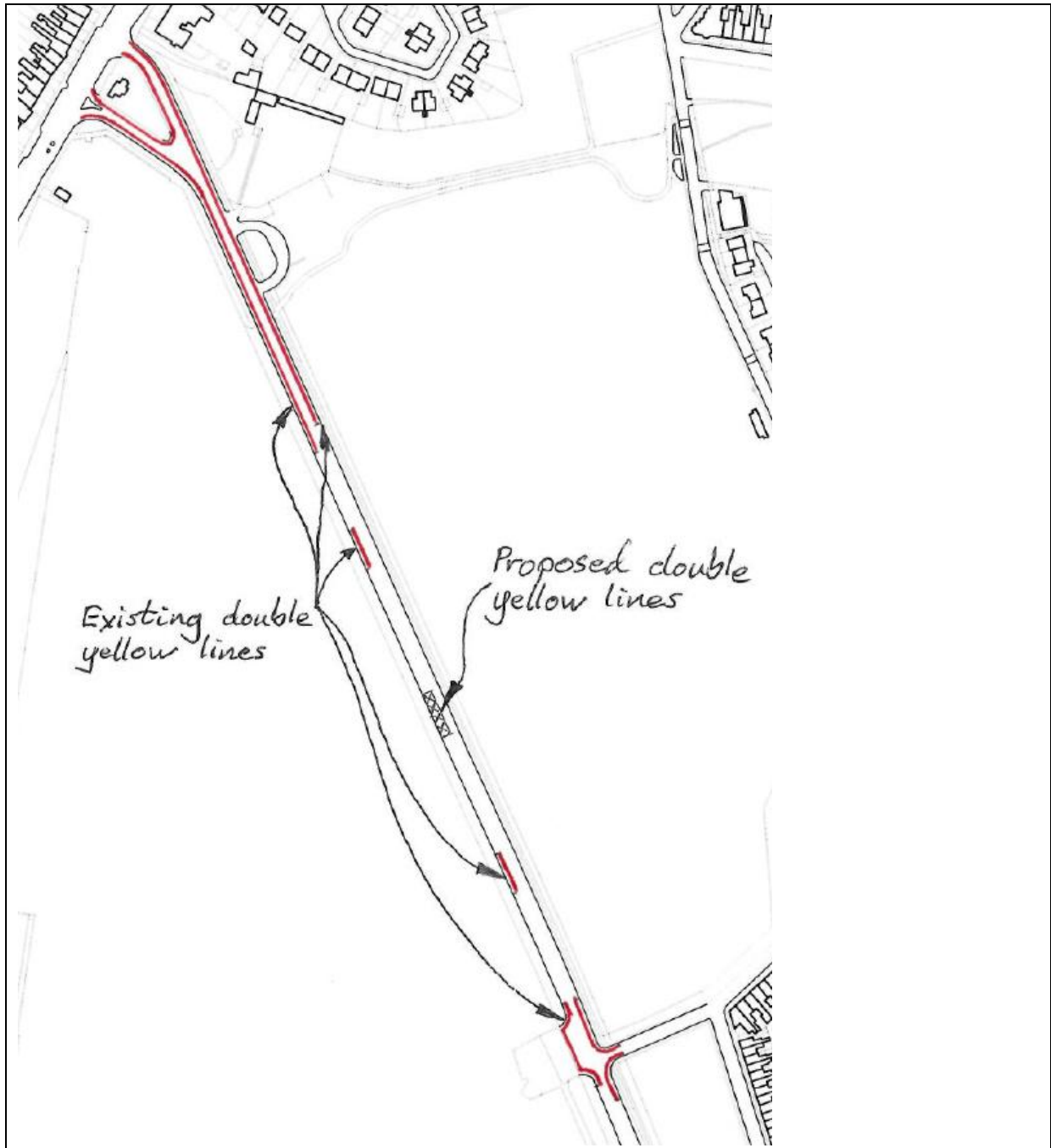
No action.

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



<p><b>N4</b></p>	<p><b>Location</b> St. Chad's Wharf, off Bishopthorpe Road</p>
<p><b>Nature of problem and requested solution</b>          This site was investigated last year and no action was proposed. A request was made to review the decision.          Parking to the right of the junction (from a short cul-de-sac) and the bend in the road can require the driver to make extra observations to ensure the manoeuvre is carried out safely.</p>	
<p><b>Background information</b></p>  <p>View from the give way line</p>  <p>View once the give way line is passed</p> <p>This is not an uncommon circumstance and the driver is not put in any danger by pulling out cautiously beyond the give way line to gain a better view.</p>	
<p><b>Recommendation</b>          No action.</p>	
<p><b>Cost: Lining works £0, Advertising £0; Total £0</b></p>	

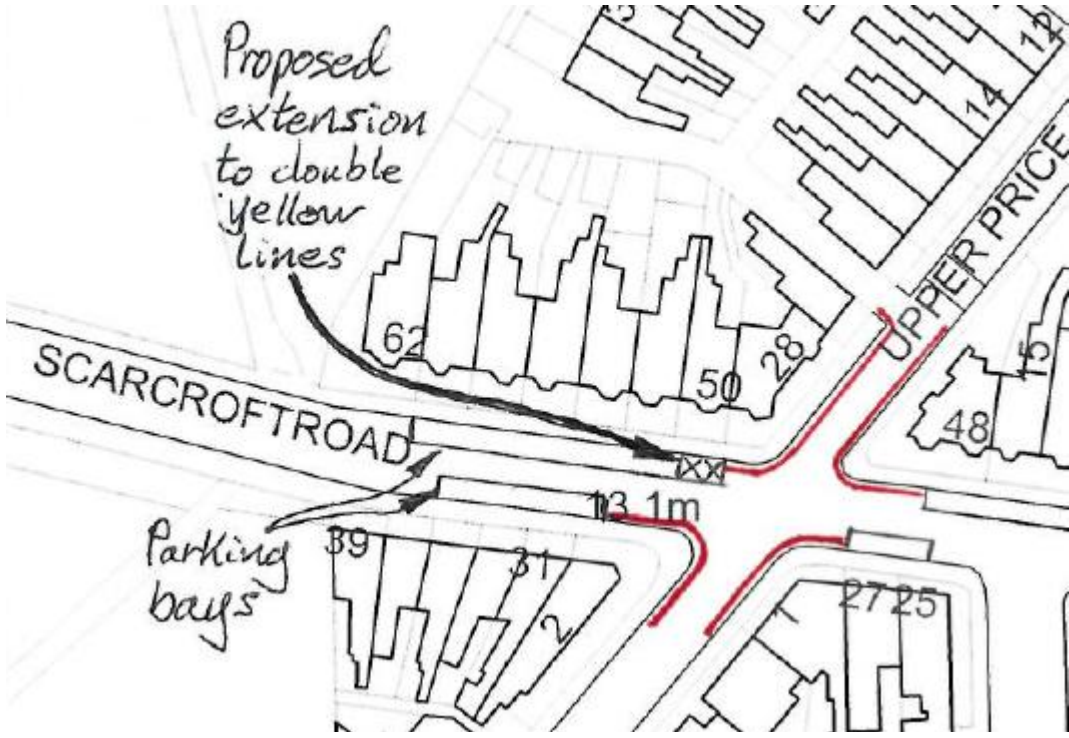
<b>N5</b>	<b>Location</b> Knavesmire Road
<p><b>Nature of problem and requested solution</b></p> <p>Parking on both sides of the road can on occasion obstruct the free flow of traffic. Because the road is quite wide and there are no residential properties fronting on to it the road is often used for coach parking in addition to some commuter parking.</p>	
<p><b>Background information</b></p> <p>Parking on Knavesmire Road is prohibited during race meetings because it would impact greatly on the ability to deal with the traffic associated with the race meetings. At other times traffic is quite minimal. There are lengths of restriction in place at the junctions, crossing points and along the road to create passing places for large vehicles. The prohibition of parking on either or both sides of the road would likely result in some additional parking in nearby residential areas that are not covered by residents parking schemes (South Bank, St. George's Place etc.). Whilst it might be hoped that any displaced coach parking would use the coach parks and contribute to a parking income for the city this outcome is not considered likely and the majority of the coaches would relocate elsewhere on the highway network.</p>	
<p><b>Options and recommendation</b></p> <p>Option 1 - No action</p> <p>Option 2 – <b>Recommended option</b>: add a length of waiting restrictions to provide a passing place opportunity for drivers – see plan.</p>	

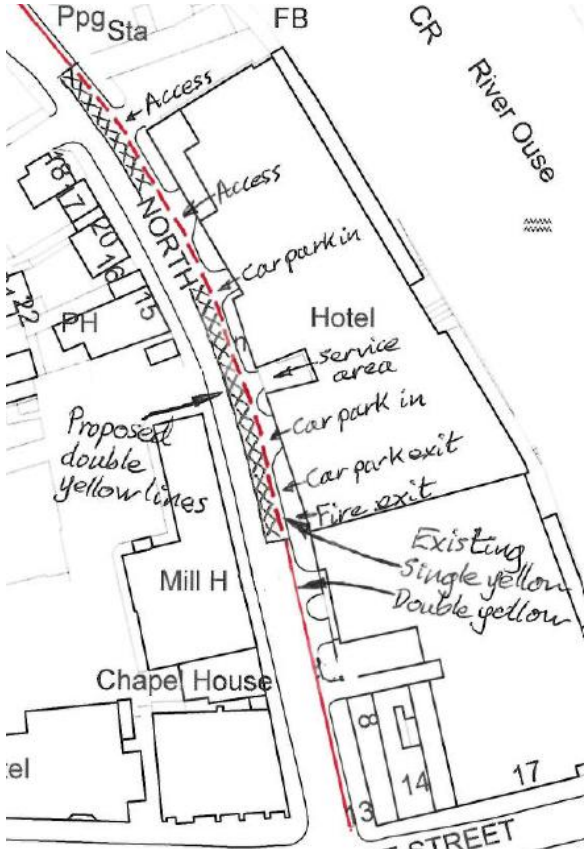


Option 3 – prohibit parking along the Knavesmire side of the road for the full length including the area often referred to as kidney island. Cost of works £2000 plus advertising – this is considered beyond the scope of what can be funded through the annual review but could be investigated further as a capital scheme.

**Recommended option cost: Lining works £50, Advertising £500;  
Total £550**



<b>N6</b>	<b>Location</b> Upper Price Street / Scarcroft Road
<b>Nature of problem and requested solution</b> The visibility from the Upper Price Street junction is poor.	
<b>Background information</b> Scarcroft Road is narrow and heavily parked up. There are residents parking bays at 5m either side of the junction and the exit from Upper Price Street is a slight uphill. Extending the double yellow lines will result in the reduction of available resident's parking space by 2 car lengths. 	
<b>Recommendation</b> Increase the length of the no waiting restrictions either side of Upper Price Street to the more usual 10m from a junction.	
<b>Cost: Lining works £80, Advertising £500; Total £580</b>	

<b>N7</b>	<b>Location</b> North Street
<p><b>Nature of problem and requested solution</b></p> <p>On occasions parking on an evening in this area has caused access/egress difficulties for guests using the hotel and deliveries to the service area.</p>	
<p><b>Background information</b></p> 	<p>There is a length of single yellow lines outside the hotel car park, main entrance, off street disabled parking area and service entrances / exits. In addition, the Hotel fire exits also come out along this stretch.</p> <p>Whilst the problems will be intermittent there is very little road length that could be used for parking without causing a potential difficulty.</p> <p>There are takeaways close to the junction with Micklegate so there will likely be some short term parking in the area but there is 10 minutes maximum stay for non-residents in a bay on the opposite side of the road that could be used.</p>
<p><b>Recommendation</b></p> <p>Convert the single yellow line to no waiting at any time double yellow line restrictions.</p>	
<p><b>Cost: Lining/signing removal works £350, Advertising £500; Total £850</b></p>	

**N8****Location** St Benedict's Road/Upper Price Street junction**Nature of problem and requested solution**

Poor visibility at junction. Wide pavement which should be narrowed to increase the road width

**Background information**

The Nunnery Lane Residents Association has raised concerns regarding the visibility at this junction due to the residents parking bay. They have suggested that the road should be widened to increase visibility and prevent gridlock. This is outside our scope of works and available budgets. However this could be raised via ward schemes for funding. Vehicles can negotiate the corner however they may need to travel with caution and give way to oncoming vehicles. There is already 10m of junction protection in place, the removal of a ResPark bay in this area would not be favoured with residents.

**Recommendation**

No action



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

**N9**

**Location** Nunthorpe Road (side of BNT Store)

**Nature of problem and requested solution**

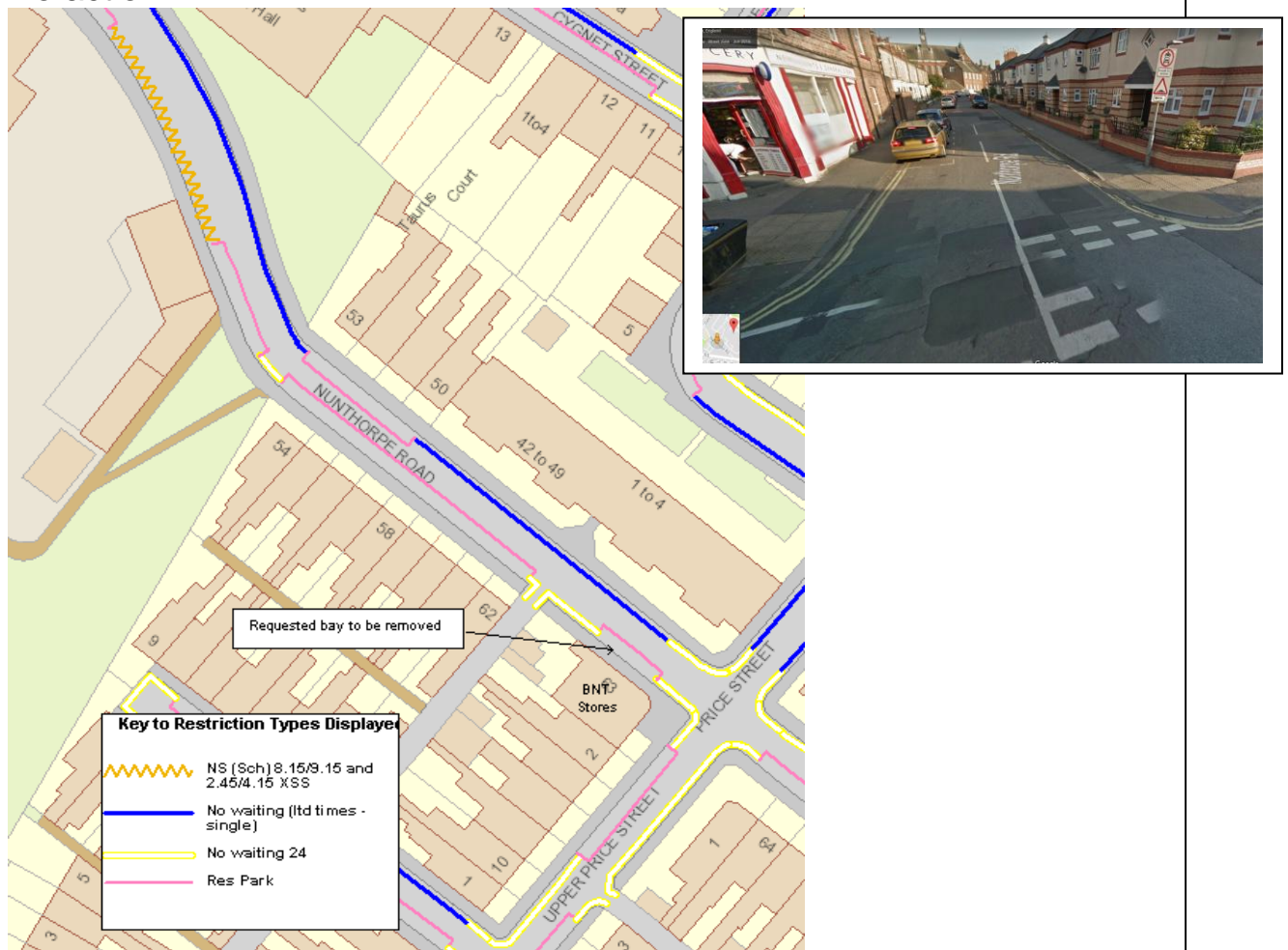
The junction area gets congested at school drop off and collection times due to being the only vehicle route to Scarcroft Primary School.

**Background information**

A request from the Nunnery Lane Residents Association has been received to remove the existing two vehicle respark bay located to the side of BNT Stores and replace it with double yellow lines. The thought is that this would ease the congestion at school times and create a safer environment for pedestrians in the area. The shop has expressed that they would be in favour of the bay being removed however DYL's would not prevent vehicles stopping for loading and unloading at any time. The removal of a two vehicle spaces may not be favourable to nearby residents as space in this location is at a premium. There are currently 9.5m of junction protection on the west side.

