

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

**To:** Councillor D'Agorne and Waller (Executive Member for Economy and Strategic Planning) in relation to Agenda Item 4 only, in respect of which Councillor Waller will substitute for Councillor D'Agorne because he has declared a prejudicial interest.

**Date:** Tuesday, 21 July 2020

**Time:** 9.30am

**Venue:** Remote Meeting

**A G E N D A**

**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 **Thursday 23 July 2020**.

\*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent which are not subject to the call-in provisions. Any called in items will be considered by the Customer and Corporate Services Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm** on **Friday 17 July 2020**.

**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 - 6)

To approve and sign the minutes of the meeting held on 22 June 2020.

### **3. Public Participation**

At this point in the meeting, members of the public who have registered to speak can do so. The deadline for registering is **5.00pm on Friday 17 July 2020**. Members of the public can speak on agenda items or matters within the Executive Member's remit.

To register to speak please contact the Democracy Officer for the meeting, on the details at the foot of the agenda.

To register to speak please contact Democratic Services, on the details at the foot of the agenda. You will then be advised on the procedures for dialling into the remote meeting.

### **Webcasting of Remote Public Meetings**

Please note that, subject to available resources, this remote public meeting will be webcast including any registered public speakers who have given their permission. The remote public meeting can be viewed live and on demand at [www.york.gov.uk/webcasts](http://www.york.gov.uk/webcasts).

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

### **4. FS-17-23 Bikehanger Pilot scheme** (Pages 7 - 32)

This report summarises the results of the pilot scheme, and asks the Executive Member to consider the views raised in objection to the proposal through a petition, and the comments of support, prior to making a decision on whether to make the Experimental Traffic Regulation Order (ETRO) permanent.

Subject to the decision on the ETRO the Executive Member is also asked to consider the retention of the cycle shelter for rental by the residents.

**5. Consideration of Representations received in response to advertised amendments to the Traffic Regulation Order** (Pages 33 - 138)

The Executive Member is asked to consider the representations received, in support and objection, to advertised proposals to amend the Traffic Regulation Order.

**6. ResPark for the area around the University of York** (Pages 139 - 160)

This report seeks the Executive Member's approval to consult with residents regarding the expansion of the existing residents' parking in the area around the University of York to suit the proposed strategy for extending the coverage of residents parking in the area around the University of York, for which the University of York has agreed, in principal, to fund its implementation (including consultation with residents) and administrative costs for the issue of permits and the operation of the enforcement hotline.

**7. Urgent Business**

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

Democracy Officer:

Louise Cook

Contact details:

- Telephone – (01904) 551031 and (01904) 553631
- Email – [democratic.services@york.gov.uk](mailto:democratic.services@york.gov.uk)

For more information about any of the following please contact the Democracy 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
Date	22 June 2020
Present	Councillor D'Agorne (Executive Member)

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## **72. Declarations of Interest**

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda.

The Executive Member confirmed that he had two personal non-prejudicial interests in agenda item 5, The Groves Area Experimental Traffic Regulation Order, in that:

- He had attended a consultation evening in February, where he joined Ward Members and officers to answer questions from the general public.
- His partner, Cllr Craghill, had registered to speak at this Decision Session on behalf of all Guildhall Ward Councillors.

## **73. Minutes**

Resolved: That the minutes of the meeting held on 19 March 2020 be approved as a correct record and be signed by the Executive Member at a later date.

## **74. Public Participation**

It was reported that there had been 7 registrations to speak at the meeting under the Council's Public Participation Scheme and a number of written representations had also been received.

All the registered speakers spoke on agenda item 5, The Groves Area Experimental Traffic Regulation Order and they addressed the Executive Member when he considered that agenda item.

Brian Houghton the Chair of Trustees of Door 84 Youth and Community Centre spoke in objection to the proposal. He highlighted the affects the experiment would have on their business and all the services they offered. He addressed various concerns with the proposals, including transport and access difficulties. He confirmed that they had eight different building user organisations on the premises and their own club and the impact would be felt by all.

Hilary Platt from Bell Farm Community Association lodged their disagreement with the current road closures planned and she questioned why surrounding areas that would be impacted adversely by the road closures had not been included in the consultation. She noted that the experiment would increase traffic along Dodsworth Avenue, Huntington Road and Haxby Road and she highlighted some residents concerns, including the impact on emergency vehicles accessing the hospital.

Ann Stacey, Chair of The Groves Association spoke in support of the experiment. She confirmed that these proposals had emerged from a series of consultations with residents. She addressed the current speed and volume of traffic in the area, which caused high pollution levels and she highlighted the health and wellbeing benefits the experiment would bring for residents.

Darryl Martin and his son, local residents, spoke in support of the experiment. They expressed their concerns regarding the volume of traffic around Park Grove Primary School and how some drivers ignored the no entry sign at the junction on Park Grove that connected it to Brownlow Street and Neville Terrace.

Chris Thorpe, a local resident, spoke in support of the proposed traffic experiment. He addressed the volume and speed of traffic passing along the residential streets and he recognised the inconvenience that some drivers would encounter as a result of the proposed changes but felt that the importance of residents' welfare, mental health and quality of life must be recognised and acknowledged when balanced against slightly longer vehicle journeys.

Carrie Coltart a local resident spoke in support to the proposals and raised her concerns regarding the current traffic levels in the area. She confirmed that during the pandemic traffic levels had reduced in the Groves making it a much more pleasant

place to live. She felt the experiment would improve school drop off and collection and would allow an improved play environment for pupils.

Cllr Craghill, Ward Member, confirmed she was speaking on behalf of all three Guildhall Ward Councillors to express their support to improve the street environment in the Groves. She confirmed the experiment would improve air quality, road safety and support more walking, cycling and community activity. She acknowledged that this proposal had arisen from a long process of community engagement.

The following written representations were also received and considered regarding agenda item 5, The Groves Area Experimental Traffic Regulation Order.

Mr M Norman, a local resident, wrote in objection to the proposal. He raised concerns regarding the proposed traffic partition of streets, the loss of resident's parking spaces, the proposed one way and two way streets in the Groves area. He felt the scheme should be delayed until further consideration was given to the practicality on the ground of the proposed/revised scheme and that traffic and pedestrian flow projections were fully established for all the roads affected.

Mr D Norman, son attends Snappy and Door 84 on Penley's Grove Street, wrote in objection to the proposal. He highlighted his concerns regarding access changes to Door 84 and Snappy and felt the proposed experiment would make it very difficult for users with disabilities to attend.

P Feldman and G Bull, local residents, wrote in support of the proposed experiment and felt that an 18-month experimental period would allow flexibility and time to identify issues that would inevitably arise. They raised issues with the current volume and speed of the traffic through the Groves and the safety issues at the crossing to and from Groves Lane.

Mr and Mrs Euesden, local residents, confirmed they remained strongly in favour of the proposed scheme, which they felt would bring many benefits to the community as a whole. They were satisfied that the concerns of the residents of St John's Street had been considered and addressed.

**75. TSAR Traffic Signal Refurbishment - Hull Road/Osbaldwick Link Road**

The Executive Member considered a report that outlined the proposed alterations to the life expired traffic signalling equipment at Hull Road/Osbaldwick Link Road.

The Executive Member acknowledged the written representations he had received and he confirmed that the site was located in the Hull Road Ward and those Ward Councillors had been consulted.

The Transport Systems Project Manager and the Smart Transport Programme Manager presented the report explaining that the TSAR (Traffic Signal Asset Renewal) programme was the means by which life expired traffic signal assets across the city were refurbished.

The suggested changes and consultation process, highlighted within the report and in Annex A and B, were discussed and it was noted that based on consultation feedback amendments had been made.

The Executive Member considered the options put forward in the report and he thanked officers for their update.

Resolved: That Option 1, the proposed crossing refurbishment as shown in the drawing at Annex B of the report, be approved.

Reason: This option achieves the core aim of replacing the life-expired traffic signal asset such that it can continue to be operated and repaired economically.

**76. The Groves Area Experimental Traffic Regulation Order**

The Executive Member considered a report that provided an amended proposal to close the Groves residential area to through traffic following the decision of the Executive Member for Transport on 24 October 2019, to approve this subject to detailed design and further consultation. The report highlighted a revised proposal, taking account of that consultation, and requested the agreement of the Executive Member to implement an 18 month Experimental Traffic Regulation Order.

The Assistant Director of Transport, Highways and Environment provided an update where it was noted that no property within the Groves would have vehicle access removed.

The Executive Member considered the options within the report and noted the alterations made to the original proposal, as highlighted by the Principal Traffic Projects Officer and at paragraph 23 of the report. It was noted that these changes would be reviewed and could be rapidly adapted during the experiment.

The Experimental Traffic Regulation Order process was discussed and it was noted that it followed a strict national legal process that must be followed for the experiment to be conducted correctly.

The public consultation process and responses were noted and in response to questions from the Executive Member, the Transport Projects & Delivery Manager confirmed that:

- Residents would be consulted during the trial and would be able to offer their views on the measures.
- Discussions with emergency services had taken place and options were being reviewed as part of any permanent works to ensure access for emergency vehicles was maintained.

The Executive Member considered the recommendations within the report and officers confirmed that the work would commence following contracted highway works on Haxby Road.

The Executive Member stated that this approach was taking place across the whole country and he agreed it was important that officers continued to work with the local community, local residents, emergency services and all road users to understand any impacts.

Resolved:

- i) That the outcome of the consultation carried out in February 2020 and the proposed method for further consultation as the project was implemented be noted.

Reason: To comply with City of York Council public engagement expectations and to comply with the legal requirements of taking forward Traffic Regulation Orders.

- ii) That Option 3 be agreed – items a to m - the implementation of an 18 month Experimental Traffic Regulation Order (Exp. TRO).

Reason: Because an Exp. TRO provides the greatest flexibility in cases where it was anticipated there may need to be adjustments made at short notice and in a timely fashion to improve the scheme.

- iii) That the start date be within the next few weeks, taking account of practical arrangements such as ordering signs and notifying residents and businesses of the start date.

Reason: In order to secure funding through the Emergency Active Travel Fund that required expenditure within 8 weeks to facilitate reallocation of road space to walking and cycling and facilitates social distancing.

Cllr A D'Agorne, Executive Member for Transport  
[The meeting started at 11.08 am and finished at 12.05 pm].



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**Decision Session – Executive Member for Transport****21 July 2020**

**In respect of this item, Councillor Waller (Executive Member for Economy and Strategic Planning) will substitute for Councillor D’Agorne (Executive Member for Transport) because he has declared a prejudicial interest.**

Report of the Assistant Director Transport, Highways and Environment

**FS-17-23 Bikehanger Pilot scheme****Summary**

1. This report summarises the results of the pilot scheme, and asks the Executive Member to consider the views raised in objection to the proposal through a petition, and the comments of support, prior to making a decision on whether to make the Experimental Traffic Regulation Order (ETRO) permanent.
2. Subject to the decision on the ETRO the Executive Member is also asked to consider the retention of the cycle shelter for rental by the residents.

**Recommendations**

3. The Executive Member is asked to approve:

Option 1 – Consider the objections/representations and approve making the ETRO permanent, thereby allowing continued rental of the secure cycle parking.

Reason: To continue to provide secure cycle parking for residents and help reduce the number of thefts of cycles.

**Background**

4. In April 2018, as part of the ward scheme programme, officers were

requested to investigate and install a Bikehanger cycle shelter as part of a free trial at a location on Heslington Road within the Fishergate ward.

5. Ward Members had identified, through discussion with residents, that a number of cycles had been stolen from private properties. As a result of these thefts, members promoted the provision of secure cycle parking on-street.
6. The shelter was provided by Cyclehoop Limited for an initial trial period of 6 months and was installed in September 2019. Bikehanger shelters have been extensively installed in a number of the London Boroughs and in cities such as Edinburgh and have proven very successful.
7. During the trial period, the ward team agreed to fund the installation and cover the costs of Officer fees in arranging the works. If the trial is deemed to have been successful and the Executive Member decides to make the ETRO permanent to allow the continued provision of the secure cycle parking through use of the Bikehanger shelter, the Council will be required to purchase the shelter. Cyclehoop will continue to manage the rental scheme and maintain the shelter.

## **Consultation**

8. The initial consultation, prior to commencement of the trial, sought the views of internal officers before formally consulting with affected frontages.
9. Whilst officers raised no significant issues about the proposal, concerns were raised about:
  - the visual impact of the shelter,
  - the logic of the rental scheme,
  - if the supplier was to provide mitigation measures in the form of green screening / planting to improve the street aesthetics, and
  - if the size of the shelter would impact on the passage of other vehicles such as buses at what is already a pinch point location.
10. Letters were delivered to affected residents on Heslington Road (Annex A), and only three responses were received. Two were supportive and one was in objection to the proposals.
11. Those supporting the proposal referred to incidents when their cycles had been stolen and agreed that secure parking would be of benefit



and be welcomed by many of the residents.

12. One business owner objected to the proposed scheme, raising several issues as outlined in Annex B. The objection was later withdrawn following discussion between the ward member and the Objector.

### **Experimental Traffic Regulation Order (ETRO)**

13. Approval had previously been given to introduce an Experimental Traffic Regulation Order for a short section of Heslington Road. The effect of this order was to create a secure parking area for pedal cycles for the duration of a trial to determine the viability of providing such a facility.
14. The experiment can last for a maximum of 18 months, although there is potential for it to be made permanent after 6 months of operation if the trial is considered a success or to suspend the experiment depending on circumstances.
15. The ETRO was advertised from 25<sup>th</sup> September 2019. Residents were advised of the experiment by letter, and were given the opportunity to comment on or object to the proposals. No responses were received during the initial stages of the advertisement period.
16. Further letters were delivered to residents in late February 2020 advising of the pending conclusion of the initial 6 month trial period and reminding residents of the chance to offer comments on the trial.
17. Three responses have been received during the advertisement period of the ETRO:
  - One queried how the shelter was benefitting anyone when it is removing parking spaces. The resident considers the shelter should be removed.
  - The second was supportive of the measures, praising the facility and stating that “storage in these tiny terraces is so limited the installation of the bike hanger has given [the resident] the opportunity to get a bike”.
  - The third response came in the form of a petition (outlined below) objecting to the proposal.

### **Petition**

18. The petition, which was hand delivered, is signed by 21 residents and business owners. It is claimed by the petitioner that more would have

signed the petition if the risk of coronavirus hadn't been present.

19. A copy of the reasons for objection are provided in Annex D. In total 17 reasons were given, and the author has provided responses to these concerns below.
20. Reason 1: Dangerous.

Officer response:

Various locations were considered for the cycle shelter and the chosen location was deemed to be the most suitable. The arrangement has been reviewed by Road Safety Audit before and after installation and this identified the need to install additional bollards to protect the shelter from damage. Only two bollards were installed, one either end of the shelter. This was also to prevent inconsiderate and unsafe parking on the Fitzroy Terrace end of the shelter.

Reason 2: Failed in its unique selling point:

Officer response:

The purpose of the installation is to provide secure cycle parking for residents who have applied to use the facility. The feedback from the supplier is that the rental of the shelter spaces has had 100% uptake throughout the trial period and therefore it is meeting the objectives. The provision of additional cycle facilities for general use was not part of the remit of this project.

Reason 3. Loss of amenity:

Officer response:

The shelter in itself takes up the equivalent of 1 car space although the installation of the bollards take up additional space. The layby is unrestricted and therefore the spaces are not assigned to any particular use. As such there was never any guarantee (before or after installation of the shelter) that space would be available for deliveries.

Reason 4. Not in keeping with the local area:

Officer response:

Heslington Road is an urban residential street and is a distributor road serving several other residential streets, as well as being a link to other areas of York. The shelter is installed in locations such as London and Edinburgh in streets of a similar nature.

Reason 5. Size:

Officer response:

As mentioned above, the footprint size of the shelter is comparable to 1 car. With the bollards, the available layby length is reduced further, however there is still approximately 30m of unrestricted layby available.

Reason 6. Alternative cycle stands:

Officer response:

The scheme brief was to trial the use of the Bikehanger shelter and the purpose is to provide secure parking for cycles due to a number of thefts from private property. The shelter is locked and is only accessed by anyone who has a key. The shelter is also resistant to vandalism.

Providing Sheffield style stands would provide additional spaces for cycles but these would be less secure than the bikehanger. There is little scope to site Sheffield stands in footways in the immediate area without compromising footway space and hindering passage for pedestrians.

Reason 7. Utilisation:

Officer response:

Up to the time of writing this report, the supplier advised that the uptake on rental of the spaces has been 100% throughout the initial trial period.

Reason 8. Location:

Officer response:

As mentioned above, Heslington Road is an urban residential street and is a distributor road serving several other residential streets, as well as being a link to other areas of York. The location of the shelter has been carefully considered amongst others and deemed to be the most suitable.

The objector has stated that the shelter should be relocated away from its current position, implying that they would not object if it is relocated.

Reason 9. Hindrance to several local businesses:

Officer response:

The layby in which the shelter has been positioned is unrestricted and is available for use by any road user. It is not specifically assigned as a loading bay and some 30m of bay still remains available for use. If the businesses strongly consider that there is inadequate space afforded for business use, then consideration should be given to implementing a TRO to make the bay for loading use only. Commuter parking has been singled out as a problem within the area and, at this point, the lack of restriction within the bay allows such parking.

Reason 10. Severe hindrance to the adjacent business of Zidane's:

Officer response:

See response in item 9.

Reason 11. Severe hindrance to Zidane's outside seating:

Officer response:

The shelter does not impede on the forecourt area of Zidane's. Whilst it is positioned in the highway in front of the business, the officer does not consider this obtrusive or an obstruction. The reason for its positioning is explained above and below.

Reason 12. Positioning:

Officer response:

The position of the shelter is such that the door opens up over the footway to afford safe access to the shelter. If the shelter had been positioned further towards Fitzroy Terrace the presence of a boundary wall would have reduced the available width of footway to an unacceptable amount. In the position chosen, there is adequate space within the footway to allow the door to be opened and the cycles placed within the shelter. Use of the private forecourt is not prevented by the owner and is not encouraged by the Council. At the same time, the Council does not have any control over whether pedestrians pass over the forecourt.

Reason 13. Hindering the re-letting of empty business premises:

Officer response:

The bikehanger cycle shelter is a unique item of street furniture within York. However, it is no different than, for instance, siting a bus shelter

outside a property. The views of residents and businesses are sought in the same way and are considered along with the benefits of the installation. The layby in which the shelter has been placed is unrestricted and is not assigned as a loading bay. Space for loading is not guaranteed even if the shelter was not in place.

Reason 14. Safety:

Officer response:

The provision and siting of the shelter has been reviewed by independent road safety audit during design and after installation. It is not deemed to be as hazard.

Reason 15. Restricting private property owners use of their land:

Officer response:

The owner is not being prevented from altering the use of their frontage. Erecting a wall, for example, would need to satisfy planning requirements and would severely impact on the use of the forecourt for seating, etc. If the owner decided to erect a wall, the positioning of the shelter would need to be reviewed.

Consent to place street furniture on the public highway is not required from frontages.

Reason 16. Rainwater flow:

Officer response:

The base of the shelter is elevated above road level and as such does not prevent the passage of rainwater to the adjacent gully.

Reason 17. Filth:

Officer response:

The shelter would be routinely cleaned and maintained on a six-monthly basis by the supplier. Any maintenance over and above the scheduled work would be undertaken as required.

## **Road Safety Audit**

21. A road safety audit was undertaken prior to installation. This identified 3 minor concerns. These were:

1. Parking could occur in the short space between the shelter and the existing parking restrictions, increasing the potential for the shelter to be struck.
  2. The shelter installation within the layby will result in vehicles manoeuvring near to the shelter increasing the risk of strike.
  3. No details were provided at the time of the audit showing the reflective strips which were to be placed on the shelter. The audit requested the reflectors to be of the correct colour.
22. Items 1 and 2 were resolved by the installation of bollards at either end of the shelter. Reflectors were provided to highlight the shelter.

### **Options**

23. Option 1: To consider the objections/representations and approve making the ETRO permanent, thereby allowing continued rental of the secure cycle parking.
24. Option 2: – To uphold the objections and conclude the ETRO without making the order permanent and hence remove the cycle shelter facility.

### **Analysis**

25. Cyclehoop have advised that throughout the trial period the spaces within the shelter have been shelter has been fully rented at all times.
26. Making the ETRO permanent would allow the cycle shelter to be retained and thereby continue to provide secure cycle parking for residents, meeting the objective of the scheme.
27. It would also encourage the provision of such shelters elsewhere within the cycle, providing additional secure cycle parking for residents in other wards.
28. A decision to not make the ETRO permanent and not to retain the shelter would not meet the objective such that secure cycle parking would no longer be made available to residents and there would be further risks of cycle theft as a consequence.

## Council Plan

29. The following explains how the proposals relate to the Council's outcomes, as set out in the Council Plan 2019-2023 (Making History, Building Communities) and other key change programmes:

**Key priority - An open and effective council:**

The proposal meets the needs of residents by providing secure cycle parking in an area where cycle thefts had been taking place.

**Key priority – Getting around sustainably:**

The provision of secure cycle parking at a reasonable rental cost will encourage the use of cycles and thereby go a little way to help cut congestion, pollution and carbon emissions.

30. Ward members have advised that the success of this trial will lead the way to encourage the introduction of additional bikehanger shelters in other wards throughout the city.

## Implications

31. The following implications have been considered:

• **Financial:**

The shelter has been provided by Cyclehoop free of charge during the trial period. However, the council had to pay for the installation of the shelter at a cost of £1580 during 2019/20 and will need to purchase the shelter should the trial be successful at a further cost of £2850 + VAT. This would be funded through the ward process.

Some additional works were undertaken as a result of the safety audit to install bollards adjacent to the shelter to afford it further protection from damage during the trial.

Including fees, the total amount incurred to date has been £8k.

The ward team have funded the trial and will pay for the purchase of the shelter.

The rental of the spaces within the shelter are managed by the supplier. All income from the rental scheme is received by the supplier. The total cost of rental per space per year is currently £50 + VAT. No

further costs would be borne by the Council.

Maintenance of the shelter will continue to lie with the supplier if the issues are related to faulty parts and not caused by vandalism or damage. Two scheduled maintenance visits will occur each year. Each shelter has a 10 year warranty.

- **Human Resources (HR)** - There are no HR implications.
- **Equalities** - There are no One Planet Council / equalities implications.
- **Legal** - The TRO will need to be made permanent in order to continue the service being provided. The rental scheme will be managed by the supplier, with no involvement from the Council.
- **Crime and Disorder** - There are no crime or disorder implications.
- **Information Technology (IT)** – There are no IT implications.
- **Property** - There are no property implications.
- **Other** – none.

## Risk Management

32. In compliance with the Council’s risk management strategy, the following risks associated with the recommendation in this report have been identified and described in the following points, and set out in the table below:

33. Authority reputation – this risk is in connection with the public perception of the Council if the recommended scheme is not continued and secure parking of cycles provided, and is assessed at

Risk category	Impact	Likelihood	Score
Authority reputation	Minor	Possible	9



## Contact Details

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Manager,  
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### Chief Officer Responsible for the report:

James Gilchrist  
Assistant Director Transport, Highways and  
Environment

Report  Date 09.07.20  
Approved

**Wards Affected:** Fishergate

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

**Background Papers:** None

### Annexes:

Annex A – Consultation letters and plan  
Annex B – Objection  
Annex C - Notice of Making of ETRO  
Annex D - Petition

### Abbreviations

ETRO – Experimental Traffic Regulation Order.

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Economy and Place Directorate

West Offices  
Station Rise  
York YO1 6GA

Our Ref: TP/180040  
Date: 19th November 2018

Dear Sir or Madam,

**Proposed “Bikehanger” cycle shelter on Heslington Road - Consultation.**

As part of a ward committee request, the Council has been asked to investigate the installation of a “Bikehanger” cycle shelter at a location on Heslington Road. I have attached drawing TP/180040/001 showing the proposed location and giving details of a typical “Bikehanger” shelter.

The shelter is to be provided free as a trial and is to be managed by the supplier (Cyclehoop) on behalf of the Council for the duration of the trial.

The shelter is locked and spaces within the shelter would be hired out to residents.

A typical shelter is manufactured from galvanised steel and is 2.55m long x 2.03m wide x 1.365m high. The shelter would be positioned on road within the lay-by, but would only be accessible from the footway.

The layout of the internal cycle racking is designed to allow for all types of bicycle, with a maximum of 6 per shelter.

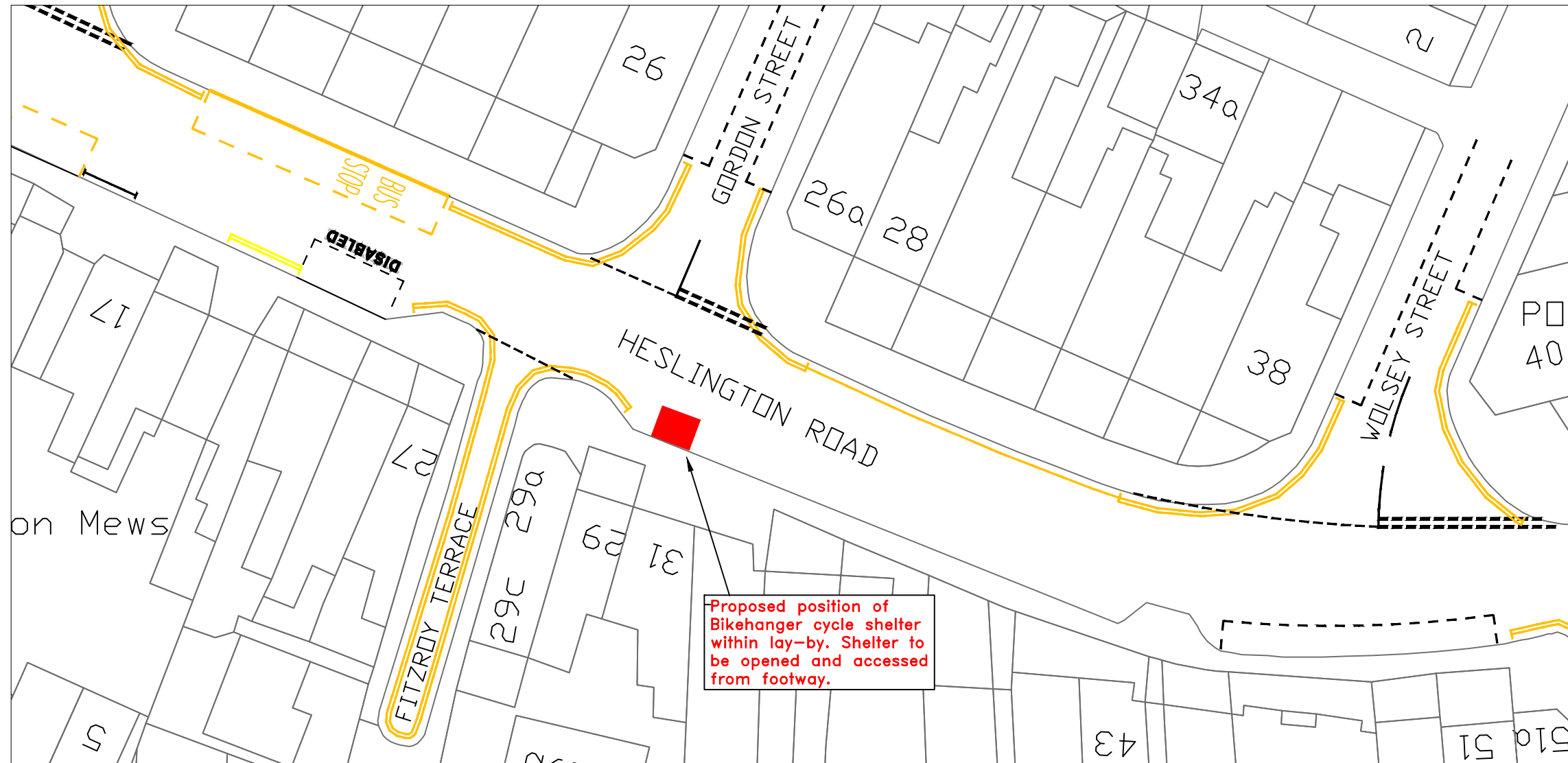
I would appreciate your views or comments on the proposal, no later than Friday 30th November and preferably in writing to me at the above address or via email to [david.mercer@york.gov.uk](mailto:david.mercer@york.gov.uk).

Yours faithfully,

A handwritten signature in black ink that reads 'D Mercer'.

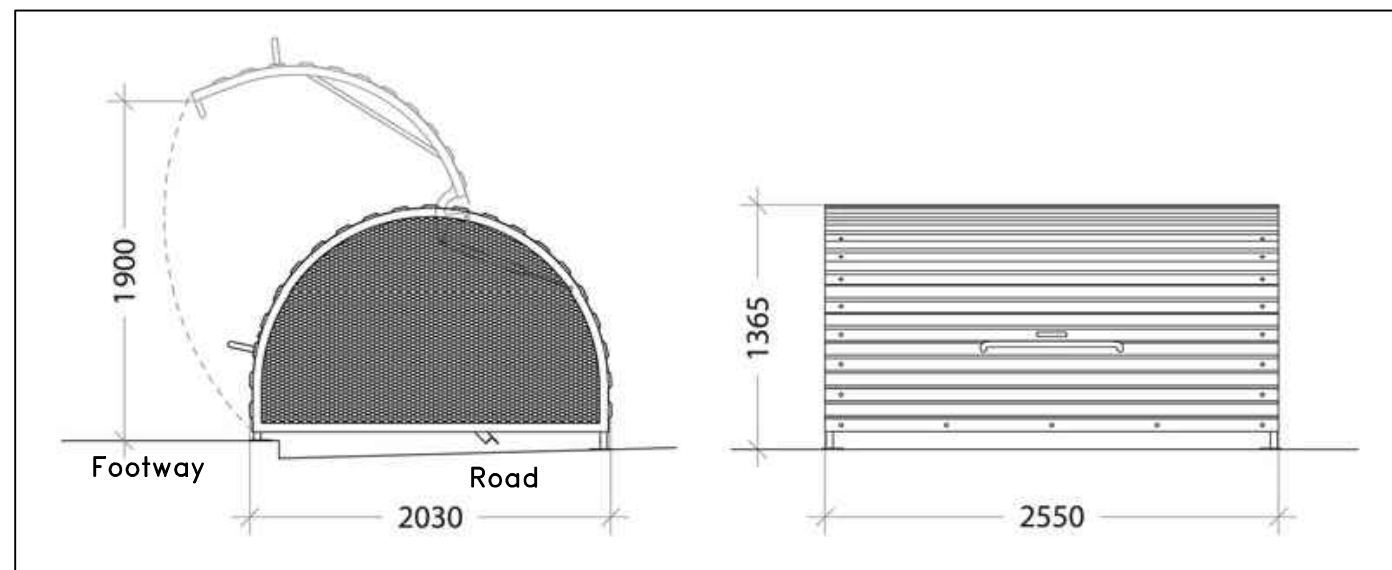
David Mercer  
Acting Transport Projects Manager





Proposed position of Bikehanger cycle shelter within lay-by. Shelter to be opened and accessed from footway.

Proposed location for bikehanger cycle shelter



Typical dimensions of bikehanger cycle shelter



Example of bikehanger cycle shelter

NOTES:

The manufacturer claims that "the Bikehanger cycle shelter offers a secure solution to long-term cycle parking and an effective way to protect bikes from weather and vandalism". It can store up to 6 bikes within half the space of a car parking space.

An individual shelter is 2.55m long x 2.03m wide x 1.365m high. The height of the opened, gas sprung door is 1.9m above ground level.

The shelter is manufactured from galvanised steel and a powder coating finish is optional.

The side panels are made from perforated galvanised steel.

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CONSULTATION

Revision	By	Checked	Approved	Date	Description



Highways - Transport Projects and Delivery Team  
Eco Depot, Hazel Court, James Street, York, YO11 3DS  
www.york.gov.uk

Project  
Ward Committee schemes  
FS-17-23 Bikehanger Pilot Scheme

Drawing  
Proposed Bikehanger cycle shelter installation  
Heslington Road.