**Recommendation**

No action



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

**Ward councillor comments:**

Councillor J Crawshaw – no comments received

Councillor J Hayes - no comments received

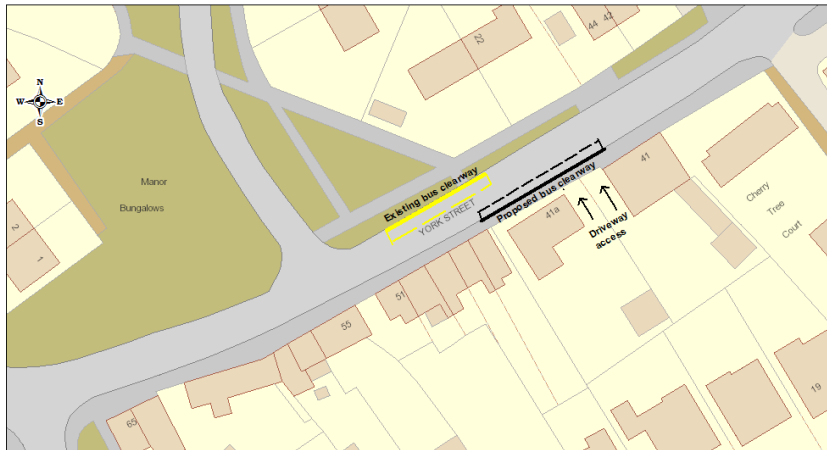
Councillor L Kramm - no comments received


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## Annex O Osbaldwick and Derwent Ward

<b>N1</b>	<b>Location</b> Outside 41 York Street, Dunnington (raised by one resident)
<b>Nature of problem and requested solution</b> Parked vehicles obscuring visibility when exiting private driveway onto York Street.	
<b>Background information</b> This property has a shared access (approx 7.5m wide) with 41A York Street. Parked vehicles would obstruct visibility, but we do not consider placing waiting restrictions for the protection of a private entrance. Residents can apply for a white keep clear bar marking which extends across dropped kerb area + approximately 1m either side. There is a cost to the resident for this service, currently £122. We have not witnessed any parking within 20m of the driveway. This suggests this is an intermittent problem occurring at busy times at the nearby retail outlets. There is a bus stop to the south of the entrance at the boundary of 41A/43 York Street.	
<b>Recommendation</b>  Implementing a 26m bus clearway to the south and across the entrance (there is an existing one on the north carriageway). This would improve sight lines to the south and extend beyond the driveway entrance by 3 to 4m. This would be of benefit to the bus service and bus drivers to approach and park close to the kerb for the benefit of passengers.	
<b>Cost:</b> Lining works, £100 (No advertising costs are associated with a bus clearway)	



 <p>CITY OF <b>YORK</b> COUNCIL</p>	<p>41 York Street, Dunnington</p>	<p><small>* Down copyright. All rights reserved Licence No. 2003</small></p> <table border="1"> <tr> <td>SCALE</td> <td>1:500</td> </tr> <tr> <td>DATE</td> <td>19/10/2016</td> </tr> <tr> <td>DRAWING No.</td> <td></td> </tr> <tr> <td>DRAWN BY</td> <td></td> </tr> </table>	SCALE	1:500	DATE	19/10/2016	DRAWING No.		DRAWN BY	
SCALE	1:500									
DATE	19/10/2016									
DRAWING No.										
DRAWN BY										

**N2**

**Location**

Chessingham Park (Business Estate), Dunnington  
(raised by business on the Park)

**Nature of problem and requested solution**

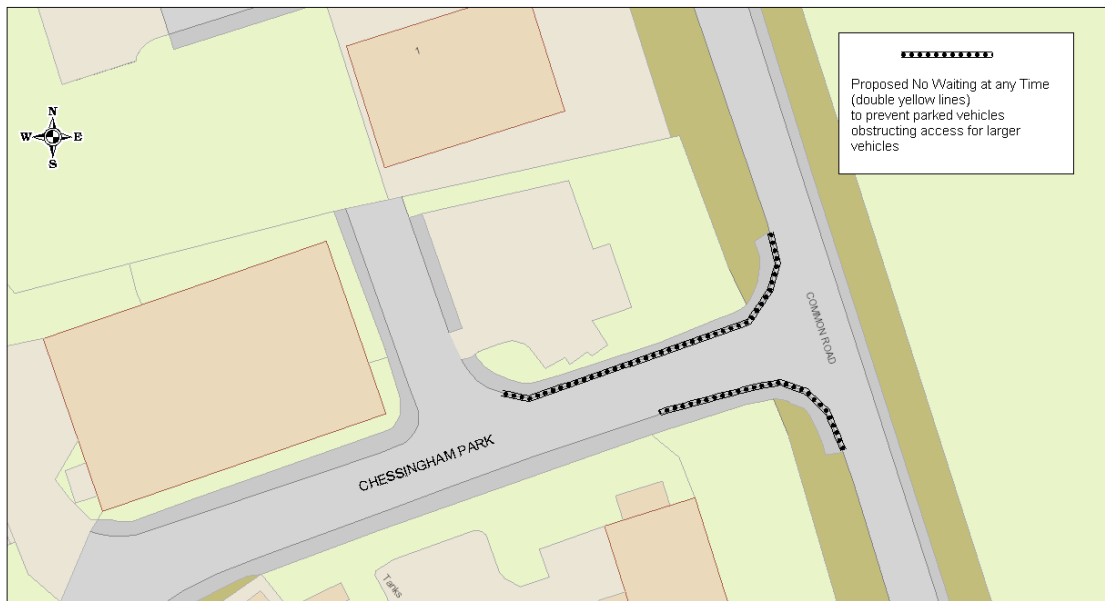
Vehicles regularly parked at the junction of Chessingham Park and Common Lane, Dunnington. Creates problems of access for larger vehicles and concerns have been raised about emergency access.


**Background information**

Vehicles have been witnessed parking close to the junction area.

**Recommendation**

No Waiting at any Time Restrictions as shown on plan



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	Chessingham Park, Dunnington	
	SCALE	1 : 500
	DATE	25/04/2017
	DRAWING No.	
	DRAWN BY	

**Cost:** Lining Works £80; Advertising Costs £500, Total £580



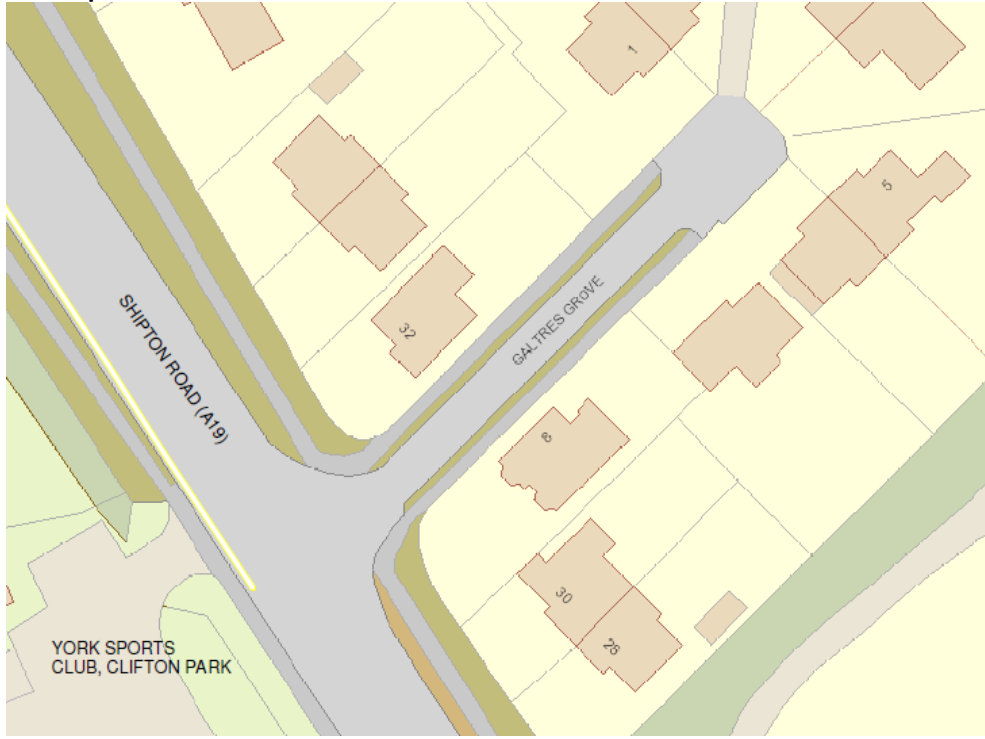
**Comments from Ward Councillors**

Cllr M Waters – No comments received

Cllr J Brooks – No comments received

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## Annex P Rawcliffe and Clifton Without

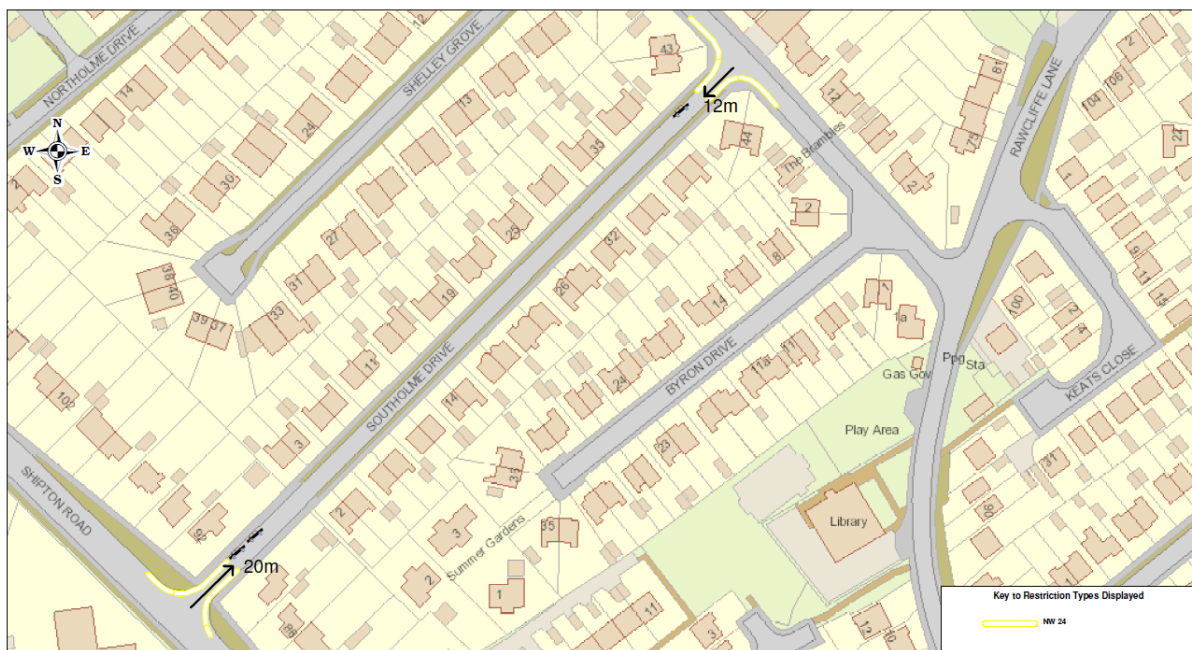
<b>P1</b>	<b>Location:</b> Galtres Grove, junction with Shipton Road (referred by Clifton Without Parish Council on behalf of one resident)
<p><b>Nature of problem and requested solution</b></p> <p>The resident advised motorists parking on the grove on a daily basis are making it very difficult for residents to use their drives and also for other residents to get passed as the grove is very narrow. They have also advised that cars are often parked on the corners of the grove, making it unsafe to pull into or out of the grove safely. Requested double yellow lines.</p>	
<p><b>Background information</b></p> <p>Galtres Grove is narrow and parked cars may create difficulties. Site visits have not witnessed any vehicles parked on Galtres Grove except on one occasion when trade vehicles were parked at the end of the cul-de-sac. This is not a through route and vehicle movements are few. Overspill parking on Galtres Grove may occur when events are held at the sports club.</p> 	
<p><b>Recommendation:</b> No Action</p>	
<p><b>Cost: N/A</b></p>	

**P2****Location: Southolme Drive**  
(requested by one resident)**Nature of problem and requested solution**

Parked vehicles close to junction with A19(Shipton Road) causing congestion, near misses/accidents. It was alleged this occurs every day. Transient parking at the Eastholme Drive end causing similar problems. Requests extension of waiting restrictions at both ends of the street.

**Background information**

There are existing and adequate waiting restrictions at both junction areas. 20m on the south and 12m at the north of the street. Site visits have revealed one or two cars at both ends on the eastern side of the carriageway, but these did not cause any issues and could be considered beneficial as they create a natural traffic calming measure.

**Recommendation:** No Action**Cost:** N/A

**P3****Location: Northolme Drive**

(Referred from a Rawcliffe and Clifton Without Ward Team)

**Nature of problem and requested solution**

Parking close to the junction areas causing access problems

Requested waiting restrictions.

**Background information**

Site visits have not witnessed any parked vehicles within 10m of the junction areas on Northolme Drive. This street is used as a through route to the primary school and local shops. Standard junction protection with double yellow lines will prevent vehicles parking too close to the junctions and causing obstruction.

**Recommendation**

No Waiting at any Time restrictions as outlined on the plan below.



**Cost: Lining works £150: Advertisement £500: Total £750**

**P4****Location: Village Street**  
(Requested by one Resident)**Nature of problem and requested solution**

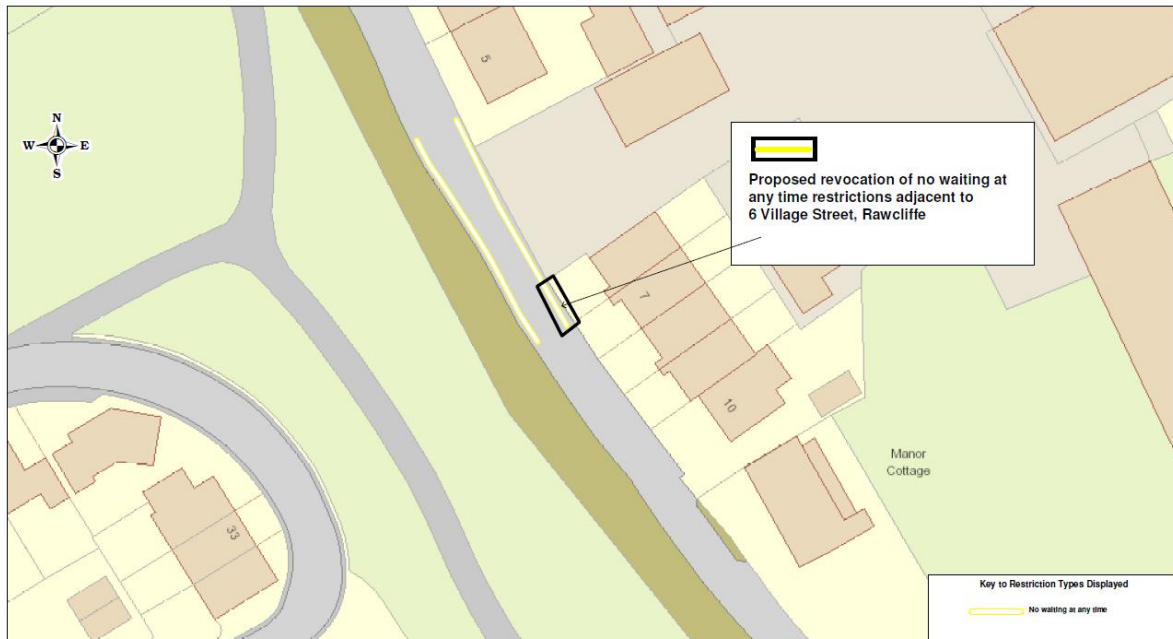
Existing double yellow lines outside property creating parking problems for property owners.

**Background information**

The existing restrictions were implemented in 2003 before the current residential properties were built. We assume they were requested to maintain access/sight lines from the adjacent garage and depot. Had the properties been built in 2003, it is unlikely they would have extended across the residential frontage.

**Recommendation**

Revocation of 6m of waiting restrictions as requested.



**Costs:** Lining Works £30, Advertising £500 Total: £530



**P5****Location: Rawcliffe Drive junction with Saville Grove**  
(Requested by one Resident)**Nature of problem and requested solution**

Parked cars close to and opposite junction on Rawcliffe Drive creating physical and sight line obstruction on exiting Saville Grove

**Background information**

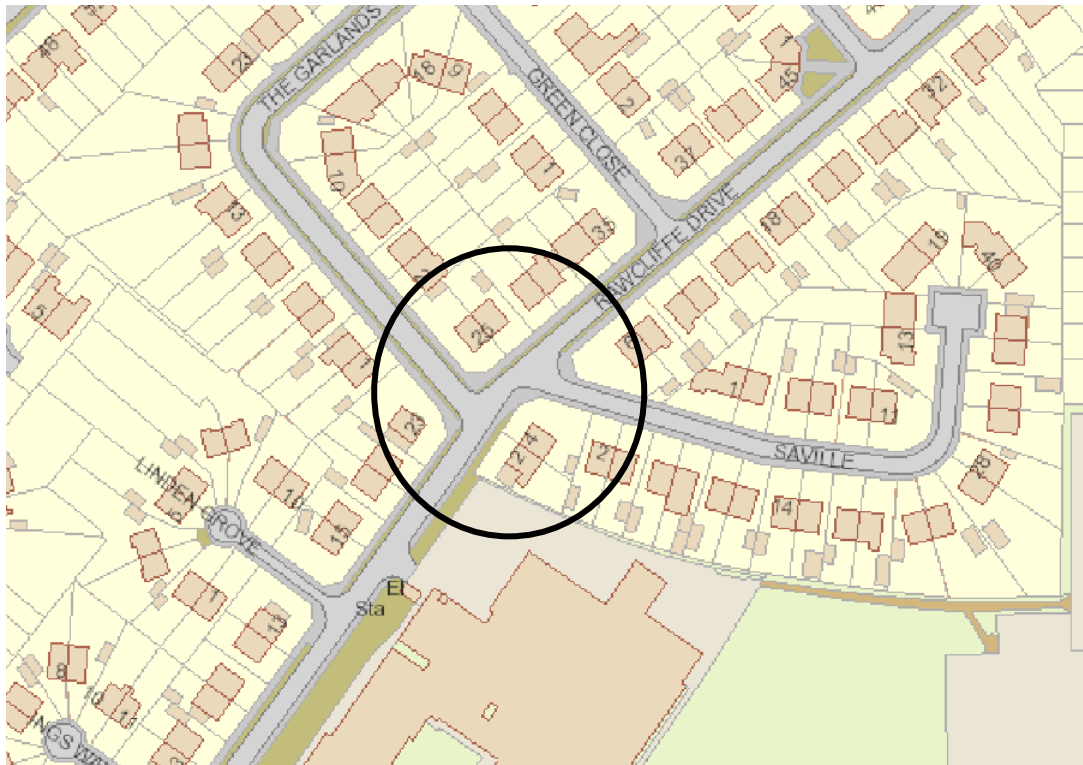
This is a residential area and located within 50m of The Vale of York Academy Secondary School.