Drawn by D. Mercer Date: 09/2018  
Checked by B. Potter Date: 09/2018  
Authorised by Date:

Drawing No. TP/180040/001 Revision

Drawing Scale: Not to scale A3

CAD Filename: Computer Filename Plot Scale: 1:00

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Economy and Place Directorate

West Offices  
Station Rise  
York YO1 6GA

Our Ref: DM/DEC180040  
Date: 23<sup>rd</sup> September 2019

Dear Resident,

## **Heslington Road Bike Hanger Experimental Traffic Regulation Order**

Approval has been given to introduce an Experimental Traffic Regulation Order for a short section of Heslington Road (see attached plan, reference TP/180040/001). The effect of this order will be to create a secure parking area for pedal cycles (in the location shown on the drawing) for the duration of a trial to determine the viability of providing such a facility. The experiment will be for a maximum of 18 months, though there is potential for it to be made permanent after 6 months of operation if the trial is considered a success or to suspend the experiment depending on circumstances.

On Wednesday 25<sup>th</sup> September, work will be carried out to install the bike shelter for the experiment. Details of how spaces within the shelter can be rented will be displayed on the shelter.

Hopefully you will be in support the aims of the scheme. However, if you wish to make a formal objection to the scheme, please do so during the first 6 months of the experiment to:

Acting Transport Projects Manager, Transport Projects,  
Economy and Place Directorate, Eco Depot, Hazel Court,  
YORK, YO10 3DS

or

[highway.regulation@york.gov.uk](mailto:highway.regulation@york.gov.uk)

clearly stating your reasons for objection. All objections received will be formally considered in a report to the Executive Member for Transport before a decision is made on whether to make the scheme permanent or to remove the facility.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Neil Ferris'.

Acting Transport Projects Manager

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Economy and Place Directorate

West Offices  
Station Rise  
York YO1 6GA

Our Ref: DM/DEC180040  
Date: 24th February 2020

Dear Resident,

## Heslington Road Bikehanger Experimental Traffic Regulation Order

On 23<sup>rd</sup> September 2019, I wrote to residents to advise of the intention to introduce an Experimental Traffic Regulation Order (ETRO) for a short section of Heslington Road (see attached plan), the effect of which is to create a secure parking area for pedal cycles. A Bikehanger cycle shelter was installed on Wednesday 25<sup>th</sup> September at this location.

The experiment will be for a maximum of 18 months. However, we are able to recommend making the ETRO permanent after 6 months of operation if the trial is considered to be a success. Similarly, the experiment could be suspended depending on circumstances.

As the trial has been operating for five months now, we are to review the success of the trial and whether to make the ETRO permanent. I would therefore appreciate your views on the trial either via email or in writing to the address below.

Acting Transport Projects Manager, Transport Projects,  
Economy and Place Directorate, Eco Depot, Hazel Court,  
YORK, YO10 3DS

or via email to

[highway.regulation@york.gov.uk](mailto:highway.regulation@york.gov.uk)

However, if you wish to make a formal objection to the scheme please do so in writing to the address above no later than Friday 13<sup>th</sup> March, clearly stating your reasons for objection.

All feedback and objections will be formally considered in a report to the Executive Member for Transport before a decision is made on whether to make the scheme permanent or to remove the facility.

Yours sincerely,

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Acting Transport Projects Manager

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## ANNEX B

One business owner objected to the proposed scheme, raising several issues as outlined below:

### **Issue 1 –**

“The shelter has been proposed to be between a number of commercial properties and will therefore reduce visibility and limit Parking spaces required for both customers and for goods access”.

#### **Officer response:**

The location has been considered carefully and the lay-by is uncontrolled (i.e. no parking bay marked out and no other restrictions) so it is used for general parking, deliveries, etc. The length of the bay is such that the impact on parking and deliveries would be minimal. Only one space is lost.

### **Issue 2:-**

“Having a shelter on the street will increase the possibility of anti-social behaviour and criminal activity, which will also have a negative impact on the commercial properties around the shelter”.

#### **Officer response:**

At no point during the trial has the shelter been vandalised or damaged. The shelter has been fully utilised by residents.

### **Issue 3:**

Heslington Road is situated within 10 mins of the city centre and 10 mins towards the University Campus, this convenience has had a knock on effect on the availability of parking spaces, a Bikehanger would further limit the availability of these spaces.

#### **Officer response:**

As mentioned above, the shelter takes the space of one vehicle in an unmarked unregulated layby which can otherwise be used by any motorists (business, residents and/or commuters) for any duration and currently operates on a first come, first served basis.

### **Issue 4:**

It has become apparent that out of town commuters store their bicycles in the boot of their vehicles, park on Heslington Road and then cycle to work. This proposal will only encourage out of town commuters to

continue with this method and instead of storing the bicycles in the boot of their car, the bike shelter will be utilised. The knock on effect of this is that parking spaces for local residents will be limited even further.

**Officer response:**

The shelter is primarily intended for use by residents. The rental is managed by Cyclehoop and the Council do not impose any restrictions on its use.

**Issue 5:**

A number of properties across the street have been provided with a Sheffield Bike Rail /Stand, both at the front of their respective houses and in the back yard, therefore a “Bike Hanger” would be deemed surplus to requirements. Please note I am a landlord to a number of properties across Heslington Road and we ensure that each house accommodates for secure cycle rails and secure cycle storage.

**Officer response:**

The proposal to provide secure cycle parking originated from the fact that cycles were being stolen from private properties. The author is unaware of any arrangement between the Council and residents to provide Sheffield style stands within private property and so it is assumed that these have been provided through a private arrangement.

**The objection was later withdrawn following a discussion between Councillor D’Agorne and the objector.**

**CITY OF YORK COUNCIL**  
**THE YORK (BIKE HANGER) (EXPERIMENTAL)**  
**TRAFFIC ORDER 2019**  
**NOTICE OF MAKING**

Notice is hereby given that on the 5<sup>th</sup> day of September 2019 City of York Council (“the Council”) in exercise of powers under Sections 9, 10, 32, 35, 35A, 36, 37, 45, 46, 47, 48, 51, 52 and Schedule 9 of the Road Traffic Regulation Act 1984 (the Act) and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act, made The York (Bike Hanger) (Experimental) Traffic Order 2019 (“the Order”) which comes into effect on 26<sup>th</sup> September 2019 for an experimental period of 18 months ending on 26<sup>th</sup> March 2021, the Order will have the effect of:

- (a) Introducing a restriction on vehicles, with the exception of Pedal Cycles, travelling in the parking area on the south side of Heslington Road between the respective eastern property boundaries of No.’s 29 and 31 Heslington Road;
- (b) Introducing secure cycle parking on the south side of Heslington Road between the respective eastern property boundaries of No.’s 29 and 31 Heslington Road. The cycle parking will be available to hire for unrestricted parking over a 6 month duration and will be subject to a charge of £43.20 with an additional £25.00 deposit also required;

The council will be considering, in due course, whether the provisions of this Experimental Order should be continued in force indefinitely.

Any person wishing to object to the indefinite continuation of the Order must state their grounds for objection in writing to Assistant Director (Economy and Place), West Offices, Station Rise, York, YO1 6GA, so that the objection is received by no later than the 26<sup>th</sup> day of March 2020.

A copy of the Order, statement of reasons for making it and map showing the lengths of road affected may be inspected at the City of York Council Reception at West Offices, Station Rise, York, YO1 6GA during normal business hours. Any person who wishes to question the validity of the Order or of any of its provisions on the grounds that it is not within the powers of the Road Traffic Regulation Act 1984 as amended or that a requirement of any regulations thereunder has not been complied with may, within 6 weeks from the commencement date of the Order, make application for that purpose to the High Court.

Dated the 4<sup>th</sup> day of September 2019

Director (Economy and Place)  
West Offices, Station Rise, York YO1 6GA

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## Formal Objection to the Heslington Road Bikehanger Experimental Traffic Regulation Order

To: [REDACTED]

Re: Cycle shelter installed on 25<sup>th</sup> September 2019

Ref: [REDACTED]

We, the undersigned, as the local businesses community (& the neighbours, available at short notice) in the direct vicinity of the on-road cycle shelter, installed almost 6 months ago, wish to each register our individual objections to the above experiment TRO below.

We are highly concerned that the 18<sup>th</sup> month experimental order has been purported to be shortened to 6 months. Several residents have not received the letter shortening the period in which they can object and therefore do not know to object to the experimental order yet. In these circumstances and those highlighted below, the Traffic Regulation Order **cannot** be made permanent. The experiment should be immediately suspended and the cycle shelter removed for the following reasons:

- 1) **Dangerous.** The shelter and poor judgement in positioning of it and extra bollards creates a hazard on the road in an already congested area. There are 3 bollards at one side and one at the other which are difficult for road users to see and negotiate, especially with buses unable to pull in due to further bollards at the bus stop. The road design has not been thought out adequately and actually serves to put people off cycling through the area. Children are unable to see over the shelter whereas they often can see over and through parked cars. The shelter has been regularly observed to encourage double parking, where drivers would not do so next to another parked vehicle.
- 2) **Failed in its Unique Selling Point.** Far from being a benefit for cyclists, it is a hindrance. Cyclists visiting local shops for coffees, browsing, hair cuts, food and purchases, are put off cycling and stopping in the area. Cycling customers have very little places to park and cannot use the shelter adhoc. Residents using the shelter generally have other alternatives for cycle storage within their properties. A service for cycling customers to local businesses would have been a better use of public funds and more accepted by the community.
- 3) **Loss of amenity.** Two parking spaces have been taken up by the shelter which are valuable for encouraging passing trade at a time when small businesses are particularly under pressure.
- 4) **Not in keeping with the local area.** Incongruous design is out of character directly adjacent to local shops and is an eyesore which is detrimental for businesses attracting custom at a time when they are vulnerable.
- 5) **Size.** The cycle shelter and two bollards take up two parking spaces. This is disruptive to the local businesses because customers and delivery drivers are not able to park and/or pick up from the several local shops in the direct vicinity.
- 6) **Alternative cycle stands.** The space that the secure cycle shelter takes up for merely 5 cycles would have been better served by providing Sheffield-type Cycle Stands to enable over a dozen cycles to be locked securely on the street for both residents and importantly the customers of local businesses.
- 7) **Utilisation.** The cycle shelter, located adjacent to the local businesses' forecourts, is constantly monitored. On an average day there are only 2 cycles stored in the shelter. The adjacent businesses have observed only one user, who lives on Gordon Street. One other user lives and works in London, her deceased mother used to live on Belle Vue Street around 2 years ago. Although people appear to have signed up and paid for the shelter, this appears a sham. It is largely underused and never have there been more than 2 bikes stored inside. We strongly urge a public investigation into the use of this shelter.
- 8) **Location.** The cycle shelter has been poorly located; it is not a service to the businesses that it has been located so close to, but a severe disruption. As it is mainly a residential service it should be located to minimise the disruption it causes to local shops by being located in a more appropriate residential location.
- 9) **Hindrance to several local businesses.** The area of road that the cycle shelter has been located in is the loading location for at least 4 local shops/businesses. This has caused much difficulties and disruption for loading and unloading for deliveries. Vehicles are now often doubly parked, and with buses and wagons regularly using the busy route there are regular holdups in traffic flow. We see this as a severe and unnecessary effect that is not warranted for the provision of just 5 cycles, which could be located in a more appropriate place.
- 10) **Severe hindrance to the adjacent business of Zidane's.** Zidane's is a dessert and 'cakeaway' business and provides a much demanded service, particularly to the University of York. This involves the quick loading and rapid delivery of delicate patisseries and frozen desserts. The business' delivery service is severely hindered by the unwanted and unconsented cycle shelter directly outside the business premises, preventing loading of its delicate goods by both delivery drivers and customers picking up.
- 11) **Severe hindrance to Zidane's outside seating.** Zidane's uses its forecourt in summer for outdoor seating for customers waiting and purchasing its desserts and/or hot drinks. The unwanted and unconsented cycle shelter causes cyclists and passers-by to encroach on its seating area when the shelter is in use. Under duties to the safety of its customers from being struck by a cycle manoeuvring or knocked by a passer-by (e.g. imposed by the Occupier's Liability Acts), Zidane's is being restricted from putting seating out again this summer. We require the experiment to be immediately suspended and the cycle shelter to be immediately removed in these circumstances.
- 12) **Positioning.** The cycle shelter has been deliberately positioned to align with the forecourt of private property, without consent. This was made clear from the CYC Officer at the install, when the cycle shelter was moved up to align with the forecourt of Zidane's so that when the shelter is being used, cycles can be manoeuvred on the private property and passers-by can use the private forecourt to walk past. This has created a wasteful gap on the road between it and existing bollards. A third and fourth bollard were needlessly placed to prevent the road either side from being used by motorcycles or small cars to park whilst visiting the nearby shops.
- 13) **Hindering the re-letting of empty business premises.** Potential tenants are commenting on the eyesore and worried about its restriction on loading and parking.
- 14) **Safety.** The cycle shelter is mounted on the kerb with the handle of the cycle shelter sticking out into the footpath. This restricts the width of the pavement on a busy stretch (particularly at school leaving time) and causes a hazard for pushchairs, pedestrians and wheelchair users.
- 15) **Restricting private property owner's use of their land.** If the owner of the adjacent forecourt wished to place a wall at the edge of his property, it would make the cycle shelter extremely difficult to use and cycle owners would be faced with scraping the wall with their cycles or having to lift them whilst alert passers-by waited to pass. There would be a strong possibility that passers-by would get knocked by the cyclist trying to use the shelter. This intimidates the property owner from being free to make decisions about his own land. Consent should have been sought before the installation of this contraption.
- 16) **Rainwater flow.** Poor judgement of installing the cycle shelter on the road means that it, and the cycles within, block the flow of water along the gully and into the roadside drain. Water is now seen backing up along the gully causing unreasonable difficulties for road users.
- 17) **Filth.** Because the cycle shelter, and cycles within, block the gully a large amount of debris in a short space of time has built up both within the shelter and at the edge of the shelter's structure. This is not only an eyesore but is also becoming a nuisance and a hazard.

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**Decision Session -  
Executive Member for Transport**

**21 July 2020**

Report of the Assistant Director of Transport, Highways & Environment

**Consideration of Representations received in response to advertised amendments to the Traffic Regulation Order**

**Summary**

1. Consideration of representations received, in support and objection, to advertised proposals to amend the Traffic Regulation Order.

**Recommendations**

2. It is recommended that the Executive Member considers the original proposals for each issue together with representations received and make a decision from the options given on the Ward/individual Annexes.
  - a) Implement as Advertised
  - b) Uphold the objections and take no further action
  - c) Implement a lesser restriction than advertised; for example a shorter length of restrictions
  - d) Other options relevant to the proposal and representations received

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

**Background**

3. Requests for waiting restrictions or other changes to the TRO for minor traffic management issues are placed on a waiting list to be considered at the same time.
4. We advertised 56 separate proposals to amend the traffic regulation Order on the 7<sup>th</sup> February 2020. 33 of the proposals did not receive any representations of objection and these are in the process of being taken through to implementation.

5. 23 of the proposals involving 15 Wards received objections and these are included in this report to the Executive Member for consideration and decision.
6. The proposals and representations received, together with officer recommendations are detailed by ward on the attached annexes.
7. Ward Councillors have received this information and been invited to comment on the issues and officer recommendations. Any comments received have been included within the Annex for that ward.

### **Consultation**

8. The advertised proposals for amendment of the Traffic Regulation Orders were advertised in the local press and notices put up on street. Properties adjacent to the proposals were posted details as they are the most likely to be affected.
9. All emergency services, haulier associations, Parish Councils and Ward Councillors receive details on advertisement.

### **Options**

- 10 The options available for each item are detailed on the annexes but depending on the proposal and representations received will include one or more of the following:
  - a) Implement as advertised
  - b) Uphold the objections and take no further action
  - c) Uphold the objections in part and implement a lesser restriction that advertised
  - d) Other options relevant to the proposal and representations received

Highway Regulations will only permit us to implement the restriction as advertised or a lesser restriction. We are unable to implement a more restrictive restriction through this process without re-advertising.

### **Analysis**

- 11 Officer comments and analysis are included on the individual Annexes.