Saville Grove is narrow and no vehicles have been witnessed parked close to junction area. We have witnessed two vehicles parked to the north of Saville Grove, but not within 10m of junction area.

The level of parking is normal for a residential area and does not warrant further action. The parking levels may increase for a short time at school peak hours associated with parents/guardians dropping off/picking up.

**Recommendation**

No further action at this time

**Costs: N/A**

**P6**

**Location: Redmires Close/Ebsay Drive junction area**  
Requested by one resident

**Nature of problem and requested solution**

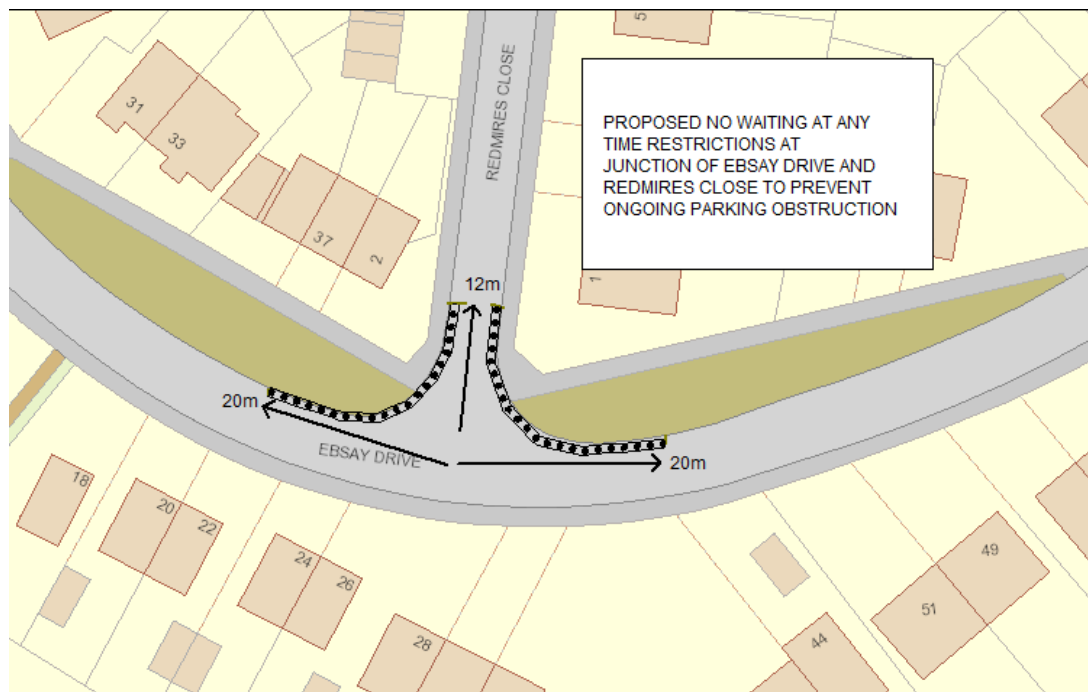
Consistent parking in the junction area

**Background information**



This problem has been ongoing for some time. The police have written to residents in the area about inconsiderate parking. Some improvement was noted for a short time, but the inconsiderate parking habits have returned.

**Recommendation: Junction Protection as shown in plan**



**Costs: Lining works £75, Advertising £500; Total Cost £575**



**P7**

**Location: Landalewood Road, Clifton Moor**  
Requested by 5 residents

**Nature of problem and requested solution**

Parking on junctions, footways, blocking sight lines, obstructing pedestrian crossings and creating danger for children walking to the playground.

Parking both sides of the road between Rivelin Way and the entrance to the Community Centre car park.

**Background information**

This is a residential cul-de-sac. A lot of the properties have more vehicles than off street parking amenity. This does lead to parking partially on footways and in junction areas.

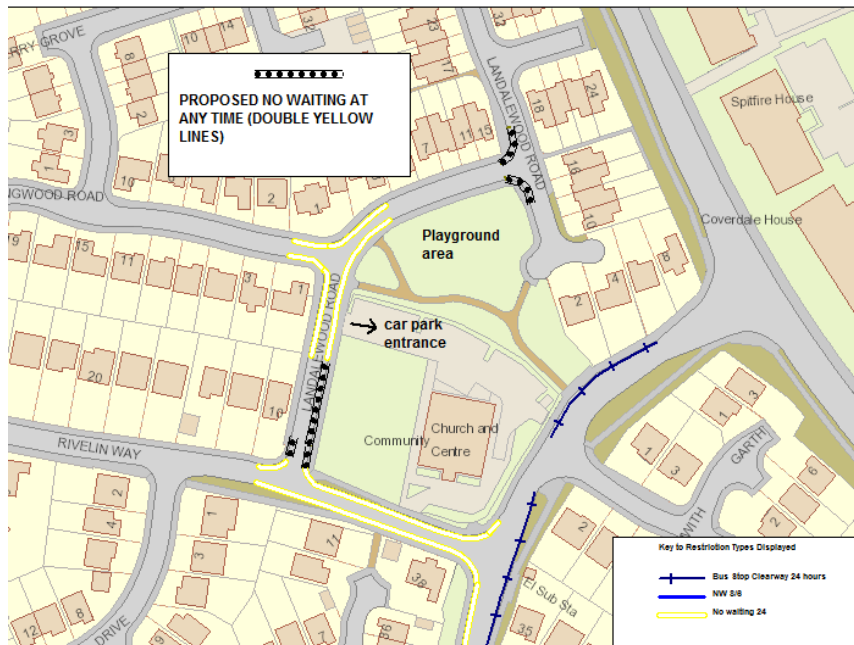
Vehicle speeds are low due to nature of the road and 20mph limit.

Site visits (during office hours) have not witnessed a level of parking or number of vehicle movements which would warrant extensive action.

The level of parking will increase when events are being held at the community hall.

**Recommendation**

No waiting at any time at the entrance and on first inner junction area as shown on plan



**Costs: Lining Works £75, Advertising Costs £500; Total Cost £575**

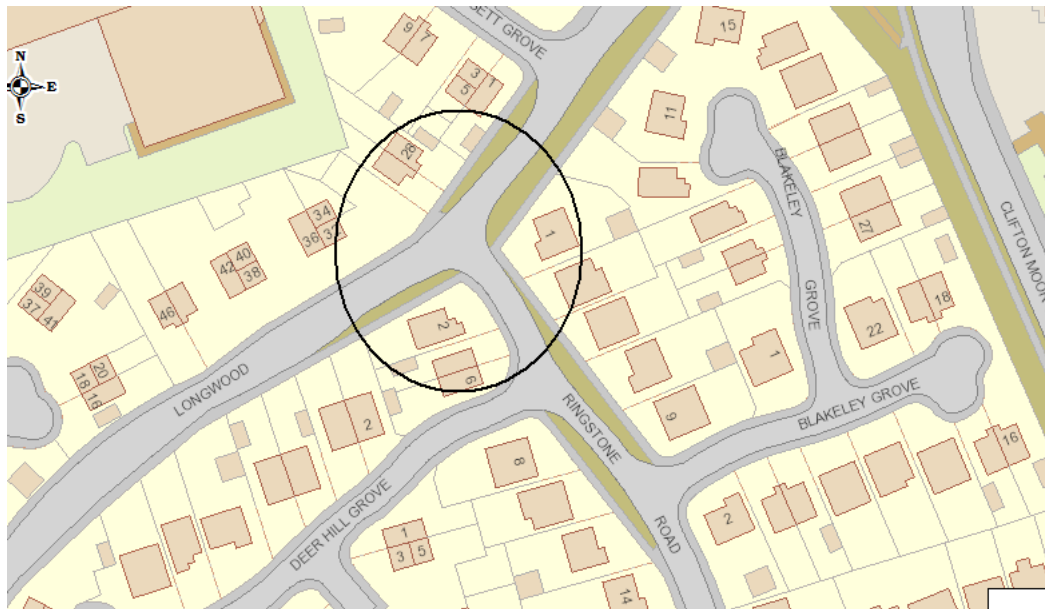
**P8****Location: Longwood Road/Ringstone Road junction**  
Requested by one resident**Nature of problem and requested solution**

Parking on junction area causing vehicles to enter Ringstone Road on wrong side of carriageway. Parking on footway on Deerhill Grove causing pedestrian obstruction.

**Background information**

We have not witnessed vehicles parked in the junction area on site visits. The problem is intermittent and resident related.

We do not place restrictions for the prevention of footway parking. Our Civil Enforcement Officers can issue Penalty Charge Notices for any vehicle obstructing a dropped kerb placed for the purpose of pedestrian or vehicle crossing. The police have powers to deal with footway obstruction.

**Recommendation****No Action****Costs: N/A**

**P9**

**Location: Longwood Road (parking on blocked paving)**  
Requested by one resident

**Nature of problem and requested solution**

Parking on a raised blocked paving area adjacent to the footpath creates issues for forward visibility and exiting driveways in close proximity. Requesting no waiting at any time restriction for the length of Longwood Road.

**Background information**

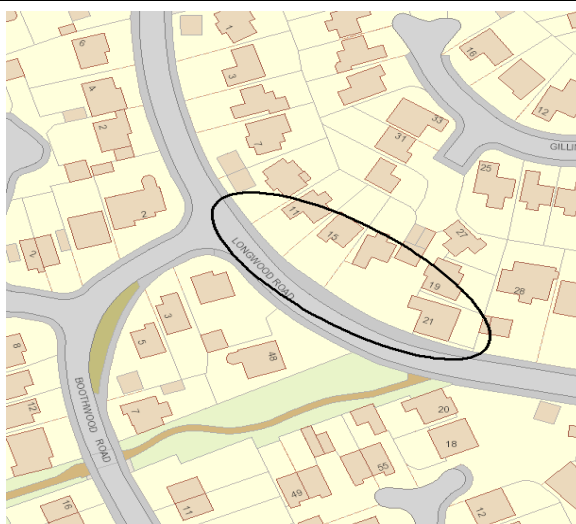
The alleged parking does not prevent drivers from passing along the street. On relatively minor roads in residential areas, such as Longwood Road, parking is normally tolerated and restrictions would only be considered at road junctions or if the parking was creating a situation where vehicles were being obstructed for extended periods of time. We have not witnessed vehicles parked at junction area on site visits. The problem is intermittent and probably resident related.



Our Civil Enforcement Officers can issue Penalty Charge Notices for any vehicle obstructing a dropped kerb placed for the purpose of pedestrian or vehicle crossing. The police have powers to deal with footway obstruction.

**Recommendation**

**No Action**



**Costs: N/A**

**P10**

**Location: Shipton Road**  
Requested by one resident

**Nature of problem and requested solution**

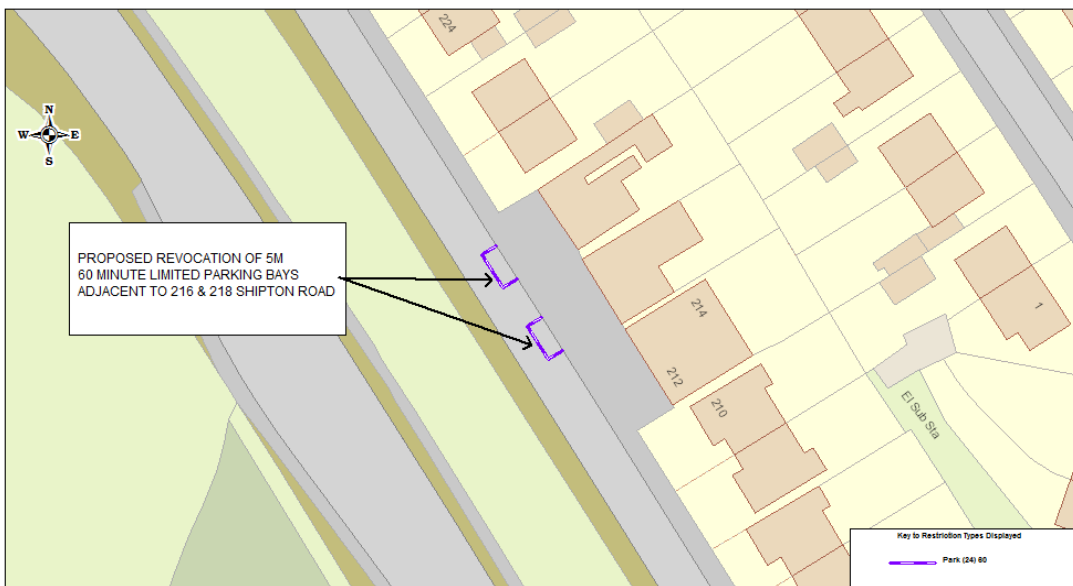
Short term parking bays were introduced for Shipton Stores and Newsagents in 2008. Stores are now closed and converted into residential dwellings. Request bays are removed to enable extension of dropped kerb and use of private land in front of property for parking.


**Background information**

218 Shipton Road has placed an application to convert to a House of Multi Occupancy. As a consequence of these development works the costs involved with the removal of the northern parking bay will be recharged to the applicant.

**Recommendation**

**Revocation of restriction as requested**



	216 - 218 Shipton Road	* Crown copyright. All rights reserved Licence No. 2003	
		SCALE	1 : 500
		DATE	22/03/2017
		DRAWING NO.	
		DRAWN BY	

**Costs: Advertising Costs £500; Removal of pole, sign and line marking £300, total cost £800 (Part of these costs to be recovered from the applicant)**

<b>P11</b>	<p><b>Location: Kettlestring Lane, George Cayley Drive, Amy Johnson Way, Pioneer Business Park and James Nicholson Link</b> (referred by several businesses in the area, developer for Pioneer Business Park and North Yorkshire Police)</p>
<p><b>Nature of problem and requested solution</b></p> <p>Extensive Parking close to junction areas and access points creating problems with access and sight visibility splays. North Yorkshire Police requested parking place for marked vehicles adjacent to Athena House. Developer of Pioneer Business Park requested removal of parked vehicles for unobstructed access to new residential areas during working hours.</p>	
<p><b>Background information</b></p> <p>Parking associated mainly with police and NHS employees, neither of which have sufficient off-street parking amenity for their needs. Single yellow line is abused on a regular basis. Parking on Pioneer Business Park occurs on both sides of carriageway and within 10m of junction area.</p> <p>(Put in two small photographs)</p>	
<p><b>Recommendations</b></p> <ol style="list-style-type: none"> <li>1. Existing single yellow lines to be revoked and replaced with no waiting at any time restrictions (double yellow lines). This will enable removal of poles and signs thereby reducing street clutter.</li> <li>2. Extend double yellow lines to protect junctions and main thoroughfare as shown on plan at Annex P11A</li> <li>3. Introduce 22m parking place for the use of police marked vehicles only.</li> </ol> <p>Plan included as Annex P11A</p>	
<p><b>Costs: Lining Works £500 Advertising Costs £800 Total £1,300</b></p>	

<b>P12</b>	<b>Location: Kettlestring Lane, Auster Road, Audax Road, Audax Close, Seafire Close, Atlas Road &amp; Lysander Close</b> (requested by businesses and managing agent (JLL))
<b>Nature of problem and requested solution</b>  Extensive parking on both sides of the carriageway causing problems for vehicle access and pedestrians. The extent of the problem is creating an issue with letting units on site.	
<b>Background information</b> <ul style="list-style-type: none"> <li>• The majority of the inconsiderate parking on Auster Road and Lysander Close is not associated with the adjacent businesses but the garage outlets on Clifton Moorgate.</li> <li>• The parking on Audax Close and near the junction with Seafire Close may be attributed to overflow from businesses on the estate.</li> </ul> <p>Lack of parking provision for some of the businesses has resulted in an increase in parking on street in all these areas. Whilst restrictions will no doubt result in this parking taking place elsewhere it is hoped that this will be distributed across a wider area leading to fewer problems.</p>	
<b>Recommendation</b>  No Waiting at any time restrictions as outlined in Annex P12A	
<b>Costs: Lining Works £500, Advertising costs £800 Total £1,300</b>	

**P13**

**Location: Clifton Moorgate, Access Road to garages located between junctions with Oakdale Road and Water Lane**

(requested by parking services and CyC Officers)

**Nature of problem and requested solution**

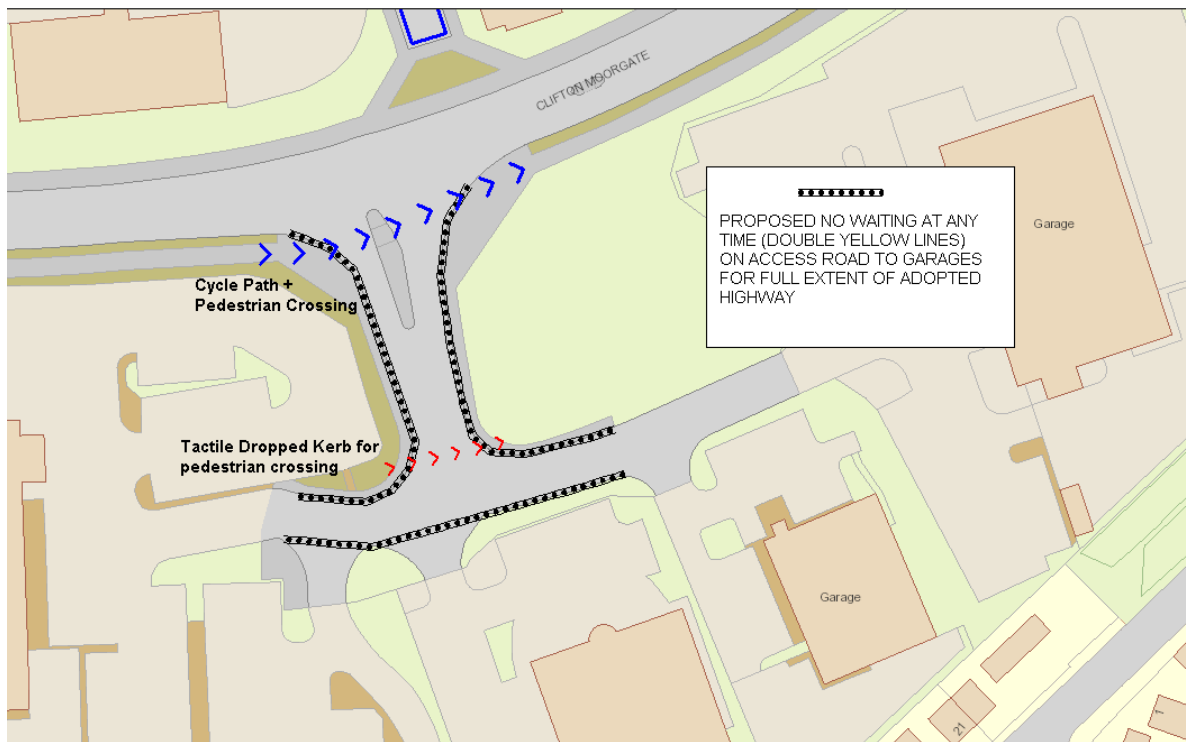
Vehicles parking on footways, central island and carriageway has led to pedestrian obstruction. Parking services have received several hotline calls but are unable to take action because there are no restrictions within the TRO to enable enforcement

**Background information**

There are some double yellow lines marked (these do not cover the entrance where the main problem lies for pedestrian and cycle crossing). Vehicles for sale have been witnessed parked on the footway and the central island. Parking fully on the footway has been witnessed further into the access road, blocking an internal tactile pedestrian crossing.

**Recommendation**

No Waiting at any time restrictions as outlined in plan



**Costs: Lining Works £100, Advertising costs £500 Total: £600**

**P14**

**Shipton Road**  
(requested by one Resident)

**Nature of problem and requested solution**

Parking at the junction of Manor Lane and Shipton Road is causing difficulty with access, egress and blocking the tactile pedestrian crossing areas. Parking obstructing rear vehicle wheelchair access for disabled resident.

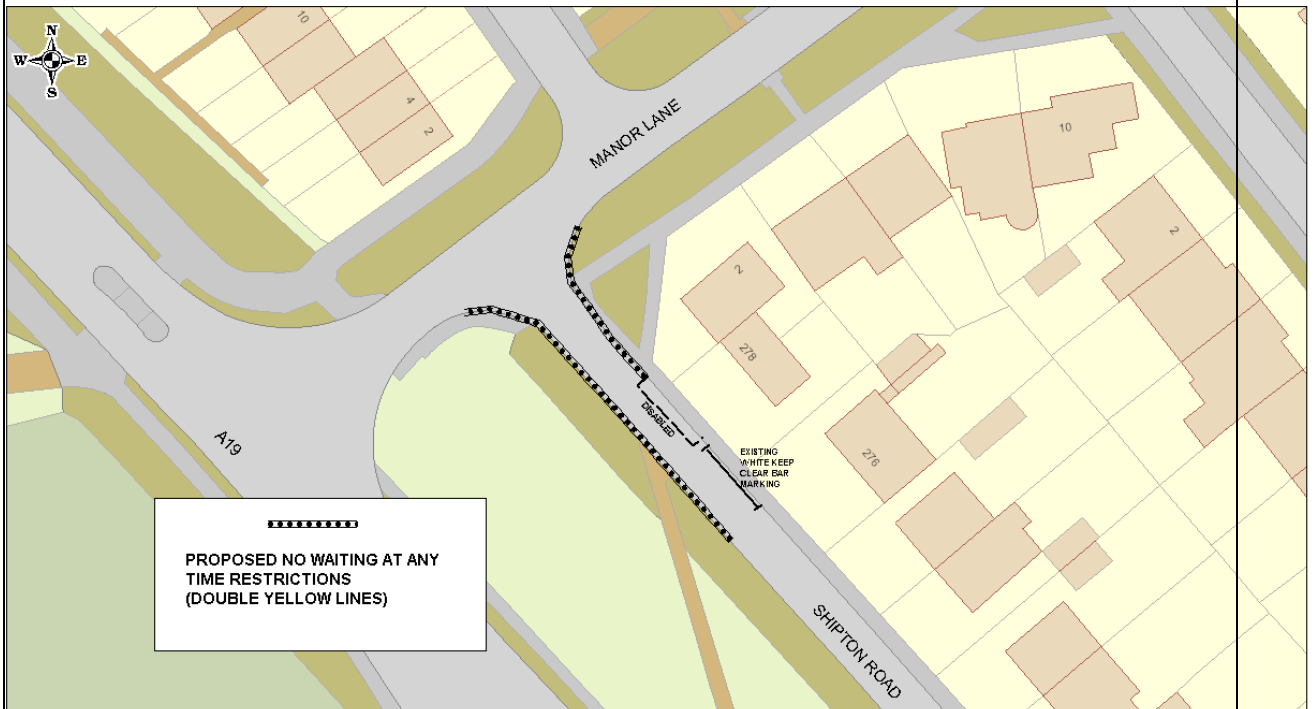
**Background information**

Some drivers use Shipton Road as a rat-run to avoid queues on the A19 at Rawcliffe Roundabout. This causes difficulty for access to Shipton Road from Manor Lane.

A disabled parking amenity was provided for a vehicle adapted to carry a wheelchair with rear access. The amount of parking taking place on a regular basis is creating safety issues with access to the vehicle.

**Recommendation**

No Waiting at any time restrictions as outlined in plan



**Costs:** Lining Works £100, Advertising Costs £500: Total £600



## Ward Councillor Comments

Councillor Peter Dew (with the agreement of Councillor Sam Lisle and Councillor Stuart Rawlings)

I would comment as follows:

P1 Galtres Grove – I agree no action unless other residents wish to add to the complaint, in which case we should look at the situation again.

P2 Southolme Drive – the complaint about the Shipton Road end apparently alleged that pensioners were parking there to catch the park and ride bus rather than pay the £1 fare from Rawcliffe Bar. I must say that I occasionally use Southolme Drive and have not noticed a significant problem. It may be that none of us has been there at a time when it becomes a problem. At the Eastholme Drive end, it is more likely that parking there relates to drivers visiting the shops – Eastholme Drive has the only post office in the area. I suggest more visits before declaring “no action”, then review in future.

P3 Northolme Drive – agreed.

P4 Village Street – agreed.

P5 Saville Grove, before agreeing to “no action”, I would like to hear when visits took place. If none of these were at school leaving times (2.30pm – 4pm), then I think that there may be a case. Of course, term is now ended and there is no opportunity to carry out further observations until September.

P6 Ebsay Drive – agreed. If residents do not heed police warnings, there is no alternative.

P7 Landalewood Road – I have carried out occasional visits after receiving complaints (I live close by) and agree that there is a problem. I cannot accept that “site visits during office hours” can be sufficient when the problem more usually occurs when residents are at home. A visit at 2040hrs on Saturday 22<sup>nd</sup> July revealed one vehicle obstructing the pavement outside 11 Landalewood Road, two more parked half on the pavement between nos.15 and 17 and a fourth one half on the pavement alongside no.32. I am particularly concerned – as the

complainants have stated – that parking partly on the pavement (or completely as in the case outside No11 tonight) forces those with buggies, prams or mobility scooters to use the road instead. Putting yellow lines down will at least enable some enforcement. In view of the fact that some drivers do not seem to be able to exhibit common sense (hence the complaints from residents about being unable to pass between vehicles parked opposite each other), I can only agree with the proposal for the first part (between Rivelin Way and the existing restriction at the entrance to the Church car park) but would ask for a further restriction around the second inner junction (between nos. 18 and 32), and the situation to be further revisited in future.

P8 Longwood Road/Ringstone Road – I can only express surprise that no problems have been observed on site visits and must again question when these visits were carried out? I often walk along Longwood Road and have several times noted a vehicle obstructing the footpath outside 1 Longwood Road – the latest being at 0845 this morning, 22<sup>nd</sup> July. This has the effect not only of forcing vehicles entering Ringstone Road into the path of oncoming traffic but also forcing pedestrians with buggies, prams and mobility scooters into the road. I really believe that a restriction at the Longwood Road, Ringstone Road junction is essential for public safety and must ask for further consideration of this.

P9 – Longwood Road. There is occasional parking on the block paved area but, so long as it does not obstruct the passage of pedestrians, it is not really a problem. I note the suggestion that sight lines are impeded and cannot disagree. However, while it could be argued that Longwood Road and Rivelin Way are minor roads (in a legal sense) they are traversed by 4-6 buses an hour in each direction, therefore it does actually make sense for drivers to park off the main carriageway if possible, so as not to force buses onto the opposite side of the road.

I also note your assertion that the police can deal with footpath obstruction but, as in the several cases quoted above, they choose not to do so. Perhaps a letter to residents pointing out the problem (and possibly noting that residents are responsible for keeping the footpaths clear of vegetation from their properties – the photograph shows some encroaching onto the path) and informing them that the parking situation will be kept under review would be sufficient at present?

P10 Shipton Road – agreed

P11 Kettlestring Lane – I understand the problem but wonder if this cannot first be attacked by using double yellow lines on one side of Amy Johnson Way and parts of Kettlestring Lane, and single yellow (or nothing if appropriate) on the opposite side? If there is a massive introduction of double yellow lines as proposed, the problem will simply be transferred to the residential estates on the opposite side of Clifton Moor Gate. Perhaps the view of the police should be clarified so far as officers and staff based at Athena House are concerned – many are on shift work and cannot use public transport; do they have sufficient parking for them? Parking on one side of Kettlestring Lane between, say 1800 and 0600 should not be a problem.

P12 Kettlestring Lane – what evidence is there that the motor dealers in Clifton Moor Gate are responsible? Is there scope for double yellow lines only at junctions and corners, and fewer restrictions on straight stretches of road? Again, I do not wish to see the problem simply moved to residential streets nearby.

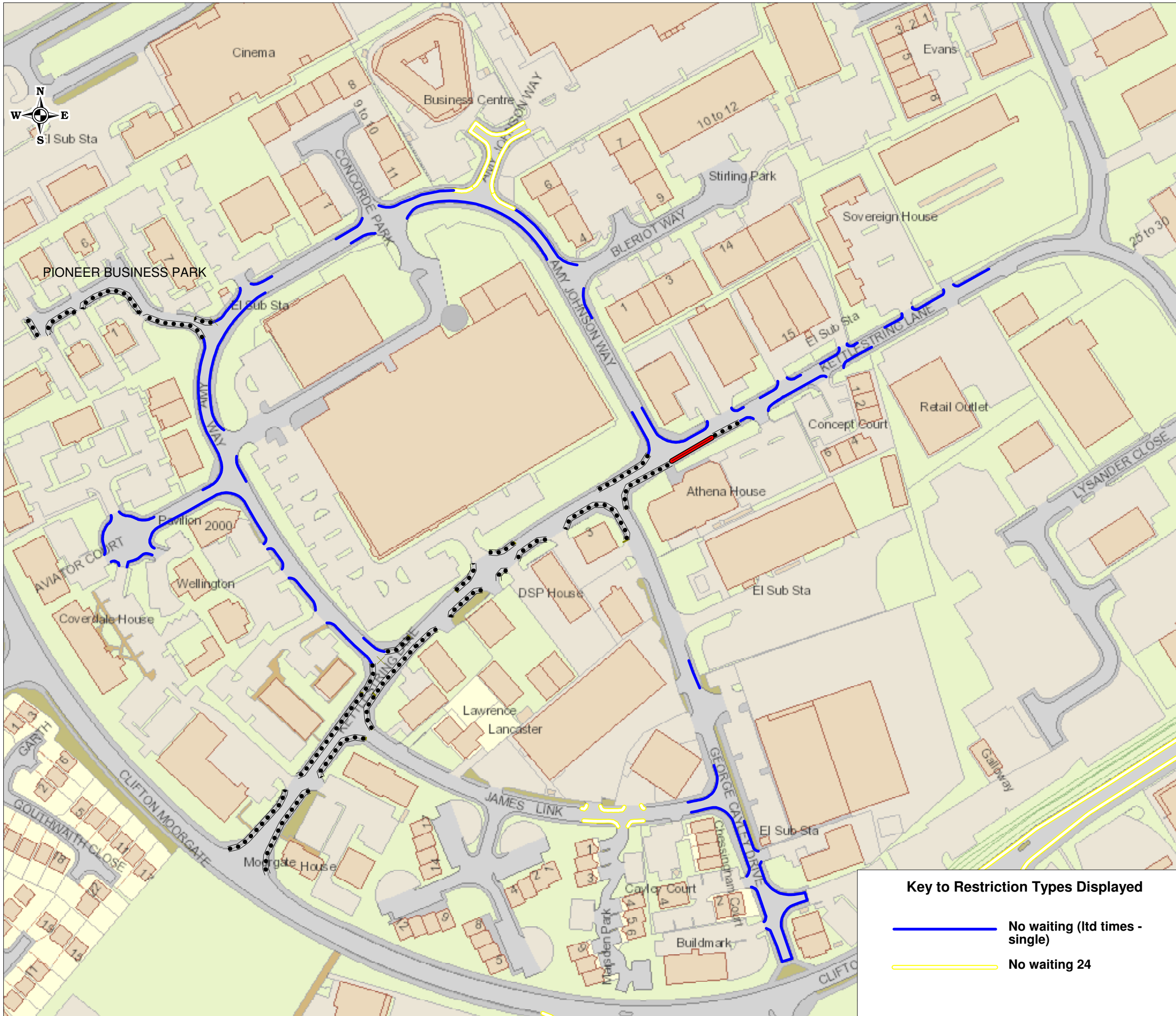
P13 – Clifton Moor Gate – agreed, some of the motor dealers in this area seem to regard the footpath as an extension of their showrooms and this should be stopped.