## Council Plan

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

## Implications

- 13 **Financial** - There are costs associated with the advertising and implementation of any proposal. These will be met by the budget allocation within the department for “New signs and lines”

**Human Resources (HR)** - Any proposals which are implemented will become enforceable by the Council’s Civil Enforcement Officers in the same way as existing waiting restrictions. This will have an impact on the available resources of this department.

**Equalities** - There are no Equalities implications identified

**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** - 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 identified

## Risk Management

- 14 In compliance with the Council’s risk management strategy there is low risk associated with the recommendations in this report.

## Contact Details

### Author:

#### Sue Gill

Traffic Projects Officer,  
Traffic Management  
Tel No. 01904 551497  
[sue.gill@york.gov.uk](mailto:sue.gill@york.gov.uk)

### Chief Officer Responsible for the report:

James Gilchrist  
Assistant Director: Transport, Highways  
& Environment (Economy & Place)

#### Report

Approved



Date 09.07.20

Wards Affected (as detailed on the Annexes)

15

For further information please contact the author of the report

**Background Papers: N/A**

**Annexes:**

Annex A: Acomb Ward

Annex B: Clifton Ward

Annex B2 (A): Representation received from St Luke's Church

Annex C: Dringhouses and Woodthorpe Ward

Annex C3 (A): Detailed representations received for Moorcroft Road

Annex C4 (A): Detailed representations received for North Lane, Dringhouses

Annex D: Fishergate Road Ward

Annex E: Fulford & Heslington Ward

Annex F: Guildhall Ward

Annex G: Haxby & Wigginton Ward

Annex H: Heworth Without Ward

Annex I: Holgate Ward

Annex J: Hull Road Ward

Annex K: Micklegate Ward

Annex K2: Detailed representations received for Mount Vale proposal

Annex L: Osbaldwick & Derwent Ward

Annex M: Rawcliffe & Clifton Without Ward

Annex N: Strensall Ward

Annex O: Wheldrake Ward

## Annex A      Acomb Ward

<b>A1</b>	<b>Location: Boroughbridge Road service road to properties 140a to 154</b>
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### Nature of problem and plan of Advertised Proposal

Vehicles parking when visiting the shops which is causing an obstruction for residents entering and exiting the area and their private off street parking amenities.



The proposal was to implement double yellow lines to one side of the carriageway to discourage inconsiderate parking and ensure residents have access and egress to private off street parking. Some parking space would be retained on the property side of the carriageway.

### Representations Received

We have received 2 representations in support and 2 in objection.

**Support;** two residents support the proposal completely and requested we consider further restrictions in the turning head area adjacent to 152/154 Boroughbridge Road as parking in this area makes it difficult for vehicles to turn at the end of the cul-de-sac

#### Precis of Objections:

- All this will do is inconvenience the families living here
- No other place for visitor parking in close proximity to the houses; where are you expecting family, visitors and carers to park
- Each house only has off street parking for one car, leaving the second cars stranded
- There will be nothing gained by the proposal other than empty space
- The proposal is pointless

- One resident suggests a better alternative would be to implement a permit parking system

**Officer analysis**

The only way we can give priority to residents for available on-street parking space is to introduce a permit parking scheme as suggested as an alternative by one resident. We have received no evidence that other residents on the cul-de-sac area would welcome a proposal of this nature.

The proposal does allow some parking on one side of the road – but depending on the level of non-residential parking this could be of dis-benefit to residents. By concentrating the parking onto the property side of the carriageway this will allow space opposite the driveways for manoeuvring vehicles on and off the private parking areas.

**Options:**

1. Over-rule the objections and implement as advertised
2. Up hold the objections and take no further action
3. Defer the decision and undertake further consultation with residents about their preferred option, to include introducing a Residents' Priority Parking Area; the results of which are to be referred back to the Executive Member for a decision on the way forward. (Recommended Option)

Option 3 is the recommended option as it further involves residents in the decision making process and allow us to implement a scheme with confidence that it has a majority of residents in approval. The request for additional restrictions in the turning head could be included within the same consultation process.

**Ward Councillor Comments:**

**Cllr S Barnes** – No comments received

**Cllr K Lomas** – No comments received

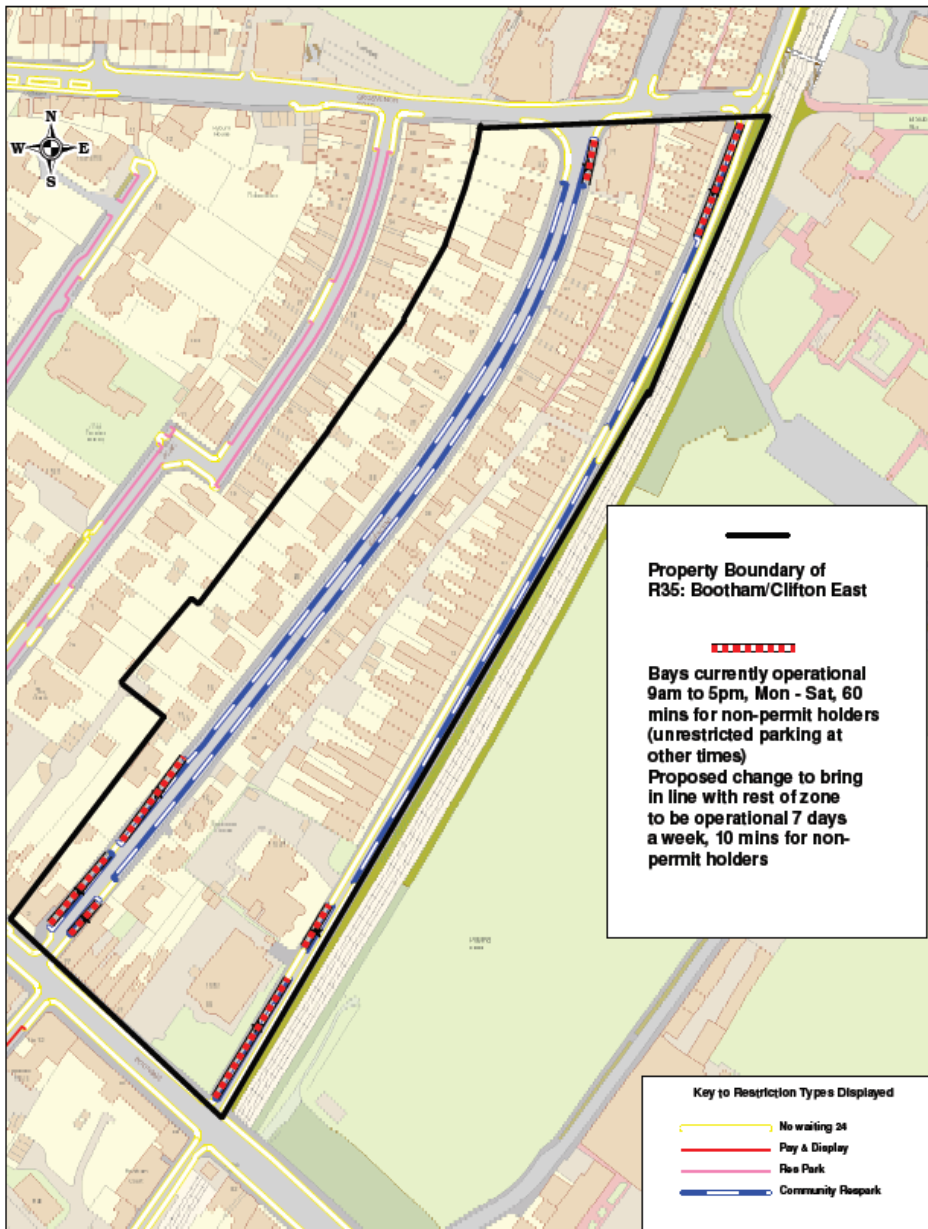
## Annex B Clifton Ward

**B1**

**Location:** Grosvenor Terrace & Bootham Crescent

### Nature of problem and plan of Advertised Proposal

Non permit holders parking evenings and Sundays causing resident permit holders unable to find space in zone. Resident requests all bays to be amended to operate full time, 7 days a week with 10 minutes for non-permit holders.



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 R35. Bootham/Clifton East

SCALE	1 : 1854
DATE	31/01/2019
DRAWING No.	
DRAWNBY	

Plan identifies current bays in R35 operational Mon to Sat, 9am to 6pm with 60 minutes for non-permit holders. Proposal was to change these to 7 day, 24 hour operation with 10 minutes for non-permit holders.

**Objection Received**

We have received a representation from the Ward Councillors who have requested the two northern spaces at the Grosvenor Road end on Bootham Crescent and Grosvenor Terrace remain unchanged for the benefit of the Burton Lane Social Club.

“We do not feel that unfairly restricting parking access for people attending the Burton Lane Social Club is necessary, further to this, more work should be done with the Management Committee of the Club to ensure that parking permits can be purchased by the Club in a similar way that Guesthouses and B&Bs on the same street are allowed to purchase permits. The Club would benefit from being able to provide some parking amenity for the entertainment performers that it hires and also for those who have hired the use of the community and social space for special occasions.”

**Officer analysis**

No objections have been raised for the proposed changes to the other bays and these are being taken through to implementation.

The streets to the north of Social Club are unrestricted and some unrestricted parking remains on Grosvenor Road. Currently there is no scope within the Traffic Regulation Order to allow the Club to purchase permits other than one Business Permit which can be used on any vehicle. This request has been referred to officers currently reviewing eligibility regulations and permits within the TRO.

**Options:**

1. Over-rule the objection and implement as advertised

This is not the recommended option because we have been made aware these bays are used by a nearby community facility on evenings.

2. Uphold the objection and take no further action, leaving the bays adjacent to the Social Club to operate as existing (Recommended)

This is the recommended option as we have improved the parking amenity for residents within the other bays. The Ward Councillor request, for the benefit of a local community facility can be justified.



**B2**

**Location:** Burton Stone Lane & Shipton Street

**Nature of problem and plan of Advertised Proposal**

Non-Resident Parking causing obstruction to drive access and where parked on both sides of the carriageway obstruction to large vehicles/buses.

Commuter and non-residential parking adjacent to Church elevations is high, leaving little space for community event parking including funerals.



The proposal aimed to remove parking on both sides of the carriageway to remove obstructive parking during the working day. The parking bay (2 hour parking) would keep the area clear from long-term commuter parking and provide a better short term parking amenity for the church and the nearby business outlets.



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 Burton Stone Lane - Draft Proposals

SCALE	1 : 1250
DATE	28/11/2018
DRAWING No.	
DRAWNBY	

### **Objections Received**

We have received four objections to the proposal (in part).

- The restrictions do not go far enough, they should extend the full extent from Lumley Road to Cromer Street (one resident)
- One Resident welcomes the proposal on the north/west of the Street but feels the area around St Luke's Church should remain unrestricted. Requested consultation on a Resident Parking Scheme for 136-160 Burton Stone Lane to include the area adjacent to the Church

### **St Luke's Church**

The full objection is available as Annex B2A. The Church consider the proposal does not take account the needs of their congregation & community and would like further discussion about alternatives and adjusting the proposal to take into account future planned changes which include a vehicle access to the South.

### **Ward Councillor's**

We support the amendment to introduce 'No Waiting' restrictions on the north side of Burton Stone Lane and to re-advertise the existing restrictions in between these two areas. This will reduce the number of cars illegally parking on the pavements at this location, improve sight-lines and access for vehicles entering and exiting Burton Avenue and also keep the carriageway wide enough for buses to travel down Burton Stone Lane without the levels of difficulty that have arisen in recent years due to increased parking. One consideration ... is that the restriction does not need to go all the way to the kerbside of Cromer Street. There could be some retained (unrestricted) parking for residents and people using Heron Foods (and other stores) by keeping some parking space outside 155-161 Burton Stone Lane.

We wish to express our opposition to the parking bays adjacent to the Church. We do not feel that these types of restrictions are currently suitable or supported within the area. We are aware that a number of years ago, we asked for consideration to be made to work with St Lukes Church so that they could adequately provide some parking provision for hearses and wedding vehicles for those occasions that the Church hosted for the community it serves. St Lukes had historically placed cones on the carriageway to try to reserve some space on the morning of these events; and it was warned against doing this by the Police.

The proposal does not adequately address this issue and the Church are also opposed to the changes. Currently Clifton does not have a community centre and so St Lukes has become a focal point for the local community and many different groups use the hall. Often these groups include elderly or disabled people who would be unable to attend and take part if they were restricted to a two-hour waiting time. Similarly following church services, the congregation are invited in to the hall for refreshments which provides an opportunity to meet other people. Members who are forced to rely on vehicles would be excluding from taking part.

We would ask you to withdraw the proposal surrounding the Church and retain the existing status for these areas, whilst committing to work with Ward Councillors, St Lukes and local residents to find a long-term solution.

### **Officer analysis**

**Proposed single yellow line on the North West of the street:** we understand the Ward Councillors' request to leave some unrestricted parking outside 155-161 Burton Stone Lane.

The proposal is for a single yellow line to allow parking amenity for residents overnight and Sunday's. Unrestricted parking outside 155 & 157 would leave a parking amenity on both sides of the carriageway and continue to present partial footway parking and carriageway obstruction issues during the working day. 159 & 161 are considered to be within the standard junction protection area.

A disabled bay has been provided on Cromer Street for one of the resident's in this stretch of road.

We would prefer to implement this section as proposed. Should restrictions be implemented the area will continue to be monitored. H Bar markings to be offered to residents on Burton Stone Lane where required.

**Proposed parking areas adjacent to the Church:** we are arranging a meeting with the Church Warden to discuss this further. We can implement a lesser restriction than advertised without having to re-advertise, for e.g. a 3 or 4 hour time limit or restrictions for only part of the day.

**Resident Parking:** This can be considered should we receive evidence of support.

**Options:**

**1. Implement as Advertised.**

This is not the recommended option as the proposal does not meet the community needs of St Luke's Church.

**2. Recommended Option:**

(i) Implement the restrictions as advertised on the North West of Burton Stone Lane

(ii) Defer the decision re; parking bays on Burton Stone Lane and Shipton Street adjacent to the Church until further discussions with the Church have taken place

(iii) We ask the Executive Member to delegate the decision to take an amended scheme through to implementation if this involves a lesser restriction than advertised if the Church and Ward Councillors are in agreement; or, delegated authority to advertise an alternative scheme with the Church and Ward Councillor support.

**3. As option 2 with non-implementation of the proposed restriction adjacent to 155-161 Burton Stone Lane.**

This is not the recommended option because it will not remove obstructive parking.

Option 2 is the Recommended option because the yellow line restriction will remove parked vehicles obstructing footways and the free passage of other vehicles. Further discussions with the Church may enable a better and more acceptable resolution to problems reported originally.

**Ward Councillor Comments:**

**Councillor D Myers**

On B1. It refers to Grosvenor Terrace in the title, but in your recommendations refers to the spaces adjacent to the Club (presumably on Bootham Crescent). Our objection was to changes to both points 6b and 6g. The northern bays on both Bootham Crescent and Grosvenor Terrace.

On the Cromer Street BSL changes. I am happy to let that go, but understand there is only one disabled parking bay on Cromer St, but there are two people registered with a blue badge. So we will have to make the case for an additional disabled parking bay here.

*(officers have changed the wording on the report for clarification on B1)*

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Neil Ferris  
Director of Economy & Place  
City of York Council  
West Offices  
Station Rise  
YORK  
YO1 6GA

Dear Mr Ferris

**The York Parking, Stopping and Waiting (Amendment) (No 14/43) Traffic Order 2020**

Thank you for your letter of 7<sup>th</sup> February 2020 outlining proposals for amending the traffic restrictions in the Clifton area, notably around the curtilage of St Luke's Parish Church and Church Hall.

The Parochial Church Council of the Parish of St Luke the Evangelist, York (the Trustees) formally objects to the proposals set out in your Notice, numbered 1, 2, 3 and 4.

Whilst the problems of parking in the Clifton area are well known, the Trustees are very disappointed not to have been consulted on the proposals during their development as they will affect the function and operation of our Church and Church Hall. These proposals will make a bad situation worse by creating yet more pressure on the few remaining available car parking places in the vicinity of our buildings. Whilst the Trustees understand that the proposed restrictions will prevent all day commuter parking to the benefit of residents, the unintended consequences are that they will have a profound effect on our church and its activities. More than 50% of our congregation live outside our Parish.

Our church building is regularly used on Sundays – mornings, afternoons and evenings, and after 6pm on weekdays. Additionally we have weddings and funerals which take place during the day. Whilst the church services themselves will generally be able to be accommodated within the 120 minutes allowable time, this does not allow time for members of the congregation to move into the Church Hall afterwards for refreshments. The need for members of the congregation to relocate their vehicles after church services to enable them to stay for refreshments will be hugely problematic both in terms of highway safety with numbers of people having to relocate their vehicles at the same time, and also in terms of how we function as a church. Church Officers, musicians and Clergy can be at the church building around the times of services for up to four hours.



Our Church Hall, currently accessed from Shipton Street, relies on the availability of parking spaces in the vicinity of the entrance for people to load/unload equipment and resources. Hall bookings are generally for morning, afternoon or evening sessions, so a 120 minute restriction on parking will also adversely affect users of the Hall.

By the end of this year, we are hoping to have reconfigured and refurbished our Church Hall, so that the entrance to the Hall is via Burton Stone Lane, adjacent to the Barracks site. Whilst this does not affect anything said above, part of the overall project is to create a parking place for a funeral hearse on church land adjacent to the Barracks boundary wall. This will require a dropped kerb to be installed on Burton Stone Lane. For this reason it would make sense to extend the no waiting at any time restriction to cover the width of the new dropped kerb. A planning application for the St Luke's Community Hub, as we are calling it, will be submitted soon. Had we been consulted on your parking proposals at the development stage, you would of course have been made aware of this.

Again, had you consulted us, you would have known that our church buildings – the St Luke's Community Hub – are becoming very much more community focussed in support of our Local Members' Ward Priorities. Our weekly Community Café is supported by Citizen's Advice and CYC Adult Services as well as a number of charities, and our local Ward Members hold their monthly surgeries at our Community Coffee Morning.

I would like to suggest on behalf of the Trustees that even though you have now advertised these proposals, that you start a dialogue with us to amend your proposals in a way that achieves your objective of controlling parking in the area for the benefit of residents, whilst minimising the adverse effect on the function and operation of our church and buildings.

Yours sincerely

**Church Warden**

For and on behalf of the Trustees

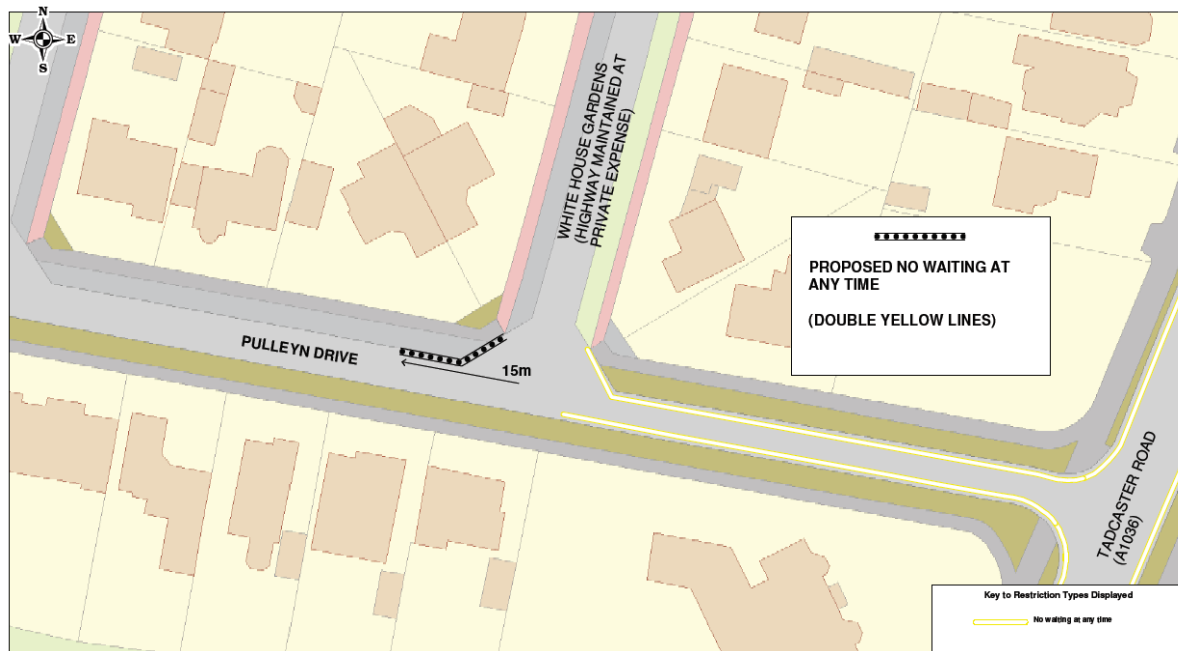


## Annex C Dringhouses and Woodthorpe

**C1** Location: Pulleyn Drive, White House Gardens junction area

### Nature of problem and plan of Advertised Proposal

Vehicles parking on junction causing problems of access and obstructing sight visibility splay on egress.



The proposal (15m from the projected western kerbline of White House Gardens west for 15 metres) was designed to prevent parking close to the junction causing the reported issues with access and sight lines on exit.

### Representations Received

We have received one representation in objection to the proposal. *"I would like to raise the concern that such restrictions would force issues further down the road. The proposed lines would limit parking at the only spot not directly in front of another property, forcing cars to then park near driveways where the turning circle is already tight (there have been several accidents with people hitting gate posts or vehicles on the opposite verge in the past). Pulleyn Drive is a 20 mph zone so cars should be proceeding with caution - sad to say the speed limit signs are often ignored."*

### Officer analysis

We believe vehicles are parking in the junction area, specifically on the angled section leading into White House Gardens. By extending the

restrictions further west we are protecting sight lines. There is a mature tree on the verge just west of the junction area that will additionally impede sight lines.

The restrictions will protect one drive access opposite.

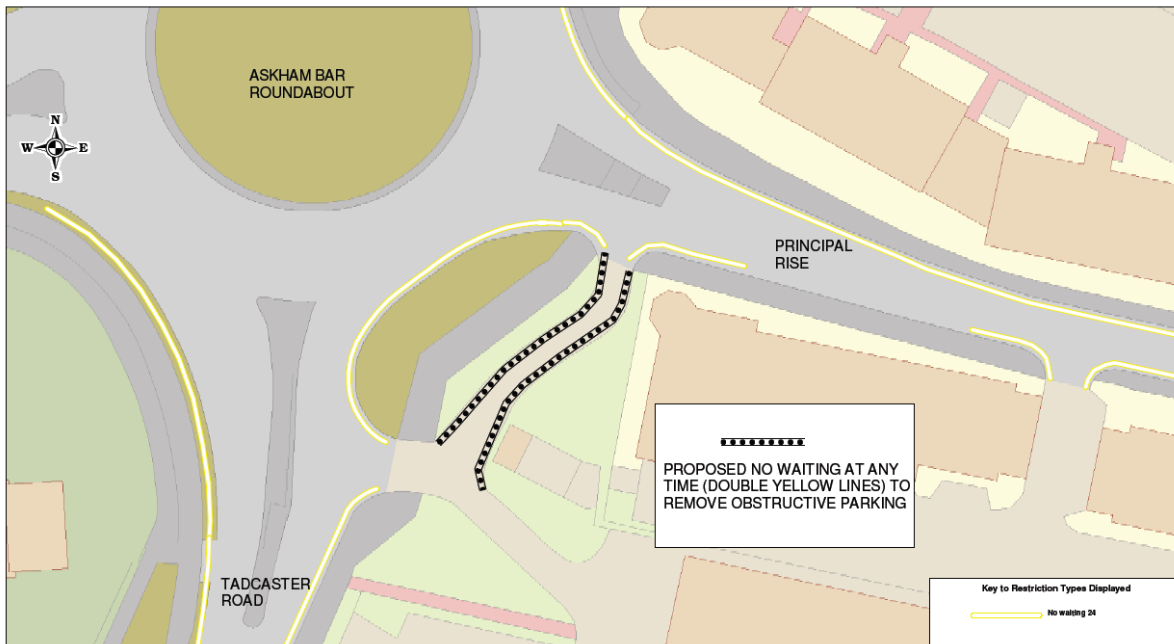
We do not consider vehicles should be parking this close to a junction or the proposal excessive in nature.

**Options**

1. Over-rule the objection and implement as advertised.  
This is the recommended option because this is basic junction protection to prevent vehicles parking close to the junction.
  
2. Uphold the objection and take no further action.  
This is not the recommended option because instances of obstructive and inconsiderate parking will remain.

**C2****Location: Slip Road from YorkCraft to Principal Rise/Askham Bar roundabout junction****Nature of problem and plan of Advertised Proposal**

Vehicles parking on access road creating obstruction for others to pass



The access road (one way) from YorkCraft to the Asham Bar Roundabout allows vehicles to exit to turn right. Without this vehicles would be forced to turn left with no facility to manoeuvre a u turn to turn left. We believe vehicles associated with York College are using the narrow access road for parking and preventing access for larger vehicles leaving YorkCraft. Some vehicles have been observed parked facing west and have driven in from Principal Rise and consequently ignored the No Entry Sign.

**Representations Received**

We have received one objection to the proposal from a resident on the Principal Rise estate.

*“Having reflected on the information provided and our discussion I would like to formally object to the proposal for double yellow lines on the access road by Yorkcraft.*

*It seems we agree that if the proposal is implemented for double yellow*

*lines it will simply push additional parked cars, from York College students, onto the Revival Estate. I don't think the estate has the capacity to absorb the additional parking. It would be fair to say many of my neighbours are already very upset by the increasing impact of student parking on the estate and I feel it is necessary to object, as it seems clear this proposal will make the problems even worse.*

*From my perspective the issue I have with this is:*

- this situation has been getting worse over the last few years on the estate, and given your comments below with regard to the parking scheme, it won't be resolved anytime soon.*
- the main problems are the narrow roads on the estate weren't designed to be a student car park. So as I mentioned on my initial comments as regards access is restricted to bin wagons, deliveries etc*
- I'm aware it has been reported that there have been incidents between residents and students, and also accidents given the number of inexperienced drivers using the the estate. I really don't want that situation to worsen.*

*Furthermore I think the evidence is that adding double yellow lines further up the Revival estate has just pushed the problem further down the estate. I expect a similar impact from this proposal which I think is unreasonable from the perspective of myself and others. I don't think you can separate the issues when student parking is the issue driving both problems.*

*I sincerely hope that the problems with parking in the area around the York College and Tadcaster Road resolve. However, this proposal just seems to make the problems worse if anything"*

### **Analysis**

The objection is on the grounds that vehicles displaced will move onto the Principal Rise estate in preference. This may be the case. Some parking does occur on the estate from York College. Most of the parking is concentrated nearer Tadcaster Road or footpath access within the estate leading to Tadcaster Road.

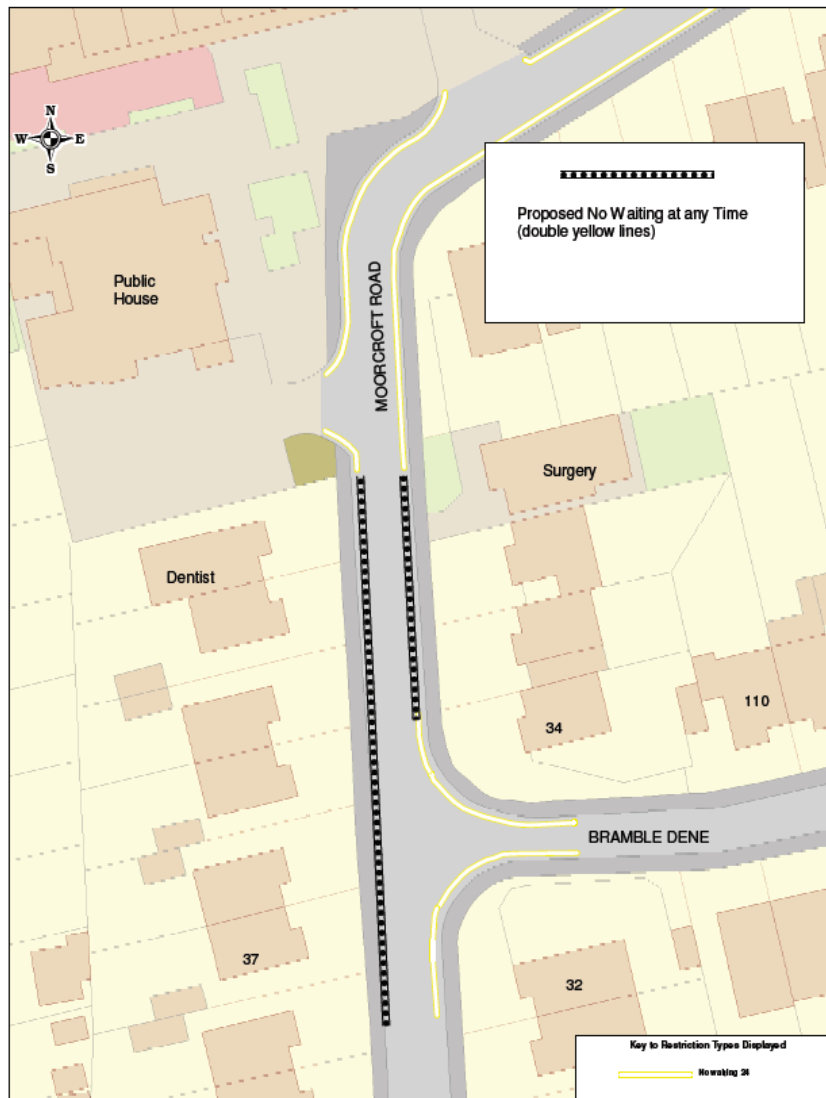
This large development is on the waiting list to be consulted for Resident Parking scheme when they reach the top of the list. We anticipate this consultation will begin later this year. At this time the results from that consultation are unknown and may not lead to implementation of a scheme.

**Options**

1. Over-rule the objection and implement as advertised.  
This is the recommended option because we have a statutory duty to ensure larger vehicles are able to access and egress on areas of adopted highway.
2. Uphold the objection and take no further action at this time.  
This is not the recommended option because the restrictions will prevent obstructive access from YorkCraft. Drivers ignoring the No Entry signage will no longer have the need to do so if the parking is removed.

**C3****Location: Moorcroft Road****Nature of problem and plan of Advertised Proposal**

Parking at the dentists and doctor surgery on Moorcroft Road create congestion and obstruction issues.

**Representations**

We have received 8 representations in objection, one representation in support and a representation from the Ward Councillor following a public meeting to discuss the proposal. All representations are recorded in full on Annex C3A. The main themes from the representations are précised below:

- Displaced vehicles on side streets and in front of other residents close to the bend on Moorcroft Road – this could necessitate further restrictions in the future
- More use of the private car park for patients of the medical surgeries
- Staff and patients have to park somewhere

- 2 hour restriction on the private car park has created the problem
- Lack of enforcement of existing restrictions
- Introduce permit parking

### **Analysis**

There have been complaints about intermittent parking along this stretch of road for many years. Restrictions have always been resisted because the frequency and disruption was not considered enough to justify the implementation of restrictions that would also impact on local residents. The calls for some action to be taken have increased from residents and ward members and it would appear the instances of parking have increased due to a combination of the time limit on parked cars at the rear of the shops and an increase in patients at the surgery and dentist. We are unable to compel the owner of the private car park to relax their parking restriction (but note the local ward member has made this request to the owners without success – so far). The Surgery and Dentists cannot require their patients to use the car park; the 2 hour maximum stay should be adequate for most visits. The decision on how and where to park is the drivers and a few will choose to regard their needs above the inconvenience they create for others and park in a poorly thought out manner (see photo supplied by the ward councillor on Annex C3A). If restrictions are agreed in full or part there will likely be some relocation of parking and some of this may impact on residents, this is why we tend to only put forward minimal restrictions in residential areas outside the city centre or other busy more local areas. Residents are concerned about the obstruction of the footway preventing safe disabled access close to the doctor's surgery. Observations about obstruction to the bus service when cars are parked on both sides of the carriageway have also been noted.