P14 – Shipton Road, Manor Lane junction - agreed

I have discussed these matters with Councillors Lisle and Rawlings, who are in agreement

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**PROPOSED RESTRICTION**

●●●●●●●●  
**NO WAITING AT ANY TIME  
 (DOUBLE YELLOW LINES)**

—————  
**EXISTING SINGLE YELLOW  
 TO CHANGE TO DOUBLE  
 YELLOW LINES**

—————  
**PROPOSED PARKING PLACE  
 FOR MARKED POLICE VEHICLES**

**Key to Restriction Types Displayed**

- **No waiting (ltd times - single)**
- **No waiting 24**



DRAWING TITLE  
**Kettlestring Lane Area**

SCALE      1 : 1936

DATE        07/04/2017

DRAWING No.      \_\_\_\_\_

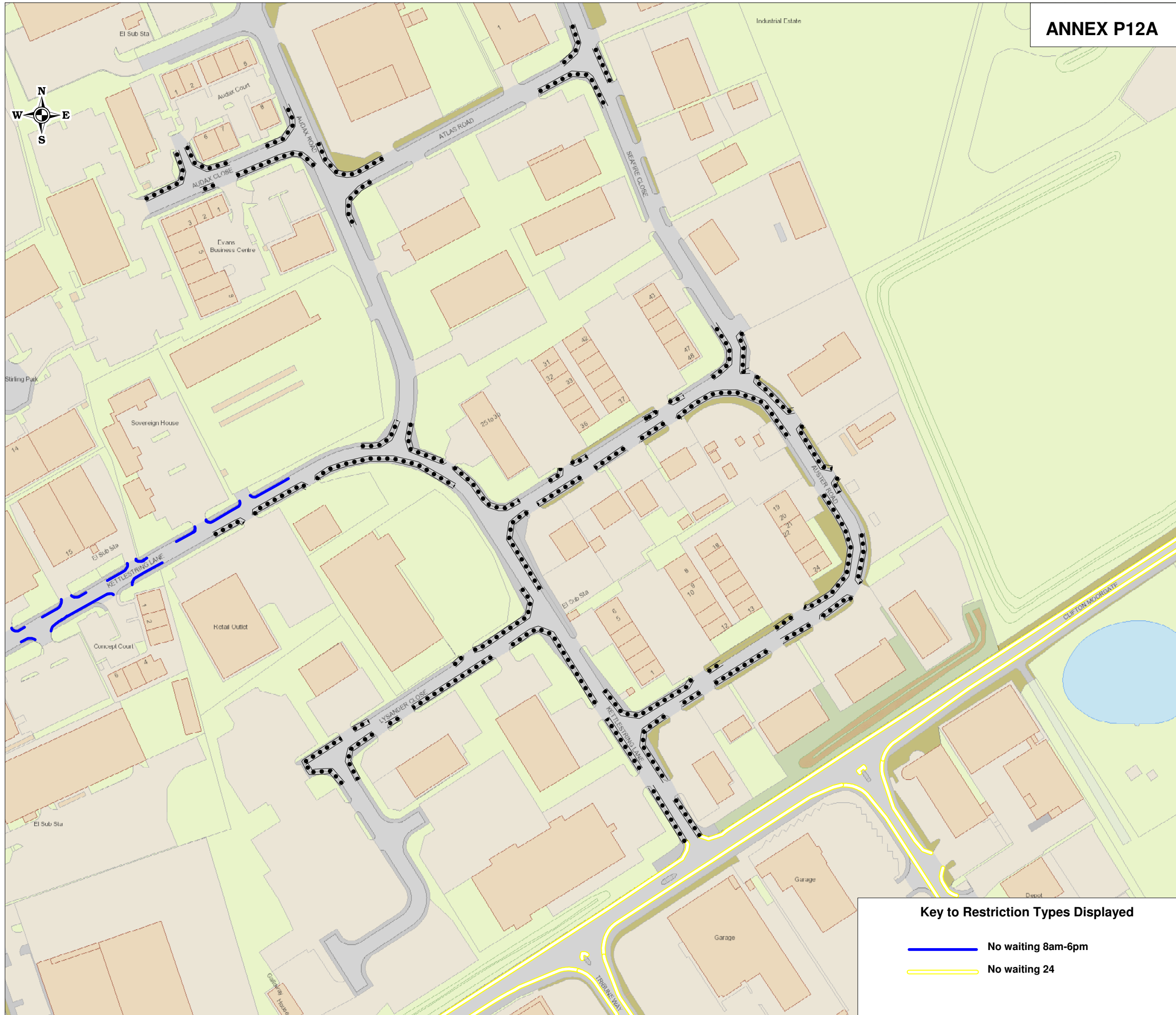
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**ANNEX P12A**

  
**PROPOSED NO WAITING AT ANY TIME RESTRICTIONS (DOUBLE YELLOW LINES) ON:**  
 KETTLESTRING LANE  
 AUSTER ROAD  
 SEAFIRE CLOSE  
 ATLAS ROAD  
 AUDAX ROAD  
 AUDAX CLOSE  
 LYSANDER CLOSE

  
**EXISTING SINGLE YELLOW LINE RESTRICTION PROPOSED CHANGE TO NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)**



DRAWING TITLE  
**KETTLESTRING LANE (EAST AREA)**



SCALE 1 : 1798

DATE 11/07/2017

DRAWING No.

DRAWN BY

**Key to Restriction Types Displayed**

 No waiting 8am-6pm  
 No waiting 24

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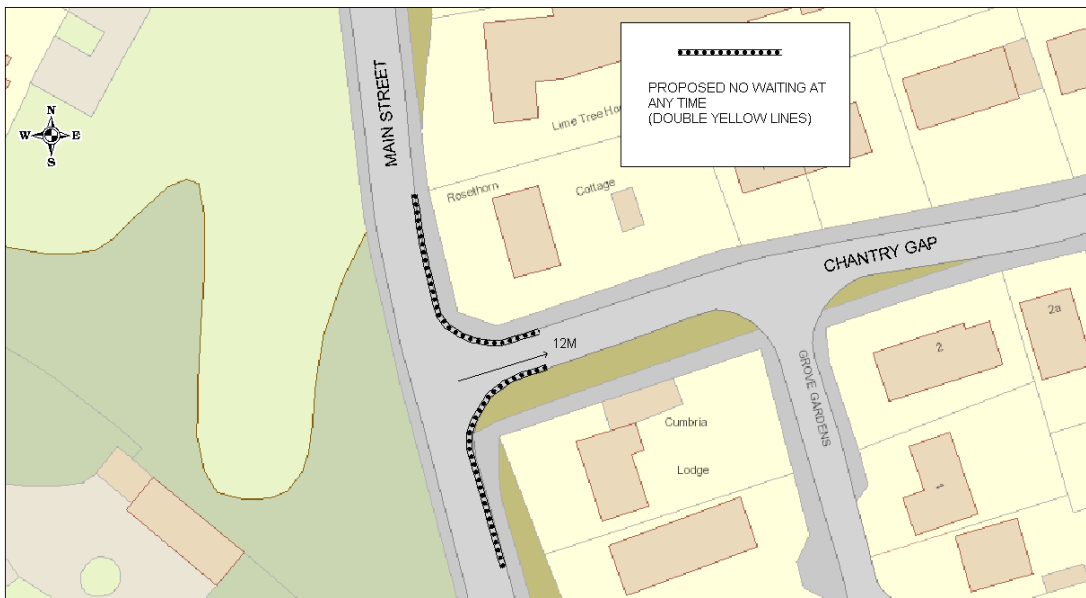
## Annex Q Rural West


<b>Q1</b>	<b>Location</b> Junction of Chantry Gap & Main Street, Upper Poppleton (raised by Ward Councillor on behalf of residents)
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**Nature of problem and requested solution**  
Parked cars obstructing sight visibility splays.

**Background information**  
Visibility is already poor because of the alignment of the junction and adjacent hedges (which are cut back to the boundary line). Parked cars exacerbate the problem.

**Recommendation**  
Junction Protection as shown on attached plan



	<small>+ Crown copyright. All rights reserved Licence No. 2003</small>	SCALE	1 : 500
	Main Street junction with Chantry Gap, Upper Poppleton	DATE	09/11/2018
		DRAWING No.	
		DRAWN BY	

**Cost:** Lines 50m @ £1 per m = £50 Advertising + Making £500  
**Total £550**

**Q2**

**Location** White Rose Way, Nether Poppleton  
(Raised by two local businesses)

**Nature of problem and requested solution**

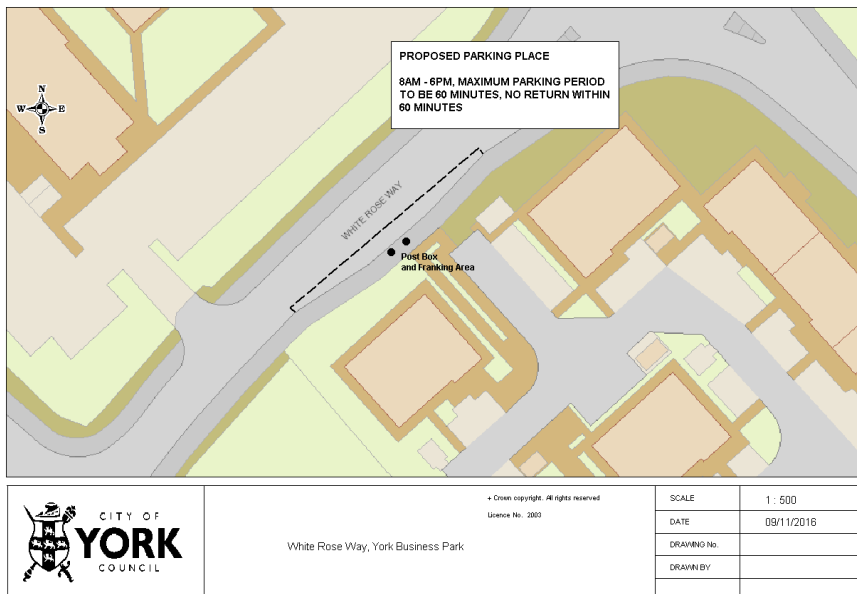
Lay-by area contains post box and franking machine for businesses to use. This is used for commuter parking for 6-7 cars on a daily basis. The local businesses are unable to drive into this area to use this facility and have to “double park” and create congestion. Request a timed restriction to prevent long-term parking.

**Background information**

The York Business Park is expanding. Many business outlets have insufficient parking amenity for staff and customers that has led to extensive on-street commuter parking around the estate, in particular around the White Rose Way area. A timed restriction in this area would remove the long-term parking and provide an area for short-term customer parking and give local businesses more opportunity to pull-up to use the post box and franking machine area.

**Recommendation**

Introduce a formal parking area in the lay-by. Between 8am and 6pm, parking limited to 60 minutes, no return for one hour in the lay-by area.



**Costs:** Lining works= £30 Signing works £300 Advertising + making £500 **Total £830**

**Q3**

**Location** North Field Lane  
(Raised by Northminster Business Park Estate Office)

**Nature of problem and requested solution**

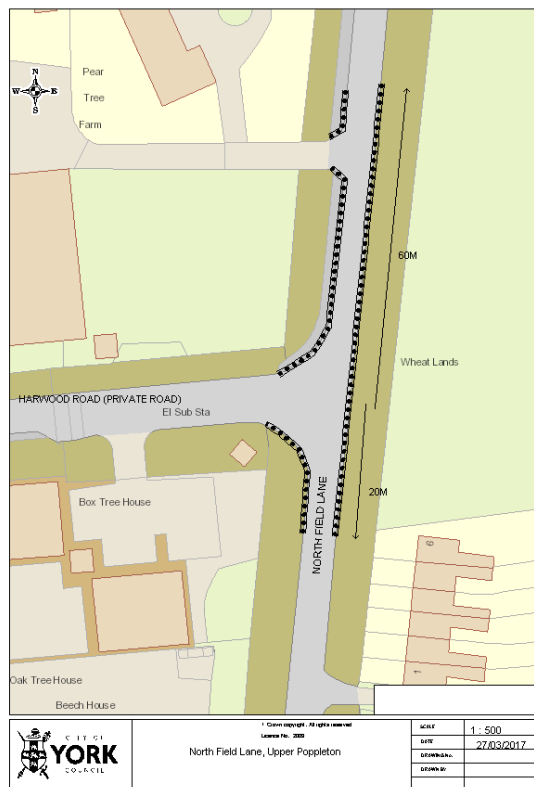
Vehicles parked close to entrance to Business Estate creating sight line difficulties and safety issues for cyclists. Parking close to Park & Ride site block footway and cycle path.

**Background information**

Larger vehicles require access to Business Park on a regular basis. Vehicles park close to junction and can obstruct the visibility splays, especially for cyclists approaching the business area. The intermittent parking closer to the Park & Ride site is not considered sufficiently problematic to warrant action at this time.

**Recommendation**

No Waiting at any time restrictions both sides of the carriageway close to the entrance to ensure sight lines and access is maintained.



**Cost:** Lining works £200, Advertising Costs £500, Total £700

**Q4**

**Location** Mill Lane, Askham Bryan  
(Raised by Parish Council and business in Tower House)

**Nature of problem and requested solution**

Vehicles (student related) regularly parked in small lane leading to water tower. Requesting waiting restrictions for the full length.

**Background information**

Parking is taking place in an area where there previously wasn't any. This does not cause any issues to the main traffic network. An extension to the Agricultural College has led to students parking on Mill Lane as it is closer to the extended building than using the college car parks.

Access is required to agricultural fields, Office accommodation, one residential property and Yorkshire Water sewerage works.

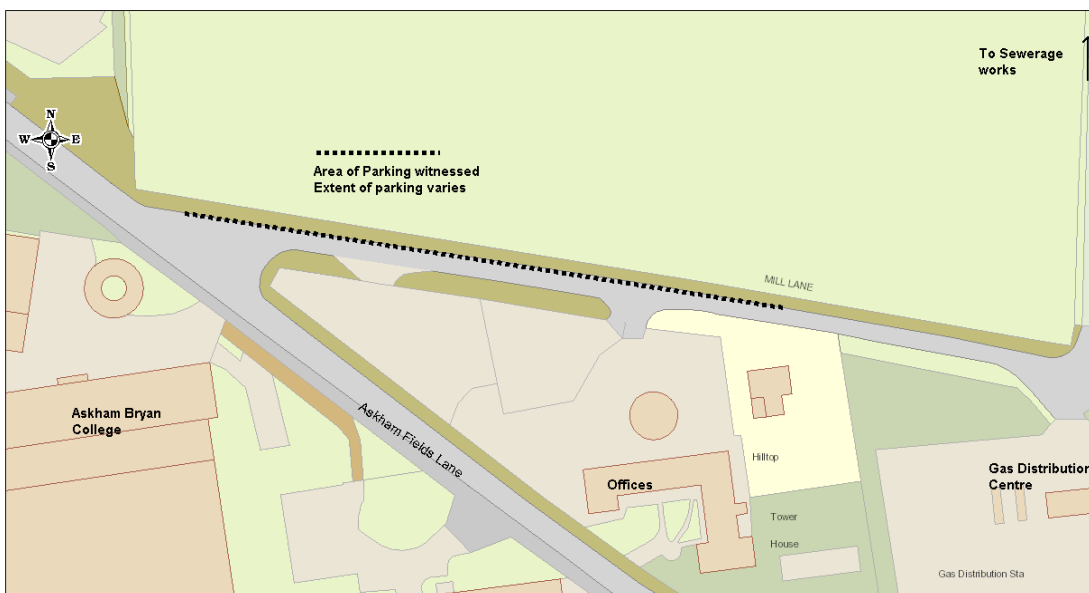
No obstruction issues have been reported by farmer or Yorkshire Water.

Road surface inadequate to take painted restrictions and Highway Maintenance no current plans to resurface at this time.

**Recommendation**

No Legal Action at this time

Contact college to request students to use car parks at all times, continue to monitor



**Cost:** N/A

**Q5**

**Location** Esk Lane, Nether Poppleton

**Nature of problem and requested solution**

Vehicles regularly parked adjacent to small bollards obstructing emergency access route between residential and business areas of Esk Drive.

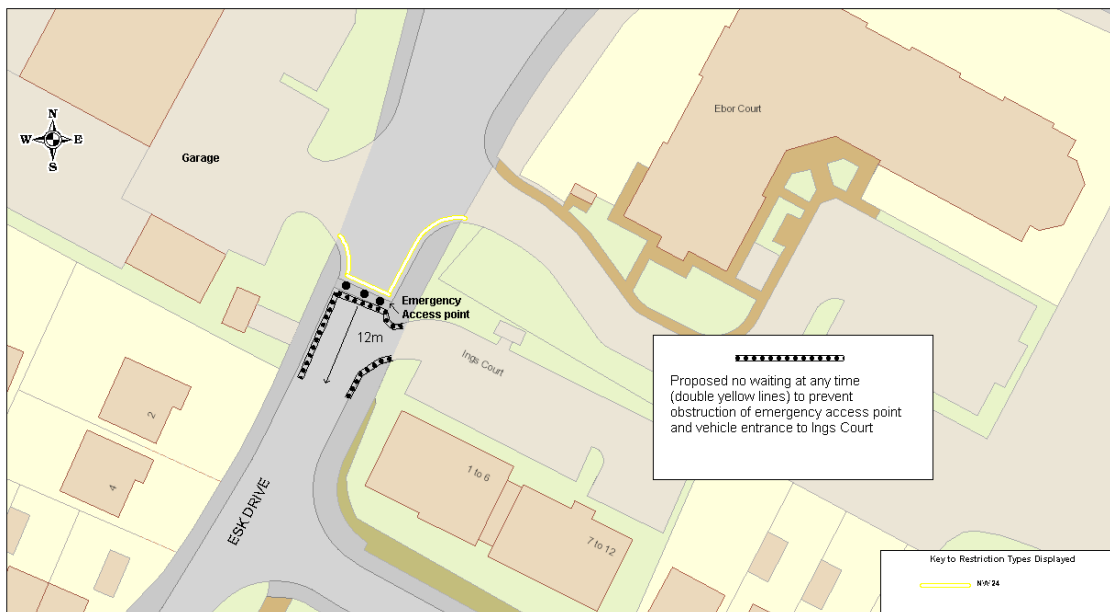
**Background information**


Existing double yellow lines on York Business Estate were implemented in 2012. They have been abused on a regular basis by parking associated with the adjacent garage outlet, with very little enforcement. Following a complaint by a member of the public the lines were refreshed and are now being enforced.

We have received comments about vehicles parking on the residential side of the bollards, further obstructing the emergency access, access to Ings Court and the entrance to the electric sub-station.

**Recommendation**

No Waiting at any Time Restrictions for 12m to keep area clear of parked vehicles.



	Esk Drive	+ Crown copyright. All rights reserved Licence No. 2003	
		SCALE	1 : 500
		DATE	25/04/2017
		DRAWING No.	
		DRAWN BY	

**Cost:** Lining Works £30; Advertising Costs £500, Total £530

## Ward Councillor Comments

Councillor I Gillies

Seems fine to me  
Ian

Councillor C Steward

Is there nothing that can be done on q4, the Askham Bryan one?

I agree the surface isn't great, hopefully that can be looked at as obviously that is an additional problem and it would be frustrating for residents if that problem stopped another problem for residents from being solved.

I agree the police have obstruction powers but there are the practicalities of people not wanting to take up their time. Most parking there are for the college where there is more than enough parking provided. Therefore if we could look again it would be good as it's an annoyance for a small number of residents.