### **Options**

1. Take no further action and accept some ongoing occasional delays due to poor parking by drivers.  
This is not the recommended option. Although the poor parking is intermittent and delays do not have a significant impact on the main road network concerns continue to arrive at the Council and with the Ward Councillors. This would not solve the issues of footway obstruction or obstruction to the bus service.
2. Implement the proposed restrictions on the surgery side of the road only.  
This is the recommended action because it will alleviate some of the congestion issues, leave some parking amenity on street where most needed and minimise the displaced parking into the

side streets. We'd also seek to achieve the cooperation of the surgery and dentist to highlight the 2 hour parking behind the shops in their information to patients.

3. Implement the proposals in full with a reduction of length on the west side to the boundary of 41/43 Moorcroft Lane as suggested by the Ward Councillor (Annex C3A)

This is not the recommended action because this would concentrate the parked vehicles to the nearest available unrestricted space which would be opposite the junction to Bramble Dene.



**C4****Location: North Lane, Jervis Avenue, Dringhouses****Nature of problem and plan of Advertised Proposal**

Four properties are situated off a private access road/drive leading off North Lane. The entrance is narrow and the carriageway width is 5m (similar to the majority of York residential roads). Consequently, difficulties with access/egress can ensue when vehicles are parked opposite it and a chicanes situation results as shown.



Restrictions were proposed on the south west side of the carriageway to remove the “chicanes” caused by parked cars and enable vehicle access. Removing parking on one side should remove the necessity of vehicles parking on the footway to enable others to pass. Restrictions on the west side ensures houses opposite can access and leave drives opposite. Some parking amenity remains on the east side of the carriageway between the residential drive access points.

**Representations**

We have received 8 objections to the proposal and one representation in

support. The representations have been recorded in full within Annex C4A, but the main themes are as follows:

- Ambulances, delivery vehicles have been observed accessing the private lane of concern
- Restrictions are not necessary
- Displacement parking onto Jervis Road and other areas of North Lane
- Area already under pressure of space, removing a parking amenity will exacerbate this

### **Analysis**

It is not usual for waiting restrictions to be proposed to protect a private access to the detriment of other residents' on street parking amenity. The proposal has led to several objections from the residents adjacent to the proposed restrictions and from residents nearby concerned about displacement parking onto their streets. The area is already under pressure for space.

We have received conflicting reports of parking habits on this stretch of road. Most of the objectors have reported the access to the four properties off this end of North Lane is not routinely obstructed.

We are unable to introduce a two space Resident Parking zone just for the use of one or two residents. We have not received any evidence of support for such a scheme over a wider area.

If, as reported, this section of carriageway is only routinely parked on by one or two vehicles, we would recommend an advisory H bar marking opposite the access as a guide to drivers not to park too close and impede access.

We note residents of Jervis Road are requesting restrictions at the junctions with Thanet Road and North Lane and this has been referred to the next review.

### **Options**

1. Over-rule the objections and implement as advertised.

This is not the recommended option because the restriction to protect a private access is of detriment to other resident's parking amenity in an area which is already under pressure for space.

2. Uphold the objections and do not implement the restriction.

In addition:

- A H bar marking to be placed opposite the private access
- Jervis Road junctions to be referred to the next review.

This is the recommended option because it better reflects current procedure for protection of private access off the main highway.

**Ward Councillor Comments:**

**Cllr S Fenton, Cllr P Widdowson & Cllr A Mason**

Thank you for considering the large number of comments that some of these proposals have generated. My ward colleagues and I believe that the proposed officer recommendations strike a balance between addressing very real issues which gave rise to the requests for restrictions, and taking into account the concerns raised by residents and businesses about potential impacts.

With regard to the Moorcroft Road situation, we welcome the commitment to work with the surgery and dentist to highlight the availability of two-hour parking behind the shops in their information to patients. As ward members we will also pursue a ward-funded scheme to have a sign erected on a lamp post near the entrance to the car park advertising its existence. We will also pursue a proposal for white H-Bars to be painted across driveways at the high-numbered end of Bramble Dene, in response to concerns from residents about difficulties with access / egress caused by on-street staff and visitor parking, which they fear could worsen. The overriding priority is to prevent the number 12 bus getting stuck and avoid situations where pedestrians are forced onto the road due to selfish and inconsiderate parking. We will assess the impact of any restrictions introduced in tackling these problems. If they have no demonstrable positive impact, we will seek to consult on further restrictions.

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### **Objections on grounds of displaced vehicles**

We are hoping to move into our property ... soon. It is the premises closest to the proposed double yellow lines on Moorcroft Road.

Whilst we have been getting it ready for us to move into we have been concerned about the number of vehicles that use the start of our road to park up and go to the doctors or dentists on Moorcroft Road, some of these vehicles are there for many hours and make it difficult to get on or off our drive.

If the yellow lines do get approved even more cars will park in front of our houses.

Some properties in this area have removed their front lawn/gardens and I think the Doctors and Dentists should do this to ensure the staff have enough space to park their vehicles for the time they are in their practice.

Also these businesses need to stress to their patients that they need to use the parking behind the shops where there are a good few spaces and two hours free parking.

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We accept the proposed yellow (no parking) lines, but where are they going to park? We suspect in Bramble Dene. This will cause very bad obstructions going into Bramble Dene. People are already parking in our side streets and going to work, including parking partially on pavements. Why not ask the private parking behind garage to fit a parking meter?

If you travel the streets in this area, you can see the cars which go into town, they are here all day?

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My own point of view is that there was no problem before vehicles were limited to a 2 hour parking stay in the car park to the rear of the shopping arcade. There were always spare parking bays for those shopping in the Woodthorpe arcade of retail outlets and it was not an issue.

Since the parking restriction has been imposed the parking of vehicles in Moorcroft Road and surrounding streets occurred and has proved a hindrance to residents & the number 12 bus route drivers.

I believe that the introduction of double yellow lines down Moorcroft Road would just push the parking issue further down the road (closer to the bend in Moorcroft Road) and into the neighbouring street's i.e. Bramble Dene.

I believe the easiest solution would be to remove the 2 hour parking restriction in the already existing car park at the rear of the Woodthorpe arcade of shops.

---

I oppose to this foolish idea of putting double yellow lines down moorcroft road this will cause so many more problems for our residents down bramble dene we have so many problems with people parking over my drive way already when I cannot get of my drive way on many occasions where upon I have had to go into doctors and ask who has blocked me in people are just being lazy as we have a car park at the back of the shops.

---

#### Dental Practice

I am the Practice Manager of Woodthorpe Dental Centre. I wanted to give you our feedback on this proposal.

This proposal does concern myself and my staff who work on site. The car park behind the local shops have imposed a parking restriction and fine system which has forced us to park on Moorcroft Road or on the nearby roads. Much to the dissatisfaction from local residents who feel it appropriate to put notes on cars, but unfortunately my staff and patients do have to park somewhere? This proposal will mean that we are only able to park in the nearby streets, which I feel will aggravate local residents further. The car park has more than enough space to allow for parking of customers and non-customers to the shops? Also the pub car park only allows use for patrons and again is empty for most of the day during the doctors/dentists and most of the shops business hours.

I think the car park restrictions (especially shops), has created the problem on Moorcroft Road, further to when the original proposal of yellow lines just outside the doctors was first proposed.

I have worked at this practice now for 16 years now and the problem with buses getting past parked cars has only become an issue since the parking restriction at the shops and I can confidently say that this is an infrequent event. I think that by just having yellow lines outside the doctors as originally proposed is the best solution as it will still allow buses to pass, without limiting parking as much as the new proposal would.

We are objecting to double lines on both sides of the road proposal

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### **Objection**

Proposal has not been consulted

letters of notice were not issued to all impacted residents •No details of why the last proposal was rejected and how this has been reflected in the new / revised proposal

I have supplied the Councillor with photographic evidence that the bends / corners is where the biggest safety issues are with 'head on' issues and busses getting stuck.

The wider understanding of the issues has not been considered, current proposal will exacerbate issues ... such as the bends.

I have supplied evidence to the Councillor that current double yellow lines are often ignored, is this due to lack of enforcement?

Given the demands of the Doctors, Dentists, shops and residents a more wholistic mature approach is required, applying lessons learnt from the college site and redevelopment.

---

### **Objection**

I understand that the proposal aims to alleviate 'indiscriminate/obstructive parking' along Moorcroft Road; however, it is doubtful that the proposal would achieve this. It slightly revises one previously put forward by council officers (in 2018) which also aimed to alleviate 'indiscriminate/obstructive parking' along Moorcroft Road. The present proposal mostly revives fundamental flaws that were generally

accepted to undermine the previous (albeit slightly different) one. Although such attempts to tackle this issue are doubtless well intentioned, it is surprising that council officers are persisting with them and that it is necessary to reiterate the difficulties that were discussed thoroughly in 2018, i.e.

Attempts to install/extend double yellow lines would simply shift any problems arising from parking, to other parts of Moorcroft Road and nearby locations:

For instance there could be problems further south along the road, where congestion might become even worse, with intensive parking within a very short straight section of road and then a very tight bend.

There might be worsening difficulties in nearby Bramble Dene owing to an increase in attempts to park in what is a very narrow road.

Parking is always going to be difficult in the area, whatever happens, not least because restrictions have recently been introduced on parking behind the Moorcroft Road shops. This has increased pressure on parking space in the neighbourhood for people needing to access local facilities.

The chief problem at present appears to be instances of 'double parking' in Moorcroft Road. Arguably, this is already unlawful, and can only be addressed if the appropriate authorities actually enforce lawful parking in situ from time to time to discourage 'double parking.' Plainly this is not being done at present, and this is where resources may be better targeted, rather than painting double yellow lines.

This last point is vividly demonstrated, perhaps unwittingly, by a recent informative mailing (February 2020) to Moorcroft Road residents from Dringhouses & Woodthorpe Ward councillors, which has two photographs intended to illustrate the issue in Moorcroft Road, and presumably implying a need for the council to intervene in line with the above proposal. However, what these photographs actually show, perhaps without council officers or councillors realising this, is how ineffective measures already in place on Moorcroft Road really are, in practice:

One of the photographs shows a car, purported to be contributing to obstruction on Moorcroft Road, actually parked on double yellow lines situated not far from the place to which the council now proposes extending them! In other words, in the photograph is a part of Moorcroft



Road where double yellow lines already exist (put there at public expense undoubtedly) and yet there is clearly no enforcement to render such measures effective. I have absolutely no doubt that this would continue to be the case even if double yellow lines were extended.

The other photograph shows a car which is mainly on the pavement and is blatantly obstructing the pavement; again, this does not appear to be lawful parking, and yet parking of this kind has been allowed to continue unchallenged for many years. In the light of this history, it isn't credible to imagine that the authorities are suddenly going to target resources at enforcing lawful parking in this area; therefore double yellow lines wouldn't amount to any deterrent – on the contrary, they would simply be a waste of money, as monitoring and enforcement would be virtually non-existent.

Another relevant point is that the proposals for double yellow lines have arisen following complaints from FirstBus (part of FirstGroup) about difficulty progressing along Moorcroft Road. That may be an understandable point of view, but I note that in 2019 it was announced, after a FirstGroup shareholders' revolt, that FirstBus would be required to pull out of the UK bus-service sector altogether. It would be perverse for City of York Council to ignore local residents' opposition to the double yellow lines proposals, while instead prioritising the viewpoint of a company with, according to recent reports, no apparent long-term commitment to serving York's community.

Surely the greater risk lies not to the future of bus services in Woodthorpe, but to the viability of the medical practice, if parking were to become so restricted that even essential surgery staff would find it almost impossible to park close to the surgery.

Lastly, it may be relevant to comment on suggestions from local councillors, offered in 2019, that the council's proposals might be amended in some way, e.g. installing double yellow lines on the part of Moorcroft Road near to the GPs' surgery, but only on one side of the road. Although again well-intentioned, such amendments would not of course dispense with the more general problems mentioned above. Additionally, with both a GPs' surgery and a dental practice located nearby, blue badge holders would need to continue to park in the vicinity, as they do at present, in order to access these surgeries, and there would be a risk of double parking from non-blue badge holders parking on the 'unlined' side.

Thank you in anticipation of your considering these observations.

---

### **Objection**

I am writing to suggest an alternative approach to the one proposed for the double yellow lines to be installed along the odd numbered side of the road.

Whilst the current proposal will ease the issue around the dentist and surgery, the one proposed will still lead to chaos creating congestion around the corner leading out towards Bramble Dene and Moor Lane as it does today for public bus services, delivery lorries and cars.

I would like to propose 3 options;

- a) continue with your proposal BUT then create a permit holder only approach for the remaining house holders.
- b) same as a) but allowing householders faced with double yellow lines outside their property the same permit access
- c) extend the yellow lines past 29 Moorcroft Road, around the corner to Bramble Dene entry or beyond to alleviate congestion.

Perhaps permit holder only, free of charge, is the answer and would allow visitor access to householders whilst also preventing dental practice and surgery employees/clients parking on the road. In addition why cant the area behind the shops and service station not be used and remove restrictions there?

Apologies for all the options but the one being proposed will only alleviate some of the problem.

---

### **Support**

My wife and I support the proposal re yellow lines.

Councillor Fenton (Ward Councillor)

I write in support of the proposed double yellow lines on Moorcroft Road, with one amendment – that the proposed restrictions on the odd-numbered side of the road extend from the dentist as far as the boundary of numbers 41 and 43 Moorcroft Road. Or as an alternative, approve the full extent as advertised but initially only implement the scope I have suggested above and monitor the impact.

The issues caused by parking on Moorcroft Road are a major concern to residents, not least because of the impact on the operation of the number 12 bus service which frequently gets stuck because of cars parked on both sides of the road outside the GP practice and the dentist. The prevalence of pavement parking in this area is also a significant concern, particularly for the elderly and parents with young children. I have attached a couple of photographs which demonstrate the issues here.

I convened a meeting of local residents on 18 February at the Moor Lane Youth Centre to gather views. Whilst there are varying views on the impacts of possible solutions and potential knock-on consequences, the consensus at the meeting was that something needs to be done. I took a number of actions from the meeting which are designed to tackle the cause of the increase in parking on Moorcroft Road and nearby streets and reduce the risk of adverse consequences should the advertised restrictions be implemented.

**1. Liaise with the GP practice and dental practice**

I am already in discussions with the GP practice about having a dropped kerb installed outside the surgery so that they can create additional parking bays for staff and patients. But there is perhaps a need for both the GP and dentists to better communicate to their patients the fact that they can park for free for up to two hours in the car park behind the shops, so there should be no need for them to park on street. I will pursue this with them.

**2. Improve signage for the car park behind the shops**

Some residents felt that some patients may not be aware of the existence of the car park behind the shops. I undertook to look at options for erecting a sign on CYC land or property, eg on a lamp post, alerting people to the free car park.

**3. Liaise with the owners of the land around the shops**

I have previously asked the owners of the land around the shops if they would be interested in providing permits for staff from the GP and dentists to park in their car park for more than the permitted two hours, but this has not been pursued. I will follow this up with them, and have also asked if they would consider creating additional parking spaces in front of the shops.

**4. White H-Bar markings**

Some residents at the high-numbered end of Bramble Dene already suffer from cars parked either wholly or partially across driveways, and they have expressed the concern that the advertised restrictions could exacerbate this problem. One potential mitigating measure we have identified is the painting of H-Bars across driveways, to provide a visual cue for motorists when parking.



**Full details of objections received:**

Our family reside immediately opposite the above private lane, and are completely against this proposal. My understanding is that there are concerns about emergency services accessing the above, when cars are parked opposite. I am bemused by this, as i have seen ambulance sized vehicles go down said lane, at times when vehicles have been parked opposite. As regards a fire engine, i do not think one would attempt to go down as the lane is so narrow. Added to which the fire hydrant is at the North Lane end of the lane.

Dropped kerbs and the conversion of front gardens to drives have been suggested. However we wish to keep our front garden, and in any case do not have the requisite £1000 to contribute.

To conclude i am quite alarmed that at a time of such dire financial constraints for local councils, time and money might be wasted on such a venture.