Thanks

Chris

## Annex R: Strensall Ward

<h1>R1</h1>	<p><b>Location</b> Barley Rise (outside shops/business outlets) Requested by an adjacent retail outlet and supported by the Parish Council</p>
<p><b>Nature of problem and requested solution</b> Parking (approximately 8 spaces) is available off street, but is insufficient at busy periods. At these times the adjacent space on the carriageway is used for overspill parking. A problem ensues at evenings and weekends: long term resident parking is forcing the short-term parking by customers further into the estate creating problems for residents. Requesting a timed parking restriction outside the parade of shops, maximum stay of 2 hours.</p>	
<p><b>Background information</b> If a 2 hour bay is introduced, vehicles may transfer to the other side of the carriageway or close to the junction area which would render the parking area ineffective. Restrictions are advised to prevent this. It is noted that the long term parking taking place may be displaced further into the estate which may create different issues.</p>	
<p><b>Recommendation</b> Restrictions as outlined on the attached plan.</p>	
<p><b>Cost: Lining works £120, Signing Works £100, Advertising + making £500; Total £720</b></p>	

**R2**

**Location** The Village, Northfields junction, Strensall  
(Referred by the Parish Council)

**Nature of problem and requested solution**

Request: "Despite fact that the post office at 53/55 The Village has now closed the effect of the restriction on the North side of The Village is to encourage parking closer to the junction with Northfields.

A further effect of the restrictions on either side of the highway at this location is that Eastbound traffic leaving The Village centre tends to increase speed as the lack of parked traffic encourages higher speeds.

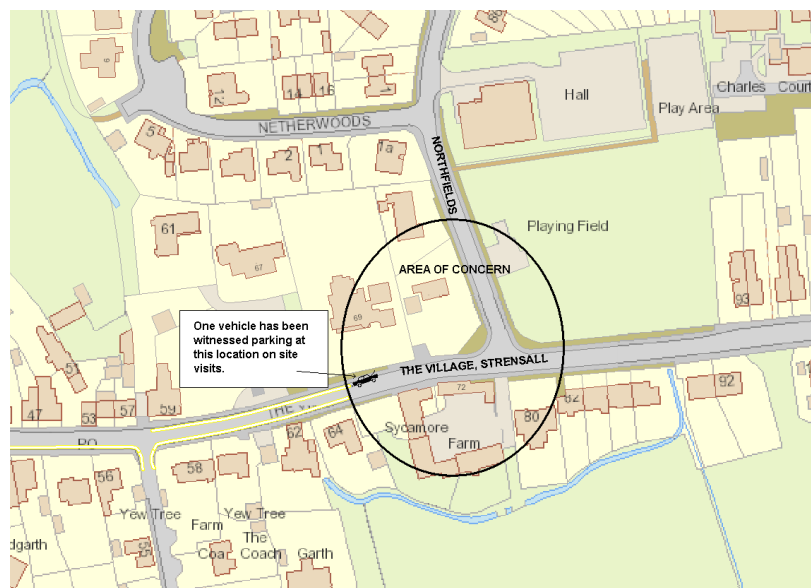
The Parish Council suggest that the "No Waiting at Any Time" restriction imposed last year is altered to allow parking closer to the Village Centre but is extended Eastwards around the junction with Northfields for safety reasons."

**Background information**

We do not consider revoking restrictions further into the village would be of benefit as these maintain visibility splays and egress from Southfields Road and prevent obstruction to the No 5 bus route. Parking space on The Village near to the remaining business outlets has been observed on all site visits.

Site visits have not observed vehicles parking close to the junction area of The Village and Northfields. One vehicle has been witnessed parked close to the end of the existing restrictions. Visibility splays on exiting Northfields were not compromised.

We do not consider obstructive parking in this area to be a regular occurrence.



**Recommendation: No Action**



**R3****Location Brecks Lane, Park Gate junction, Strensall (referred by Parish Council)****Nature of problem and requested solution**

Request: “vehicle owners often park close to, and often opposite, the junction with Park Gate. Vehicles on Brecks Lane then have to manoeuvre their vehicles around those parked and are often in a conflict situation with traffic exiting Park Gate. The Parish Council would wish an investigation into the provision of a “No Waiting at Any Time” at this location.”

**Background information**

Site visits have not witnessed any vehicles parked close to the junction area. This does not mean this does not occur, but we do not consider this to be of a sufficient problem to warrant action.

**Recommendation****No Action****Cost: N/A**

**R4**

**Location Sheriff Hutton Road, Strensall (Requested by one resident)**

**Nature of problem and requested solution**

Vehicles parking on footway causing pedestrians to walk in the road. It is alleged that HGV parking on footway is causing damage to adjacent property.

**Background information**

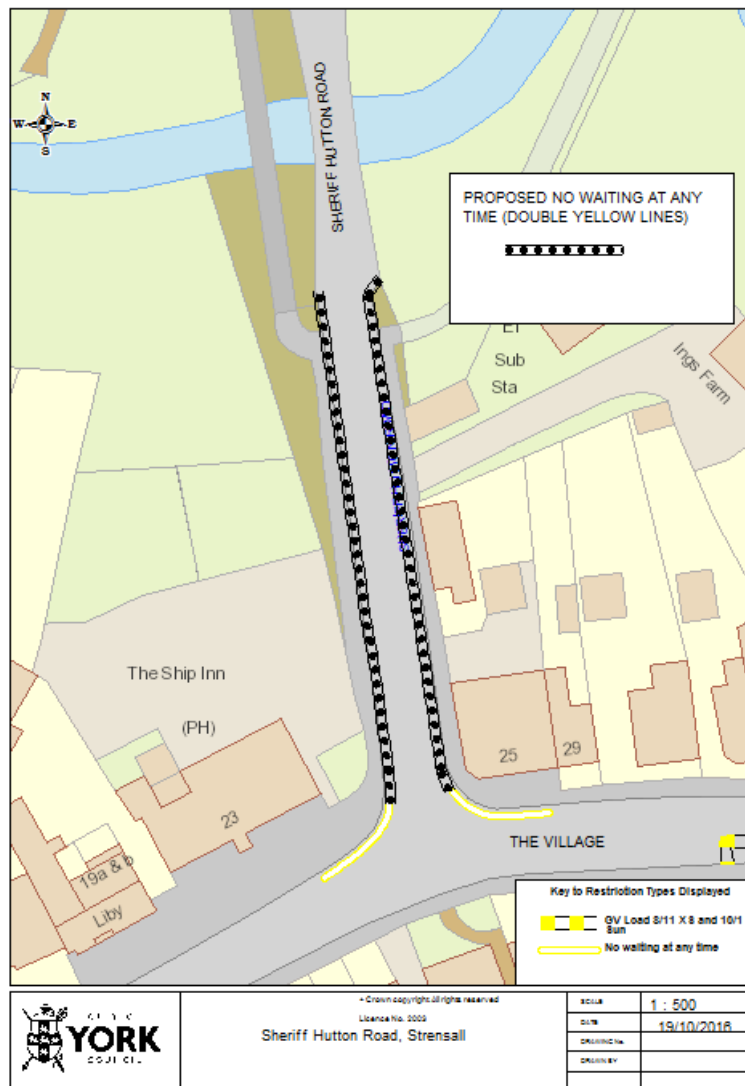
We believe parking at this location is intermittent, we have witnessed one car parked too close to the junction area and another parked outside 2 Sheriff Hutton Road blocking footway for pedestrians.

This is walking route for children going to school from the Brecks estate. We would want to prevent vehicles obstructing the footway and maintain visibility splay for crossing the road.

The Parish Council have been consulted and have no objections to waiting restrictions being placed in this area.

**Recommendation**

No Waiting at any Time (double yellow lines) as shown on the plan.



**Costs:** Lining Works £150, Advertising £500 Total: £650

**R5**

**Location:**  
**Sheriff Hutton Road, adjacent to the Tannery Development**

**Nature of problem and requested solution**

Developer placed no waiting at any time restrictions on Sheriff Hutton Road to prevent obstructive parking – these should be brought into the Traffic Order to enable enforcement.

**Background information**

As above

**Recommendation**

Advertise restrictions as placed



**Costs: Advertising Cost £500 (to reclaim from developer)**

**R6**

**Location:  
The Village, Earswick  
(Requested by one resident)**

**Nature of problem and requested solution**

Vehicles parking opposite to junction with High Garth causing vehicles to approach junction area on wrong side of carriageway and creating difficulty for access and egress, especially for larger vehicles. Resident requests extension of existing restrictions on south side of carriageway.

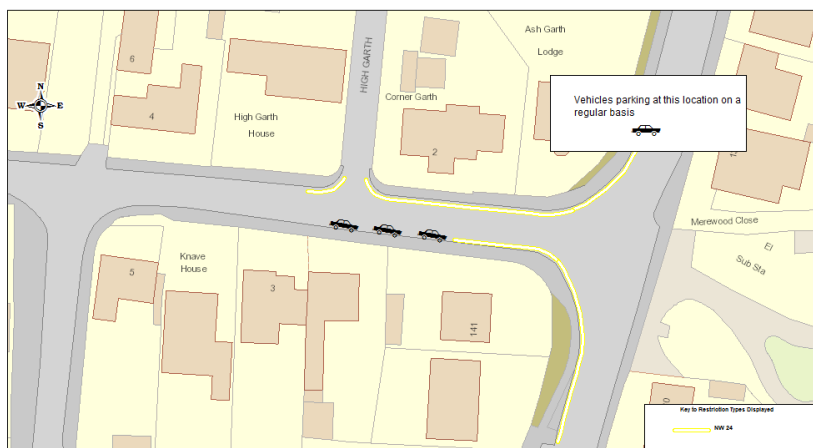


**Background information**

Between 1 and 3 vehicles have been witnessed parking at this location on site visits which suggests this is a long-term parking issue. The Parish Council do not support restrictions for the requested length, because of concerns this will displace parking closer to the junction with Shilton Park Close and create problems with the visibility splays for egress. A shorter length (as suggested by the Parish Council) would be ineffective against the reported issues.

**Recommendation:**  
No Further Action

This is a residential area. Parked vehicles are not obstructing visibility splays on egress from High Garth.



	The Village, Earswick		SCALE 1 : 500
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DRAWING NO.			DRAWN BY

**Costs: N/A**

**R7**

**Location:**  
**Shilton Garth Close (turning head area)**  
**(Requested by Earswick Parish Council)**

**Nature of problem and requested solution**

Resident related parking taking place in the turning head area – Parish Council requested a yellow hatched box or no parking signs.

**Background information**

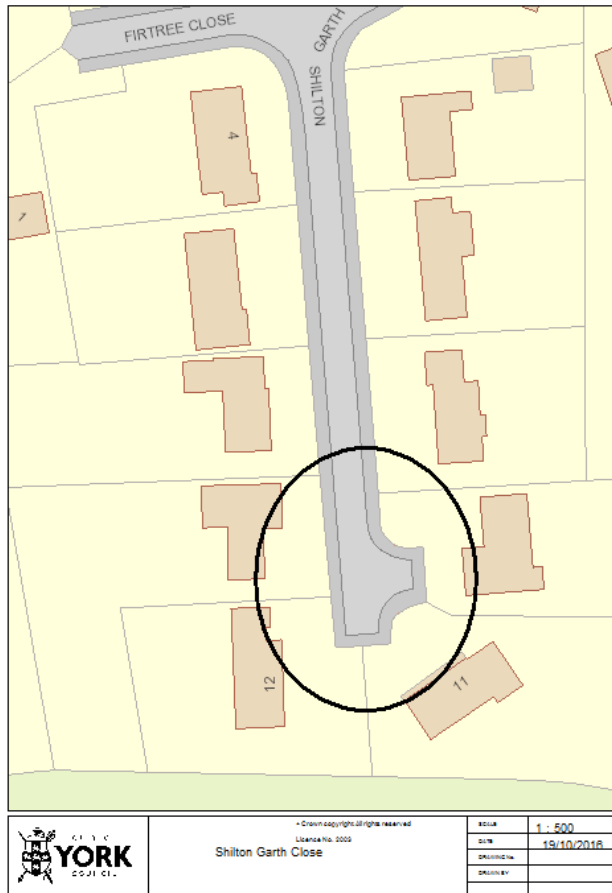
Site visits have shown one or two vehicles parked in the turning head area. On some visits trade vehicles working in adjacent properties were witnessed. On several occasions, no vehicles were parked in the turning head area.

It is not possible to place a yellow hatched box – this is not the proper use for them. There are no signs we can legitimately place. The only practical solution would be to introduce double yellow lines to prevent parking. Enforcement would be ad-hoc and likely to be by “hot-line” calls only.

**Recommendation**

No action

This is an intermittent problem caused by resident related parking.



**Costs: N/A**

**R8**

**Location:**  
**The Village, Stockton on the Forest (bend area adjacent to De Mauley Place)**  
**(Requested by one resident)**

**Nature of problem and requested solution**

Parking on bend area causing obstruction for bus service and visibility issues on egress from De Mauley Place

**Background information**

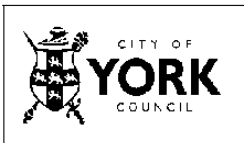
We have consulted Coastliner. They have no issues with parked vehicles at this location on a regular basis. Congestion/delay may result at school peak hours or parking associated with funerals at the church. They have not reported a level of parking of sufficient concern to warrant action.

There is no injury related accident record.

Several site visits have taken place and we have only witnessed one vehicle parking at this location on one occasion.

**Recommendation**

**No Action**



The Village, Stockton on the Forest

SCALE	1 : 1250
DATE	19/10/2016
DRAWING No.	
DRAWN BY	

**Costs: N/A**

**Comments from Ward Councillors**


Cllr P Doughty – No comments received

Cllr H Douglas – No comments received

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## Annex S Westfield Ward

<b>S1</b>	<b>Location</b> Lown Hill/Cornlands Road
<p><b>Nature of problem and requested solution</b> Vehicles parking close to the junction are causing obstruction when moving traffic is entering and exiting the streets.</p>	
<p><b>Background information</b> A request for DYL's has been received from residents to extend the waiting restrictions on Lown Hill, this is due to vehicles parking at the junction on a regular basis causing an obstruction to traffic movement. The location is opposite a secondary school and the area does become congested at school drop off and collection times. After inspection and several site visits it is recommended by officers to advertise No Waiting Restrictions to be extended on Lown Hill, as requested, but also advertise new restrictions on Tennent Road (northern junction opposite Doctors Surgery) due to safety and access.</p>	
<p><b>Recommendation</b> No waiting at any time restrictions to be extended by approximately 10m on both sides of the carriageway at both junctions.</p>	
 <p>The map shows a residential street layout with Cornlands Road running diagonally from the bottom-left to the top-right. A yellow line highlights the main carriageway of Cornlands Road. Two junctions are marked with black dotted lines, indicating proposed 'No Waiting at any time' restrictions. A legend box in the upper-left quadrant of the map contains the text: 'Proposed No Waiting at any time restrictions'. House numbers 12, 14, 2, 24, 43, and 41 are visible on the map.</p>	
<p><b>Cost: Lining works £120, Advertising £500; Total £620</b></p>	

**S2****Location** St James Place**Nature of problem and requested solution**

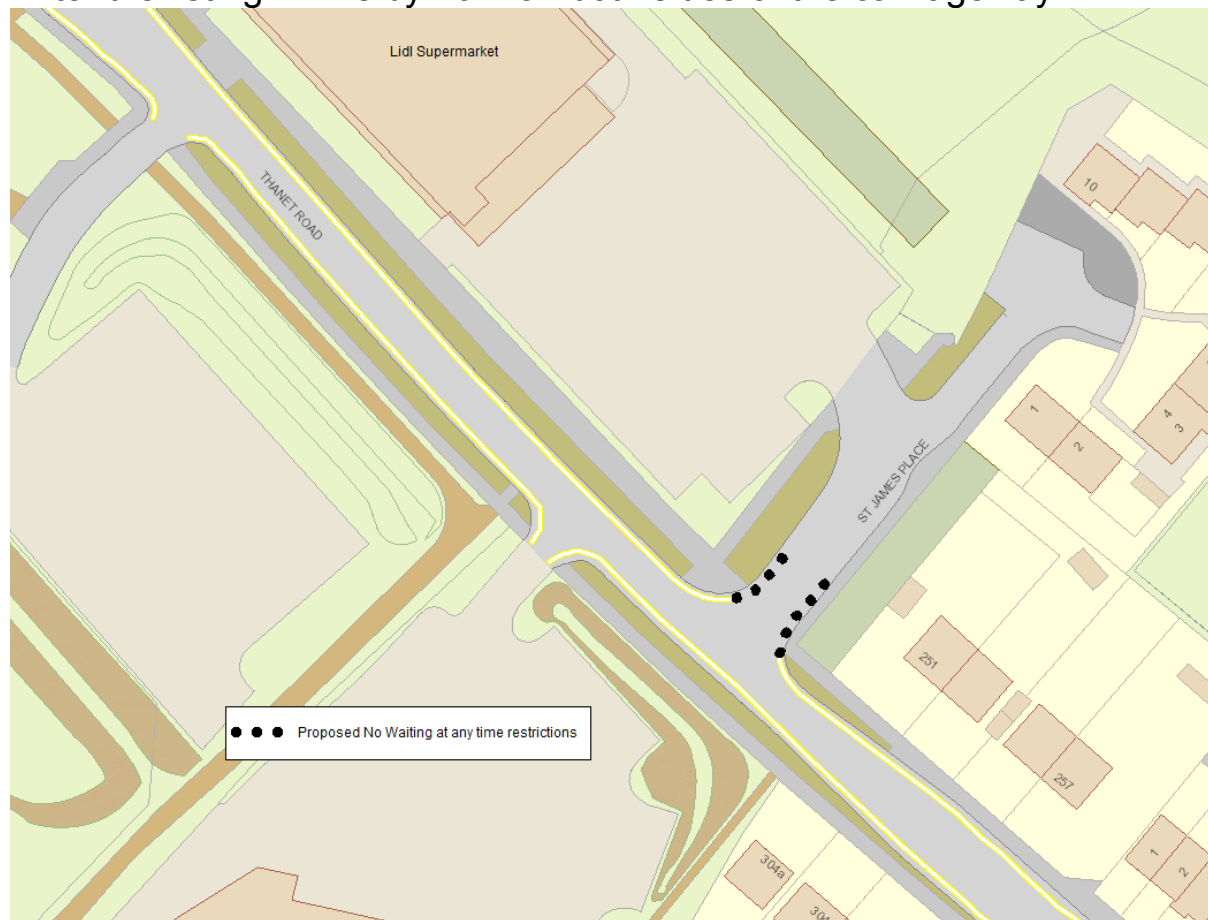
Vehicles parking close to the junction causing an obstruction to traffic due to St James Place being the access and egress road for Lidl supermarket.