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I strongly object to the proposed double yellow lines on North lane Dringhouses. (The proposal would force) cars to park opposite my drive restricting access and force me to park on the road leaving my driveway redundant. This would create problems that don't exist, and would restrict access to refuse vehicles. I have lived here for forty one years and have never seen any problems to the private driveway opposite. This year alone I have seen tradesmen with large vans access the driveway with no problems. As I am retired I see a lot of coming and going without any problems. Should you still choose to go ahead with the proposed parking restrictions I request you to place double yellow lines opposite my driveway.

---

I would like to register my opposition to the proposed Double Yellow Lines on North Lane. I live on Jervis Road and am afraid that if parking on North Lane becomes prohibited that the cars and vans that already park there will then park on Jervis Road. I recently attended the council drop in meeting at West Thorpe Methodist Church and complained then about the amount of cars which park there now. This has got worse since certain residents of Ebor Court refuse to park in their allotted space in the car park provided for them. Some residents of Jervis Road don't have driveways to park on and have to park on the street. I have one driveway which my car is always parked on but my daughters car

has to use the street outside. The only Yellow lines which were suggested by the council and discussed at the recent meeting were to be installed at both ends of Jervis Road to prevent vehicles parking right up to the junctions at each end as this is a real problem. I agreed to this proposal but oppose the North Lane plan. Jervis Road is a busy road connecting Thanet Road to North Lane and already has parking issues without adding to it.

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I want to register my opposition to this going ahead.

If vehicles can't park on North Lane due to the restrictions we are afraid they will then park on our street Jervis Road.

We already have a big parking problem since Ebor Court was built and certain people from there parking on our street instead of using their car park. There are also people in Jervis Road with no driveway and no option but to park on the road.

As it is vehicles are sometimes parked the full length of the street leaving no room to pass oncoming cars.

After all the section of North Lane you are proposing to give protected parking to is a quiet little dead end street where Jervis Road is a short busy road leading to North Lane that has no capacity for further parking.

Please do not add to our parking problem in Jervis Road by allowing this proposal to go ahead.

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Proposed Double Yellow Lines on North Lane We are writing to comment on the proposed double yellow lines on North Lane. We are at a loss to see why double yellow lines along this stretch have been proposed; the only cars that seem to park are few and belong to the families in the terraced houses. There is also the occasional dog walker. This letter seems to suggest that the lines are required to make access to the shared private driveways easier, but we can't understand why this is necessary. Looking at the width of this driveway even cars parked directly opposite should not prevent essential access, even for large vehicles. As the letter mentions there is more of a congestion problem further along North Lane and we are convinced that the proposed double yellow lines will exacerbate this.

---

I would like to strongly oppose this proposal.

If this goes ahead where will the vehicles park that currently park there?

My worry is that they will start parking on Jervis Road which already has a problem with parked cars since the development at Ebor Court.

As a resident of Jervis Road we have to constantly endure cars parked on the street from Ebor Court despite all of them having private allocated parking places to the rear of the properties. There is also someone constantly parking a large van right across the footpath on the junction of Jervis Road and North Lane restricting drivers views when turning into and out of the street. This must be illegal!

We also always have cars parked on the street that don't have the privilege of driveways.

Jervis Road is only a short street but a major thoroughfare to North Lane and we sometimes have cars parked the full length of the street from Thanet Road to North Lane. Cars park so close to the corners sometimes that when you commit to turning in to the street you find a car coming towards you from the other end leaving you no option but reverse back on to Thanet Road which is a busy road.

I attended the recent council meeting on 6th February at West Thorpe Methodist church along with another Jervis road resident as we both wanted to voice our concerns about parking on our street and the councillors said they would look into putting Double Yellow lines at both ends of Jervis Road to stop cars parking so close to the junctions. There is no mention of this in the letter.

I was absolutely dismayed to receive this proposal of double yellow lines to protect private driveways on the part of North Lane which is a cul-de-sac with very little traffic. If this proposal does go ahead perhaps you could install double yellow lines opposite my driveway at 2 Jervis Road to protect my driveway where I constantly have problems with cars parking opposite making it very difficult to access my property.

I would like to reiterate we do not want any more cars parking on Jervis Road, grass verges or blocking our driveways which I would guarantee would happen if this proposal goes ahead.

---

I wish to raise an objection to the proposal to put double yellow lines in North Lane, Dringhouses. I have lived on this stretch of road for 41 years and puzzled as to why there is any kind of problem outside these properties that warrants double yellow lines being installed, so why now?

There is only one car here (day and night) which belongs to a neighbour. Putting yellow lines outside my property will devalue it and limit potential buyers.

I don't have my car parked on the road (I have off street parking) so why do I have to have yellow lines outside. Residents on the other side of the road are able to park outside their own properties with no proposed restrictions. You are singling out just 4 properties. I fail to see why we are having to pay the price for these decisions by having the proposed lines outside our property to our detriment when we are not causing any problems on the Lane ourselves.

If you proceed you will create new problems. Funds better spent fixing potholes.

If you decide to plough ahead a better solution would be to only put the proposed lines outside 89/91 and not 87 & 93 which are privately owned and do not cause any problems at all.

---

This letter is to object to the proposed double yellow lines. Ever since moving into the property almost 5 years ago the opposite driveways have complained, so I park my car out of the way of any restrictions (see picture). I am the only resident this side to park my car here, I do not see why I should not be able to park my car on my street near my home.

I have 3 children, suffer with a heart problem, I need to be able to carry my weekly shop to my home. The corner also marked on the picture is always occupied by a big work van or motor home – so this is not an option either.

I propose either a residents' only on the street or the area where I park my car to be left as a marked resident parking bay to enable 2 cars for myself and neighbours use.

Digging up my garden/grass out front is not an option as my children play there. I do not want it concreted. There were other complications





when this option was investigated which meant it couldn't go ahead anyway.

Hopefully we can come to a proposed agreement that suits everybody.

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### **Support**

Having had a request for a layby and road widening rejected the only viable alternative remaining is the installation of double yellow lines.

Consequently I wish to strongly support the proposed double yellow lines scheme.

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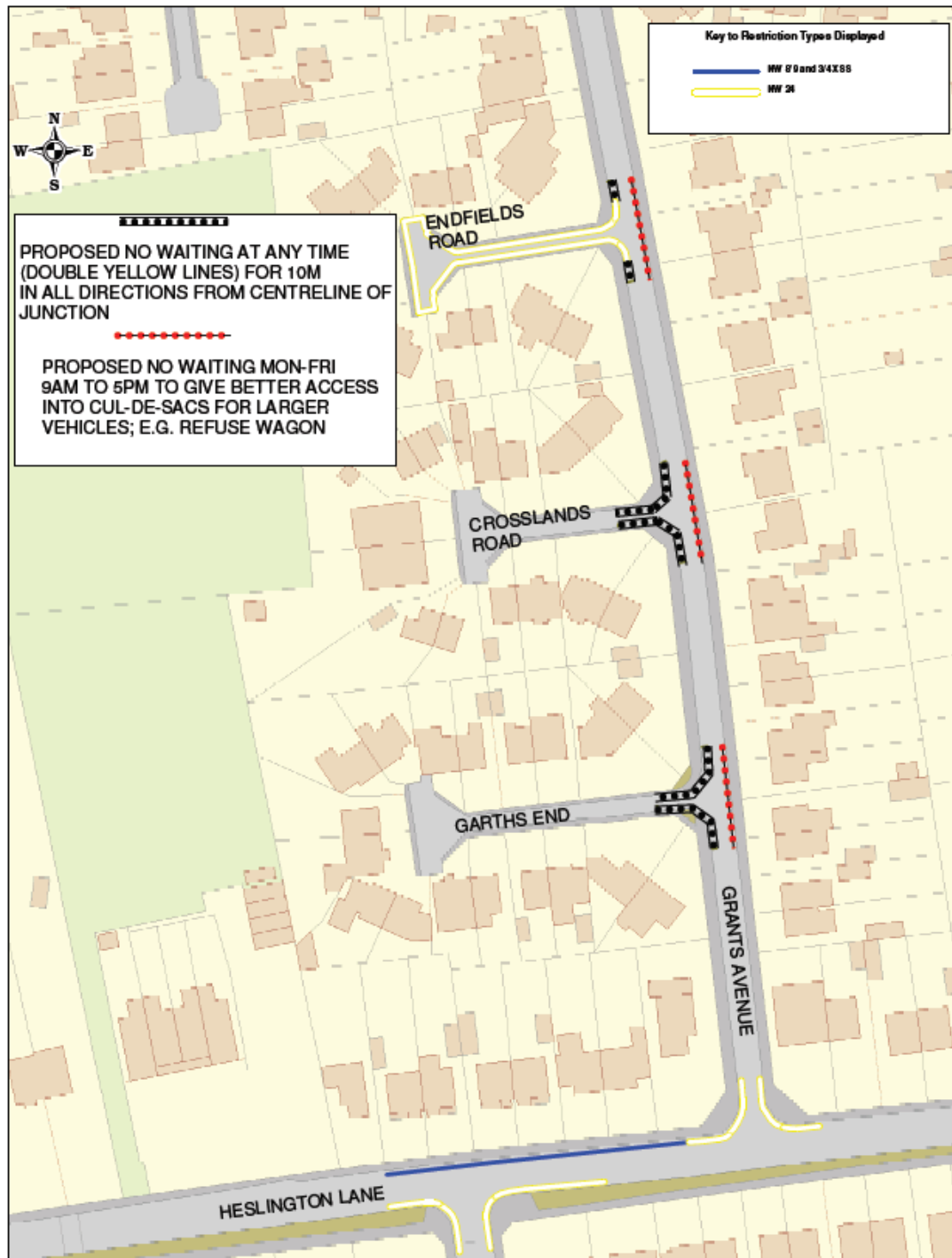
# Annex D Fishergate

**D1**

**Location:**  
Grants Avenue Junction areas

## Nature of problem and plan of Advertised Proposal

Restrictions were requested by the Council's waste collection service. Larger vehicles (e.g. refuse wagons) unable to access or egress from cul-de-sacs when vehicles parked opposite the junctions.



The proposal was designed to remove parked vehicles from the junction areas during the working day. Double yellow being introduced for standard junction protection and sight lines on the immediate junction with single yellow lines opposite the junctions to operate 9am to 5pm to give delivery and refuse vehicles better access without over running the kerbs during the working day whilst still allowing some parking amenity for residents on an evening and weekend.

### **Representations Received**

We have received two representations to the proposal, both requesting additional restrictions.

*"I am very pleased to see that steps are finally being proposed to address the parking problems on Grants Ave which I am sure will go some way to improving vision along Grants Ave when exiting Crosslands Road, Endfields Road and Garths End hopefully making Grants Ave safer ...*

*However due to the fact that Grants Ave dips down from Endfields Road to roughly a midpoint between Crosslands Road and Garths End and also curves slightly to the West from the Southern edge of Crosslands Road junction I believe a 10 metre restriction on the South side of Endfields Road and particularly Crosslands Road still shields .. clear view of any traffic travelling North on Grants Ave to any vehicle exiting Endfields Road and in particular Crosslands Road. After a little experimentation with parking a vehicle at 10 metres and then 15 metres from the centre line of, in particular Crosslands Road, I have found that the view is greatly improved at 15metres. As such can I request that consideration is given to the 'No Waiting at any time' restrictions for South from the centre line of Endfields Road and Crosslands Road is revised to 15 metres?*

*Additionally would it be possible to look at the three 'No Waiting from 9am to 5pm Monday to Friday' restrictions proposed for Grants Ave to be extended to 8am to 5pm or ideally 6pm as a number of delivery vans and vans belonging to residents of Garths End, Crosslands Road and Endfields Road tend to be mobile at this earlier and later time.*

*As all properties appear to have room for parking none of these additional restrictions should affect any residents and probably make Grants Ave a safer place, provided the 20mph limit is adhered to and care is still taken exiting the side roads and driveways.*

The second representation from a resident is concerned the restrictions will exacerbate the issue of vehicles parking opposite the driveway by

displacing them from the junction area and would like consideration to be given to extending the restrictions further from the centreline north of the junction with Endfields Road. This resident does not want to delay the implementation of restrictions already proposed.

**Officer analysis**

We are unable to implement additional restrictions from this round of advertising, or change a proposed timed restrictions unless it is a lesser restriction. Altering the time of the single yellow line, whilst a valid request, would be more restrictive than advertised.

The drive access for the second representation is approximately 25m from the centre line – a longer line on one side of the carriageway displaces vehicles to the other and creates the same issue for different residents. It is difficult to solve this issue without restrictions for virtually the full length of the street on both sides.

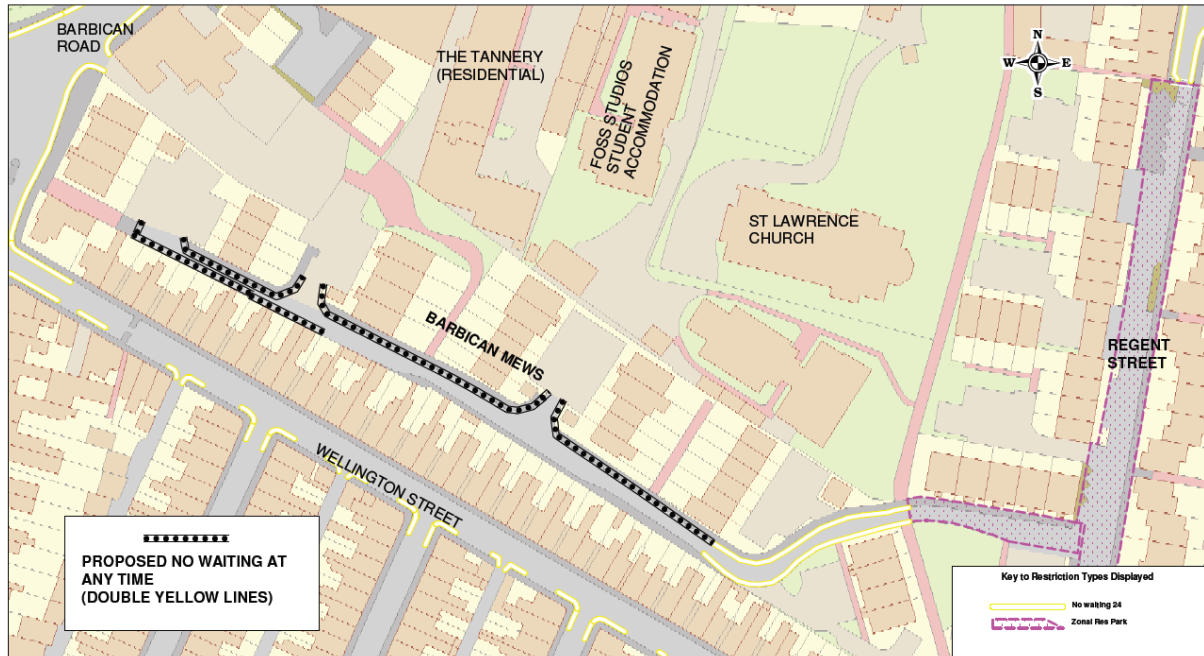
The advertised proposal was made to improve access for refuse vehicles. It has raised other concerns which we are unable to resolve through the proposal.

**Options**

1. Implement as advertised and refer the request for additional restrictions for consideration and taking forward in the next review. This is the recommended option because to re-advertise would cause a delay to the proposed restrictions.
2. Take no further action at this time and re-visit the issue with a view to re-advertising a more restrictive proposal. This is not recommended because of the delay to getting some restrictions on street. Once implemented we will be able to better monitor what additional restrictions are required or necessary.

**D2****Location:**  
Barbican Mews**Nature of problem and plan of Advertised Proposal**

A Petition from Residents of Barbican Mews was received requesting waiting restrictions on the wall side of the carriageway.



Although the petition requested restrictions on the wall side (rear of Wellington Street), our proposal was designed to protect the footway side, maintain sight lines for drivers on egress from the residential areas and leave some parking amenity for residents/visitors. Restrictions were proposed on both sides of the carriageway on the narrower section. Barbican Mews is part of the cycle network route. Restrictions as detailed on the plan.