**Background information**

St James Place is a small cul de sac however is also the access road for Lidl supermarket. The street is also located opposite a social club and bowls club, as such may be used as an overflow for parking. It has been noted on several occasions that vehicles are parking close to the junction thus causing access and egress problems for moving vehicles entering the supermarket car park and residential properties at the end of the street. It is recommended to introduce double yellow lines to keep the junction clear.

**Recommendation**

Extend existing DYL's by 10m on both sides of the carriageway



**Cost: Lining works £75, Advertising £500; Total £575**

**S3**

**Location** Foxwood Lane/Bellhouse Way Junction

**Nature of problem and requested solution**

Caution required when entering and exiting Bellhouse Way due to vehicles parked close to the junction.

**Background information**

A request has been received from a local resident to extend the existing double yellow lines due to vehicles parking causing moving vehicles to approach with extreme caution. This is a residential area with many properties on Foxwood Lane having no off street parking available. On Foxwood Lane there are currently 15m of DYL's, measured from the centre of the carriageway, as such already has more than the average junction protection, and 10m on Bellhouse Way. Due to the nature of the area being residential it is not recommended to implement further restrictions in this instance, vehicles have to approach with caution however this is expected at many locations throughout the city.

**Recommendation**

No action



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

**S4****Location** Morrell Court/Walker Drive**Nature of problem and requested solution**

Vehicles parking close to the junction are causing obstruction when moving traffic is entering and exiting the streets.

**Background information**

A request for DYL's has been received from a resident to implement restrictions due to dangerous parking. The location is a residential area and parking availability is limited. Parking taking place is predominantly on an evening, as such any restrictions implemented would regularly be parked upon when enforcement would be at a minimum on an evening. Morrell Court is a cul de sac, vehicles entering and exiting should be travelling at a low speed driving according to the street environment.

**Recommendation**

No action



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

**S5****Location** Askham Lane/Vesper Drive**Nature of problem and requested solution**

Inconsiderate parking on a grass verge causing damage

**Background information**

A complaint has been received regarding a vehicle constantly parking on the grass verge located on Askham Lane near its junction with Vesper Drive. The only option available to stop the occurrence is implementing double yellow lines, however the grass verges along Askham Lane are extensive and where necessary vehicles park on verges to keep the carriageway clear of obstruction. Where the vehicle generally parks is not causing any highway obstructions, however is leaving the verge in an unsightly condition. The complaint has been reported to maintenance for follow up regarding the verge damage.

**Recommendation**

No action

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



**S6**

**Location** Cranfield Place

**Nature of problem and requested solution**

Vehicles parking causing an obstruction

**Background information**

Following on from a Foxwood Community Centre management meeting concerns were raised regarding parking at the side of the community centre, it was suggested that approximately 35m of DYL's should be introduced to stop any obstruction being caused. Cranfield Place is a purely residential street and the community centre has its own large car park. Implementing such extensive restrictions would affect residents in the area. Several site visits have been conducted although vehicles are parking the length of Cranfield Place this does not cause an obstruction and one side of the carriageway has been kept clear. If a vehicle occasionally parks causing an obstruction then this can be enforced by North Yorkshire Police.

**Recommendation**

No action



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

**S7****Location** Beaconsfield Street**Nature of problem and requested solution**

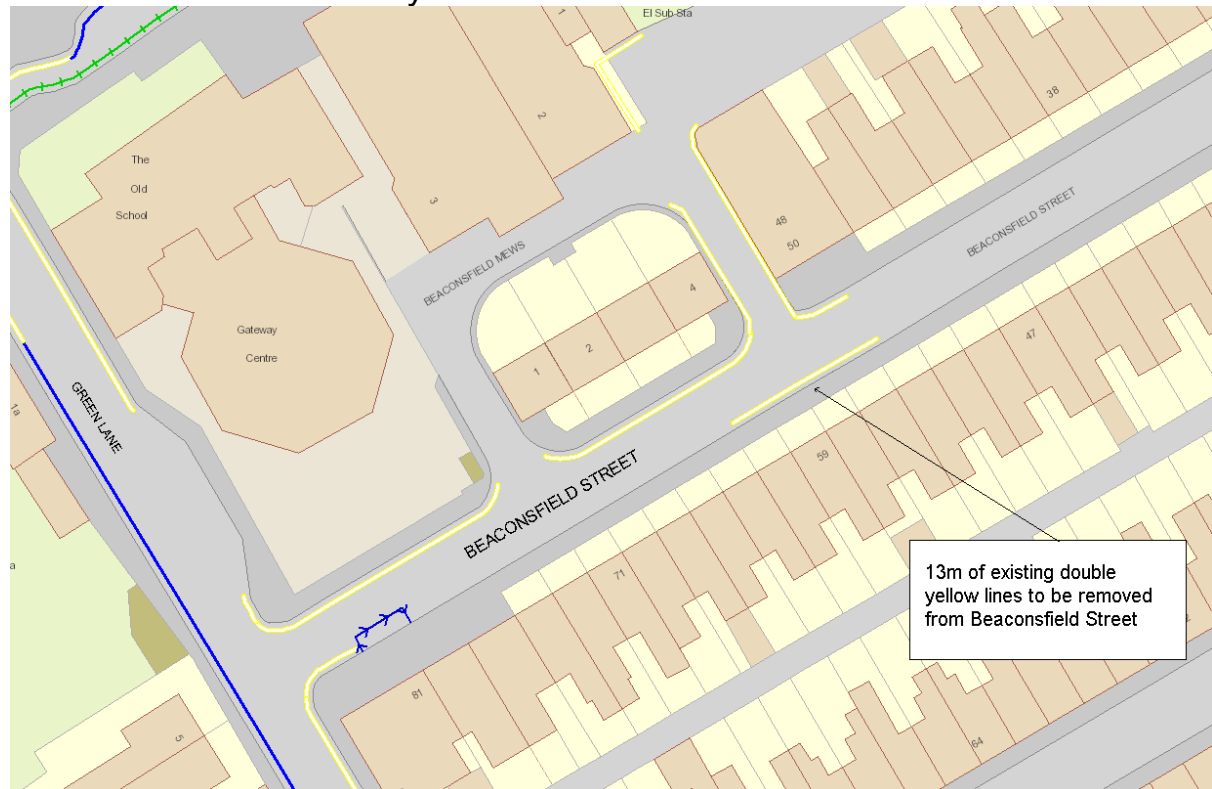
Removal of double yellow lines located outside property no's 55 to 61

**Background information**

Beaconsfield Street is a terraced street where the need for on street parking for residents is high. The street is located to the rear of Acomb shopping centre. The need for this particular section of yellow lines has decreased over the years after slight change in development opposite and large vehicles are no longer using the lane to enter the rear of properties as most deliveries are now carried out from the front of the shops outside of pedestrian times.

**Recommendation**

Remove 13m of double yellow lines.

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

**Ward councillor comments:**

**Councillor A Waller –**

I would support the comments from Cllr Jackson in opposition to the “no action” proposals for S3 and

I would also add the following comments;

**S1 Lown Hill/Cornlands Road**

On behalf of the Westfield Ward Councillors I would support the proposals to extend the no waiting at any time on both sides of the junction on Lown Hill and new restrictions on Tennent Road as this would improve safety for vehicles and pedestrians at these locations particularly at school drop off and collection times.

**S2 St James Place**

I would support the comments from Dringhouses Ward Councillors

**S3 and S6** Support the comments from Cllr Jackson to oppose the “no action” proposals

**S4 Morrell Court/Walker Drive** I would support the request from residents for action at this location as there are concerns about pedestrian safety in particular for children. I would be grateful for the proposal for “No action” to be reversed.

**S5 Askham Lane/Vesper Drive**

It is only in the last year that regular parking on the verge has happened. This however, makes it difficult for cars and cyclists emerging from Vesper Drive to see vehicles coming along Askham Lane. Therefore I would urge that the double yellow lines are applied following the request from residents of Vesper Drive. No action appears to have been taken to maintain the verge which is deteriorating.

**S7 Beaconsfield Street** on behalf of the Westfield Ward Team I would support the removal of the double yellow lines as these relate to a previous time when the major supermarket was supplied via this junction. This is no longer the case and so this change would be appropriate for the use of the road.

I would support my colleagues in Dringhouses and Woodthorpe Ward in the comments that they raise in relation to the parking at the junction of St James Place and Thanet Road.

Kind regards,

Kind regards,  
Andrew

**Councillor S Hunter –**

Thank you for your email and information regarding the Annual review.



**Councillor S Jackson -**

I would like to comment on two of the recommendations relating to in the Westfield Ward.

**Cranfield Place**

I disagree with the recommendation of 'no action' at this location.

I initially reported the issue regarding the parking problems in Cranfield Place and myself and Cllr Stephen Fenton (we are both trustees at Foxwood Community Centre) have witnessed the parking issues that residents are having to contend with. I understand several site visits have been carried out to assess the situation but although it is a “purely residential street” and the Community Centre has “a large car park” (which has 14 marked parking bays plus 2 disabled bays) the fact remains that there is obstruction caused by cars parking on both sides of Cranfield Place. My main concern along with residents is if emergency services had to gain access then it would be impossible to get down this street.

I would ask you to support a recommendation of applying 35m of double yellow lines at the corner of Cranfield Place on the Community Centre side to help tackle the problem parking at this location.

**Foxwood Lane/Bellhouse Way Junction**

I disagree with the recommendation of 'no action' at this location.

Several residents in the area have spoken with me about this problem. I hope this can be reconsidered as cars are parking too near to the junction which blocks the view for pedestrians and drivers. Bellhouse Way (although residential) is used by buses and as a shortcut for large delivery vehicles through to Moor Lane so is a very busy road. It is also quite a narrow road. Vehicles drive very fast on this road and I have received several complaints from residents about this. If the yellow lines were extended it would encourage motorists to slow down before reaching the junction.

**Councillor S Fenton –**

Cllr Waller has brought to my attention scheme S2 (extend existing DYs 10m into St James Place from Thanet Road) which has been included in the Westfield ward list of schemes. St James Place is in Dringhouses & Woodthorpe ward, so I wanted to make a comment.

I support the recommendation, but would like to ask that it is amended to include a longer length of DYs on the right hand side of St James Place as you turn off Thanet Road towards Lidl. It is this stretch where the problems are, and the recommendation as it stands won't sufficiently address the problem.

Thanks,

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	Annex	Location	Ward	Problem	Recommendation	Approx cost
1	A	Ouseacres	Acomb	additional junction protection reqt	DYL's for 20m on both sides	£575
2		Boroughbridge Road/Shirley Ave	Acomb	Sight lines on exiting Shirley Ave	Dyl's around junction	£600
3		Princess Drive	Acomb	Obstructive parking causing junction access problems	No action	£0
4		Ouseburn Avenue/Wheatlands Grove	Acomb	Junction protection for cross roads	No action	£0
5	B	Kirkwell/Copmanthorpe Lane	Bishopthorpe	junction protection/sight lines	Junction protection	£620
6		School Lane, Bishopthorpe	Bishopthorpe	Obstructive Parking	Extend DYL's by 5m and include existing restrictions at turning head within the TRO	£550
7	C	Falsgrave Crescent	Clifton	Parking Obstruction	No action	£0
8		St Olave's Road	Clifton	Res Park - referred from 2015 review by Cllr Gillies	Remove 1 respark bay and replace with DYL's	£600
9		St Olave's Road	Clifton	Changes to Respark bay outside The Garth	Amend respark bay restriction to 24hours 7days a week with a 10 min wait	£750
10		Filey Terrace	Clifton	Reqd to make disabled bays enforceable	2 x disabled parking bays to be made enforceable	£800
11		Lucas Avenue	Clifton	Disabled bay request to make enforceable	No action	£0
12		Cromer Street/Burton Stone Lane	Clifton	Junction protection and delivery problems for store	10m of DYL's on south west side and 20m on the north east side of Cromer Street	£600
13	D	Moor Lane, Station Road	Copmanthorpe	Reqd for extension of restrictions	Extend DYL's by 7m to the entrance of No 2	£550
14	E	Moor Lane	Dringhouses and Woodthorpe	Reqd for parking restrictions near junction with Chaloners Road	No action	£0
15		Revival (college court)	Dringhouses and Woodthorpe	parking on corner	No action	£0
16		Principal Rise	Dringhouses and Woodthorpe	inconsiderate parking	No action	£0
17		Wharfe Drive	Dringhouses and Woodthorpe	Junction protection from Acorn Way	No action	£0
18		Regency Mews, Royal Chase Junction	Dringhouses and Woodthorpe	Junction protection	No action	£0
19		Cherry Lane/St Edward's Close	Dringhouses and Woodthorpe	DYL around bend/junction	DYL's around the bend for approx 30m	£600
20		Mayfield Grove	Dringhouses and Woodthorpe	parking obstruction at Ainsty Ave junction	DYL's at junction	£600
21		Nelsons Lane	Dringhouses and Woodthorpe	obstructive parking at Junction with Breary Close	DYL's at junction	£600
22		Moorcroft Road	Dringhouses and Woodthorpe	Parking related to the dentist and doctors causing obstruction	DYL's on east side to join with existing	£600
23		North Lane	Dringhouses and Woodthorpe	parking opposite private drive causing access issues	No action	£0

24	F	Barbican Mews	Fishergate	Obstructive parking - request for DYL	DYL's on both sides from the boundary of No 32 to end at existing respark restriction	£600
25		Derwent Road	Fishergate	Extension of DYL for De La Salle House residents	No action	£0
26		Westfield Drive/Broadway West	Fishergate	Junction Protection	10m DYL's at junction	£575
27		Farrar Street	Fishergate	DYL's to create a turning area at the end of the cul de sac	DYL's for 5m at the cul de sac end	£550
28		Apollo Street	Fishergate	Removal of parking areas requested for deliveries and prevention of footway over-run	10m of DYL's on the south west side	£600
29		Danesmead/Broadway West	Fishergate	Request for junction protection	10m of DYL's at junction	£575
30		Kexby Avenue	Fishergate	Req for Dyl's at junction with Green Dykes Lane	DYL's at the junction	£600
31	G	Main Street, Fulford adj Connaught Court	Fulford and Heslington	Limited waiting request	2 hour limited parking bay	£800
32		School Lane, Heslington	Fulford and Heslington	Access restrictions or limited parking times	No action	£0
33	H	Townend Street	Guildhall	Outside Londis - kerb raised, possibility of extending parking bay	Replace existing restriction with respark bay	£900
34		Manor Court	Guildhall	Reqt for parking restrictions (obstruction)	DYL's at junction and opposite parking area	£620
35		Bull Lane	Guildhall	Obstructive Parking	5m of DYL's	£525
36		Nicholas Street	Guildhall	Reqt for extension DYL at entrance/junction	Extend DYL's by 5m on west side	£550
37		Thomas Street, Hilda Street corner	Guildhall	Protection	5m of DYL's in both directions on corner	£550
38		Lead Mill Lane	Guildhall	Obstructive parking on Sunday	Existing restriction to be changed to DYL's	£850
39		Claremont Terrace	Guildhall	Obstructive parking in back alley		
40		St Saviourgate, R43	Guildhall	Revision of space availability	4 additional respark bays & single to DYL's	£1,050
41		Marygate Landing	Guildhall	Signed waiting restriction	Implement a signed no waiting at any time restriction	£1,100
42		St Leonard's Place	Guildhall	loading and unloading during peak hours	implement a peak hour loading ban	£1,500
43		Museum Street	Guildhall	No right turn ban	remove the restriction	£1,100
44	I	Kennedy Drive	Haxby and Wigginton	Reqt for parking restrictions (obstruction)	No action	£0
45		Abelton Grove	Haxby and Wigginton	Reqt for parking restrictions (obstruction)	No action	£0
46		Windsor Drive/Ripley Grove	Haxby and Wigginton	Junction Protection	DYL's at junction	£560

47		Wigginton Village	Haxby and Wigginton	Reqt for parking restrictions (obstruction)	Extend existing DYL's	£580
48	<b>J</b>	Dodsworth Avenue	Heworth	Non-Resident Parking	DYL's at junctions	£1,000
49		Fourth/Fifth Ave junction	Heworth	Parked cars (on Fifth Ave) + school area	No action	£0
50		Fourth Avenue, Wherside	Heworth	Referred from 2015 Review after objections	No action	£0
51		Tang Hall Lane, bad bargain In to Plumer A	Heworth	cars parked on footpath	DYL's at junction	£600
52		St John's Walk (off Heworth Green)	Heworth	Parking issues	DYL's at entrance and on adopted area near gym access	£620
53		Fifth Ave/Little Hallfield Road	Heworth	Access issues	No action	£0
54		Elmfield Terrace/Stray Garth	Heworth	Obstructive parking on corner due to dog walkers	No action	£0
55	<b>K</b>	St Paul's Mews	Holgate	Request for waiting restrictions	No action	£0
56		Railway Terrace	Holgate	Waiting Restrictions	No action	£0
57		Railway Terrace	Holgate	Remove disabled bay from order	Remove Disabled Bay from TRO	£700
58		Harlow Road/Holly Bank Grove/Collingwo	Holgate	Request for restrictions	DYL's at both junctions	£700
59		Hamilton Drive	Holgate	Parking opposite school causing hazard	No action	£0
60		Barlow Street	Holgate	junction protection	5m of DYL's at each direction at both junctions	£650
61		Livingstone Street	Holgate	junction protection	13m of DYL's at junction	£550
62		Sowerby Road	Acomb	Parking on bend at Manor Drive	No action	£0
63	<b>L</b>	Garrow Hill Avenue	Hull Road	Obstructive Parking	DYL's at junction	£570
64		Cycle Street, Hull Road	Hull Road	Junction Protection	DYL's at junctions	£650
65		Melrosegate near Harington Avenue	Hull Road	Vehicles parking blocking crossing point on footway	DYL's to keep access clear	£750
66		Barstow Avenue, Green Dykes Lane juncti	Hull Road	Parking too close to junction	extend DYL's by 15m on both sides	£540
67	<b>M</b>	Geldof Road	Huntington and New Earswick	Parking across snicket/on bend	DYL's around corner	£620
68		Willow Glade/New Lane	Huntington and New Earswick	Parking at the junction	No action	£0
69		Keswick Way	Huntington and New Earswick	Protection of garage areas with DYL?	DYL's on east side	£600
70		Yearsley Grove School	Huntington and New Earswick	Footway parking adjacent to zig-zags?	No action	£0
71		Geldof Road Junction with New Lane	Huntington and New Earswick	Obstructive parking on both side of c/way New Lane jct	No action	£0
72	<b>N</b>	Albemarle Road	Micklegate	Protection for egress from alleyway	No action	£0

73		Rectory Gardens	Micklegate	Request for extension of DYL at entrance to street	No action	£0
74		Junction of Upper Price St/Scarcroft Rd	Micklegate	Extension of DYL for sight visibility splay	Extend DYL's by 5m, removal of 1 respark bay	£580
75		Mount Vale Drive/Towton Ave junction	Micklegate	obstructive parking at junction req Give Way for The Poplars	No action	£0
76		Bishopthorpe Road/St Chad's Wharf	Micklegate	Extension of DYL at junction for sight visibility splays	No action	£0
77		North Street	Micklegate	Single lines to Double lines outside hotel	Convert single line to DYL's on east side	£850
78		Knavesmire Road	Micklegate	Sight lines from Queen Victoria Street	Short section of DYL's	£550
79		St Benedict Rd/Upper Price Street	Micklegate	Remove a ResPark place for visibility around the corner	No action	£0
80		Nunthorpe Road (side of BNT Stores)	Micklegate	ResPark bay to be replaced with DYL's access to school	No action	£0
81	O	41 York Street, Dunnington	Osballdwick and Derwent Ward	Reqt for DYL for visibility from private access	Implement a bus stop clearway	£100
82		Chessingham Park	Osballdwick and Derwent Ward	Parking at junction with Common Road	DYL's at junction	£580
83						
84	P	Galtres Grove/Shipton Road junction	Rawcliffe and Clifton Without	Reqt for Junction Protection	No action	£0
85		Southolme Drive	Rawcliffe and Clifton Without	Reqt for extension DYL at junctions	No action	£0
86		Northolme Drive	Rawcliffe and Clifton Without	Reqt for extension DYL at junctions	DYL's at both junctions	£750
87		Longwood Road	Rawcliffe and Clifton Without	DYL's for pavement parking on raised areas blocking sightlines	No action	£0
88		Longwood Rd/Ringstone Rd junction	Rawcliffe and Clifton Without	Parking on junction	No action	£0
89		Landalewood Road	Rawcliffe and Clifton Without	Dangerous parking x2 locations including close to community centre	DYL's at junctions	£575
90		Redmires Close/Ebsay Drive junction	Rawcliffe and Clifton Without	parking on corner	DYL's at junction	£575
91		Village Street	Rawcliffe and Clifton Without	revocation of 6m of restrictions outside 6 Village Street	Remove 6m of DYL's	£530
92		Shipton Road	Rawcliffe and Clifton Without	removal of limited waiting bays (shops removed)	Removal of 2x limited waiting bays	£800
93		Clifton Moorgate Access Road (BMW Gara	Rawcliffe and Clifton Without	Placing existing DYL in Order + extension?	DYL's on adopted highway	£600
94		Kettlestring Lane	Rawcliffe and Clifton Without	Parking issues	Single yellow restriction to DYL's, extend DYL's at junctions and introduce a parking place for marked police vehicles	£1,300

95		Audax Road/Audax Close Junction	Rawcliffe and Clifton Without	Parking issues	DYL's	£1,300
96		Shipton Road/Manor Lane Junction	Rawcliffe and Clifton Without	Parking issues	DYL#s at junction	£600
97		Rawcliffe Drive, Saville Grove junction are	Rawcliffe and Clifton Without	obstructive parking	No action	£0
98	<b>Q</b>	Chantry Gap/Main Street Poppleton	Rural West	Parking obstructing sight lines	DYL's at junction	£550
99		White Rose Way (ind est)	Rural West	Lay-by parking - obstructing access to franking machine	Introduce a limited waiting parking bay	£830
100		Mill Lane, Askham Bryan	Rural West	Parking opposite junction req for restrictions	No action	£0
101		Esk Drive	Rural West	Parking on residential side of emergency access	12m of DYL's	£530
102		North Field Lane	Rural West	Parking close to junction with Business Estate	DYL's for access	£700
103	<b>R</b>	Barley Rise shops	Strensall	request for 2 hour limited parking bay	Limited waiting parking bay and DYL's opposite	£720
104		The Village, Earswick	Strensall	Reqd for extension of DYL	No action	£0
105		Sheriff Hutton Road	Strensall	HGV parking	DYL's up to bridge	£650
106		De Mauley Place, Stockton on the Forest	Strensall	Parking on the bend?	No action	£0
107		Strensall Village	Strensall	Extension to Northfields junction	No action	£0
108		Brecks Lane, Park Gate	Strensall	Junction protection?	No action	£0
109		Sherriff Hutton Road (The Tannery)	Strensall	Development lines to be added to TRO	Existing DYL's to be within the TRO	£500
110		Shilton Garth Close	Strensall	Obstructive parking in turning head	No action	£0
111	<b>S</b>	St James Place (Lidl)	Westfield	Obstructive Parking	Extend DYL's by 10m	£575
112		Lown Hill	Westfield	Parking at junction with Cornlands Road	DYL's at 2 x junctions	£620
113		Foxwood Lane, Bellhouse Way	Westfield	Visibility splays at Chesney Field end	No action	£0
114		Morrell Court/Walker Drive	Westfield	Dangerous parking at the junction	No action	£0
115		Askham Lane/Vesper Drive	Westfield	Local resident vehicle causing damage to grass verge	No action	£0
116		Cranfield Place	Westfield	Obstructive parking side of community centre	No action	£0
117		Beaconsfield Street	Westfield	DYLs to be removed	Removal of 13m of DYL's	£600
					<b>APPROXIMATE TOTAL</b>	<b>£46,745</b>

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## Executive Member Decision Session: Transport & Planning: Written Representations

Thursday 14 September 2017, 2:00pm, Thornton Room, West Offices

<b>Received from</b>	<b>Agenda Item</b>	<b>Comments</b>
Councillor A D'Agorne Fishergate Ward Councillor	Agenda Item 9: Annual Review of Traffic Regulation Order Requests  Annex F6 Danesmead/Broadway West	<p>I support all the recommendations in relation to double yellow lines in Fishergate ward.</p> <p>However I would propose a slightly more extensive restriction is advertised at the junction of Broadway West and Danesmead Close to include up to 10m length either side of the centre line of Danesmead Close so as to prevent parking opposite the mouth of the junction. It is parking in this location that has been of most concern to local residents, and advertising this alongside restrictions for the two corners would give greater flexibility for a final decision in the light of any objections. A car is regularly parked in this location forcing vehicles to approach the blind junction from the main road on the wrong side of the road and it is this that appears to be of particular concern to some residents living in the Danesmead Estate.</p>
Danesmead Residents Association	Agenda Item 9: Annual Review of Traffic Regulation Order Requests  Annex F6 Danesmead/Broadway West	<p>We have been concerned for a number of years that there is going to be an accident at this junction due to cars being parked so close to the corner. If you approach Danesmead from Broadway West you have to manoeuvre to the wrong side of the road to avoid parked cars often having to negotiate with on coming traffic, an accident waiting to happen</p>

<p>Cllr J Hayes Micklegate Ward Councillor</p>	<p>Agenda Item 9: Annual Review of Traffic Regulation Order Requests</p> <p>Annex M</p>	<p>I have received several letters from residents asking to have the yellow lines extended at the junction with Bishopthorpe Road and the Road leading to Riverside Lodge. I have had numerous objections and they all agreed that it creates a very dangerous junction as visibility is so badly affected. They are asking for yellow on this junction to be extended to prevent cars parking on top of the junction. Could you look at this in addition to the highways report that you have received. I know officers have a detailed description of what is being requested.</p> <p>I agree with Riverside Lodge residents that they have a genuine perspective on the line markings and the difficulty with this junction.</p> <p>I hope you can take their views into your considerations.</p>
<p>Cllrs Reid, Mason and Fenton.  Dringhouses and Woodthorpe Ward Councillors</p>	<p>Agenda Item 9: Annual Review of Traffic Regulation Order Requests</p> <p>Annex E</p>	<p>Despite making a number of comments on the draft recommendations we do not feel that Officers have taken these into account when making their final recommendations. We would ask that the Executive Member reconsiders the recommendations for the following proposals:-</p> <p>E3. The parking issues here are not related to the bus stop. There are often cars parked on both sides of the road making it difficult for vehicles to pass and causing them to back up into the Chaloners Rd junction.</p> <p>E6. This might be an intermittent problem but cars do park very close to the junction making it very hazardous for vehicles turning right from Acorn Way.</p> <p>E9. This stretch of road is a cause of concern for many residents as cars park outside the doctors, both on the unrestricted stretch and on the current DYLS if they have a blue badge. Cars then park outside</p>

		<p>the dentist opposite which means that bus cannot get through. We feel that DYLS on both sides of the road would help reduce the problem. Blue badge holders regularly need to access the Doctors and would still be able to park outside. That need is greatly reduced for people accessing the dentists. Parking on one side of the road is not so much of a problem and would not impede the bus.</p> <p>E10. We understand that it is not the norm to protect a private access with DYLS however we feel that an exception should be made in this case. This driveway serves 3 properties and if any vehicle is parked on North Lane it is impossible to turn in. We have explored a number of options using Ward Committee funding, to no avail. Removing the grass verge to widen the road proved to be prohibitively expensive because of the service underneath. The offer of funding dropped crossing for the 2 Council properties was rejected. The residents have said that they are happy to move vehicles when requested but that is not sustainable on an ongoing basis – no one will want to turn out late on a wet winters night. We strongly feel that a short stretch of DYLS is the only answer.</p>
<p>Alcuin Lodge and The Sycamore Guest House</p>	<p>Agenda Item 5 Consideration of objections received to an advertised proposal to change a R33GM Residents' Priority Parking Bay on Bootham Terrace to a Community Residents' Priority Parking Bay</p>	<p>We would like to state our objection to the proposal and suggest alternative approaches for your consideration.</p> <p>We have had the opportunity to discuss these with Cllr Myers. First of all, as residents of the area, we recognise the pressure of demand on parking and would want to support fair and equitable proposals for the benefit of all residents as we also experience the issues of being unable to park our own car close to our home. Having said that, we also run a small business (Alcuin Lodge Guest House) which has a great dependence on being able to offer parking to guests. As you will recognise, guest houses are a key part of the</p>

		<p>York “offer” and contribute significantly to the economic and cultural life of the city.</p> <p>We understand that the GM spaces on Bootham Terrace have been used less since the closure of Abbeyfields Guest House and that this may have led to the current proposal, however we would ask to you to take the following in to consideration:</p> <p>We currently share 6 spaces on Sycamore Place with The Sycamores Guest House (3 permits each, for which we pay a significant fee).</p> <p>We have frequent issues with people parking illegally in these spaces (you only need to check with the parking team for the amount of tickets issued over the past year), leaving us without spaces for our guests. In this situation, we are forced to use the GM spaces on Bootham Terrace as overspill.</p> <p>We understand that GM permits are still valid in Community Parking spaces so that in theory we would still be able to use these spaces. In reality, there are far more cars owned by residents of Bootham Terrace than there are spaces. We know this because of the number of residents from that street who park in Sycamore Place and Sycamore Terrace.</p> <p>In addition to the shortage of space on the street, a number of residents of Bootham Terrace choose to park on other streets in order to avoid the sap and dust falling from the trees in that street on to their cars, even when there are empty spaces in the existing parking area on their street.</p>
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		<p>It has been suggested that the Community Parking spaces outside St Olave's School are also available to us; even if a space was to be available (and these spaces are also heavily used), it would not be reasonable to expect our guests to leave their cars so far away from their accommodation (I'm sure you would feel this way if you were taking a vacation) and to ask this of them would have a detriment to our business and reputation, with the huge impact of online reviews. In addition, there are guest houses on St Anne's Road and only 4 GM spaces there so there is similar pressure coming from them. We are concerned that this proposal is being considered in isolation and not as part of a strategic review of the whole R33 area both at present and in the context of a significant planned residential development.</p> <p>For instance, there are spaces at the top of Bootham Terrace (towards Bootham) that have no restrictions after 5pm or on Sundays. This means that any non-resident can take up these spaces, reducing availability of parking for residents (and depriving the city of income from pay car parks). It would therefore seem sensible first to ensure that these become 24 hour R33 residents' parking.</p> <p>Parking behaviour in the whole area, with many cars taking up space that would be sufficient for one and a half cars also reduces available space. If individual bays were to be marked out, far more efficient use of the existing space would be possible. It remains something of an anomaly that part of Longfield Terrace is exempted from the residents' parking scheme. I understand that this came from the residents themselves and yet several houses set out</p>
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		<p>traffic cones outside their property to prevent them being used by others, in spite of a number of warning being issued by YCC (with no apparent follow up action). For others, the spaces are open to anyone coming to the city parking in the street and reducing spaces for local residents. This is a contributory factor to the parking pressures in the area.</p> <p>You will be aware that there are currently discussions ongoing about the proposed development on the piece of land formerly known as the Bert Keech Bowling Green on Sycamore Place. In addition to concerns about access to the site for works vehicles, either down Bootham Terrace or Queen Anne's Road, we are seriously concerned about the impact on parking in the area and believe that this should be factored in to any discussion about proposals for the whole R33 area. I hope and trust that your department is working with planners and the parking team to consider this. The plans appear to suggest permanent removal of some parking space along Sycamore Place.</p> <p>We have been unable to obtain any clarity about the impact on parking during the building work but we have already experienced difficulties with various vehicles being left in the GM spaces on Sycamore Place by surveyors, ground works companies etc. We have sought assurances that none of the current GM spaces on Sycamore Place will be affected or suspended during the development but have not received any.</p> <p>As an example of why we have no confidence that the work will be carried out with consideration for the community, we have repeatedly reported that the large gates to the site on Sycamore Place open</p>
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		<p>outwards across the path, the lock has been broken for some months and the gates blow open across the path and very close to parked cars, leaving a significant hazard. Nothing has been done to address this.</p> <p>Even if there is no suspension, with work taking place so close to the road, it seems highly likely that some of the spaces may be unusable at various stages of the development. We therefore remain of the opinion that we need to have the option of GM spaces on Bootham Terrace for any overspill.</p> <p>In the spirit of compromise, <u>in addition to the measures we have suggested above</u>, we would propose that the current GM box on Bootham Terrace could be shortened, leaving enough length at the end furthest away from Bootham for 3 GM spaces (which I believe would be a 50% reduction).</p>
<p>Peter Sheaf York Cycling Campaign</p>	<p>Item 7 - Junction alterations to Lendal Arch Gyratory</p>	<p>York Cycle Campaign has many concerns about the proposed junction alterations to the Lendal Arch Gyratory, in particular the proposed removal of the cycle path on the Station Rise/Station Road junction. Our biggest concern however is that contrary to the Council's Traffic Systems Asset Renewal Consultation Strategy (<a href="http://democracy.york.gov.uk/documents/s116935/Annex%20B%20-%20TSAR%20Consultation%20Strategy.pdf">http://democracy.york.gov.uk/documents/s116935/Annex%20B%20-%20TSAR%20Consultation%20Strategy.pdf</a>), the Council has not consulted cycling groups (including the York Cycle Campaign) about these proposed changes, as this Strategy commits the Council to do for Level 2 Consultations (which other papers for this meeting confirm that these proposed alterations have been classified as).</p> <p>This is particularly troubling as the proposed changes to the Station</p>

		<p>Rise/Station Road junction for example adversely affect cyclists using this junction noticeably more than motorists or pedestrians. To suggest, for example, that cyclists 'take the lane' - putting themselves in harm's way to ensure a motorist does not try to pass them - is not something many inexperienced or prospective cyclists would feel comfortable doing. This in turn makes it less likely that people will choose to cycle through this junction, reducing the number of journeys cycled in York.</p> <p>In view of the lack of consultation of York's cycling groups prior to this Decision Session, and thus the lack of time now remaining before the Decision Session, York Cycle Campaign request that decisions on this item be deferred until a full consultation of York's cycling groups can be carried out, allowing them to work with Council Officers to devise alterations that meet the needs for all users of the Lendal Gyatory.</p>
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