**Representations Received**

A letter drop was undertaken to all residents in Barbican Mews, including those facing Barbican Road. We received an objection from one Resident:

*I do not believe that the plans for double yellow lines on Barbican Mews are fit for purpose. I believe that the double yellow lines on the opposite side of the road to my property should be extended from their proposed location to where the current double yellow lines are in place.*

*The reason for this is that if there are no double yellow lines put here then all the parked cars that will be unable to park where the proposed double yellow lines are going will all try to park in this area. I also do not understand why the entrance to the square in front of my property is*

*treated differently to the entrance to the square further down where double yellow lines have been proposed.*

### **Analysis**

We can sympathise with the views of this resident, the carriageway is narrow and can vary from 5m to 3m in width. We have protected the narrowest part to ensure vehicle access with restrictions both sides of the carriageway.

As the petition requested restrictions on one side of the carriageway we have to assume most residents would like some additional parking amenity on street. We are unable to implement additional restrictions from this proposal. If implemented and obstruction issues still occur we will propose additional restrictions at that time

### **Options**

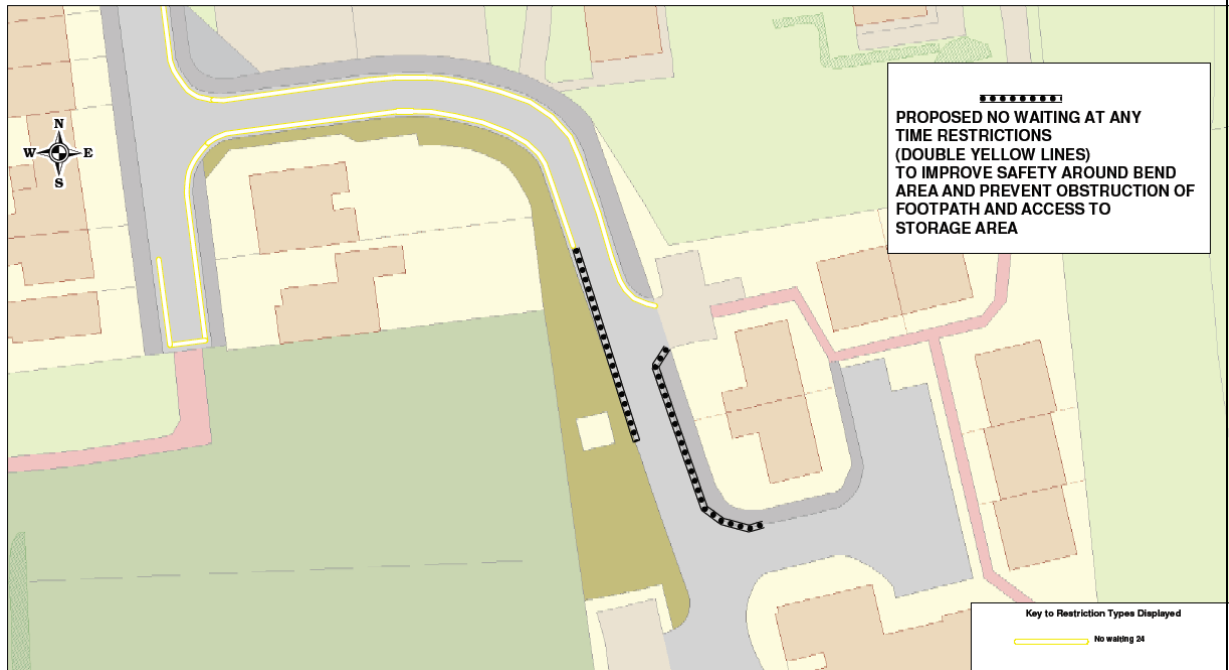
1. Over-rule the objection and implement as advertised.  
This is the recommended option because it meets the expectations of residents who petitioned the council to introduce waiting restrictions.
2. Uphold the objection and advertise a proposal for restrictions the full length both sides of the carriageway.  
This is not the recommended option because it would delay implementation of restrictions by several months and we do not believe this is the view of the majority of residents. We are able to advertise additional restrictions should they be required in the future.

**D3****Location:**

William Plows Avenue

**Nature of problem and plan of Advertised Proposal**

Parked vehicles causing problems with visibility and vehicles on the “wrong” side of the road. Discussions with the Residents association developed the proposal for waiting restrictions as detailed on the plan below:



The proposal was designed to protect sight lines on exiting the parking areas, keep the footway clear of obstructions from parked cars and to ensure drivers negotiated the bend area on the correct side of the carriageway.

The Residents Association discussed the proposal which resulted in the following request for an amendment to the proposal:

*This is in accordance with a meeting of our Residents' Association at which residents felt that the problem was complex. Residents agreed that the proposal should be split into two parts. Part 1 being the introduction of double yellow lines to the east side of William Plows Avenue (behind the bungalows), and Part 2 the introduction of double yellow lines to the west side up to and including in front of the bin store.*

*Residents voted almost unanimously FOR Part 1, and almost unanimously AGAINST Part 2. I would therefore suggest that the proposal as it stands be scrapped, and replaced with the lesser proposal of what I refer to as Part 1 i.e. the introduction of double yellow lines on the east side ONLY of William Plows Avenue (i.e. behind the*



*bungalows).*

*The reason for this objection is that the introduction of double yellow lines on the west side of WPA up to and in front of the bin store would mean - in out-of-working hours - the loss of approximately 5 car parking spaces, which residents - at the time of the above meeting found would be detrimental to residents, their visitors and carers.*

In addition to the above request we have received two individual objections (in part) from residents of William Plows Avenue requesting the same amendment.

### **Analysis**

The request from the Resident Association is reasonable, restrictions on the East side will protect the footway and remove some of the issues of vehicles travelling around the bend on the wrong side of the carriageway. Not implementing the restrictions on the West Side will enable an area of unrestricted carriageway for residents, visitors, carers and tradesmen to use.

### **Options**

1. Over-rule the objection and implement as advertised.  
This is not the recommended option because the majority of safety concerns can be addressed by only implementing restrictions on the East side of the carriageway.
2. Uphold the objection and only implement proposed restrictions on the East side of the carriageway.  
This is the recommended option as it falls in line with resident wishes and the majority of safety concerns can be addressed by only implementing restrictions on the East side of the carriageway whilst leaving an improved parking amenity for resident use.

### **Ward Councillor Comments:**

**Cllr A D'Agorne** – No Comments received

**Cllr D Taylor** – No Comments received



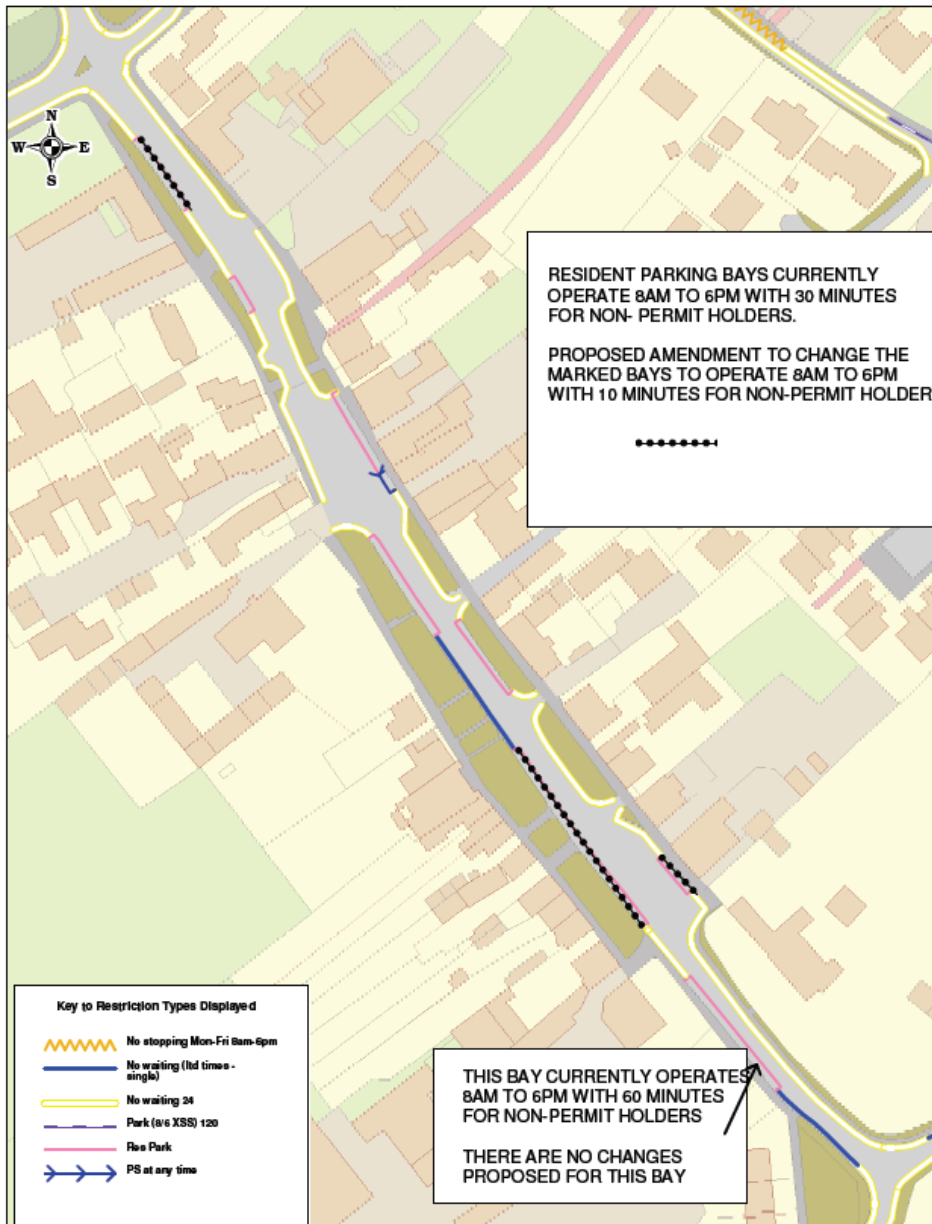
# Annex E Fulford & Heslington Ward

**E1**

**Location: Heslington Main Street**

## Nature of problem and plan of Advertised Proposal

Parking for the business outlets on Heslington Main Street filling the parking areas and preventing Resident use. Request for some spaces to be changed to 10 minutes to enable easier enforcement and give residents a better chance of parking.



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**MAIN STREET, HESLINGTON**  
**PROPOSED CHANGES TO R13 RESIDENT PARKING ZONE**

SCALE	1 : 1250
DATE	02/04/2019
DRAWING No.	
DRAWN BY	

The proposal was designed to change the bays as requested in the areas not closest to the business outlets to try and balance the needs of residents and customer parking.

### **Representation Received**

We have received one objection from the Parish Council.

- *Reducing these bays from 30 mins to 10 mins wait renders them virtually useless for daytime use for residents/ visitors to use facilities Main St has to offer- PO, delicatessen, other businesses, Meeting Room, banks .*
- *Has every businesses been consulted?*
- *Consequence will be cars idling/ cruising whilst waiting for an available 30 min space, creating both environmental and danger hazards to other vehicles and pedestrians.*
- *The first bay in Main St , opposite Holme Farm, is already out of daytime use as taken up, most of each day, by University vehicles on permits .*
- *This would seem to be an overzealous reaction to a problem that is non-existent.*
- *The PC has not received any concerns/complaints from Main St residents.*

*Heslington Parish Council does not support these proposals and strongly object.*

### **Officer analysis**

Although the Parish Council has not received any complaints from Main Street Residents, City of York Council has.

We recently changed a bay around the corner on Main Street which gives a 2 hour for non-permit holders. This is a short walk (approx. 130m) from the Business outlets and provides a much better parking facility for business customers for longer term parking. This was taken into account when the proposal was made.

There is disabled parking provided outside the main business outlets and any blue badge holder can use any Resident Parking Bay indefinitely.

We understand a cycle parking stand is to be provided in the area to encourage more sustainable travel in the area and reduce vehicle visits to the business outlets.

We have no knowledge of any university permit parking scheme that

could apply in our Resident Parking Bays. This will be investigated further.

Although we do not believe the proposal will be detrimental to the business outlets for the reasons given and could provide a better balance for the limited parking amenity in the area, we have no wish to go against the views of the Parish Council on this occasion and will recommend no further action. Any future similar requests by residents will be referred to the Parish Council for their support before we take it forward.

**Options:**

1. Uphold the objection and take no further action at this time.  
This is the recommended option because the Parish Council consider this proposal is unnecessary and detrimental to the business outlets nearby.
2. Over-rule the objections and implement as advertised.  
This is not the recommended option because the proposal is not supported by the Parish Council. There are no road safety issues to be considered; this was a proposal requested by residents to improve their on street parking amenity.

**Ward Councillor Comments:**

Councillor Aspden:

On balance, I support the council officer recommendation, following the objection and information from Heslington Parish Council. I will encourage any residents to speak to the Parish Council to consider any future options or changes.

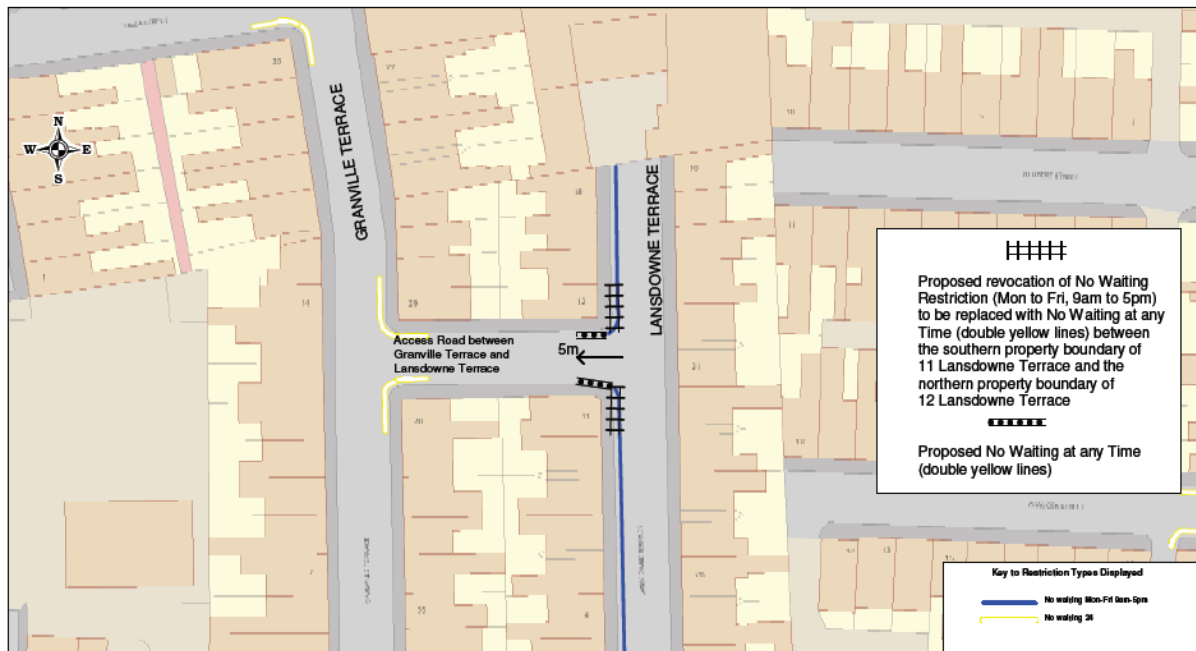
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## Annex F Guildhall Ward

### F1 Location: Lansdowne Terrace

#### Nature of problem and plan of Advertised Proposal

Badly parked cars too close to junctions and corners are preventing refuse wagon access. Existing restrictions are not long enough to manoeuvre the refuse vehicle around the streets.



The proposal was for a short length (5m) of no waiting at any time restrictions (double yellow lines) at the junction of Lansdowne Terrace and the access road to Granville Terrace, to mirror the restriction at the west of the access road.

We proposed a short length at this location because of the immense pressure for on street parking amenity at this location.

#### Representation Received

*We have received one objection to the proposal from a resident of Lansdowne Terrace:*

*"The introduction of the proposed "No waiting at any time" restrictions on Lansdowne Terrace and the link road between Granville Terrace and Lansdowne Terrace will make the already-abysmal parking for residents worse. Tourists and Commuters into the city centre are using our street as a free car park, as are some of the students at the newly constructed nearby halls of residence. Nearby construction work has made this worse, as the construction workers are also using our street as free*

*parking. This means residents are often unable to use the street for parking.*

*Please can you reconsider applying the "no waiting at anytime" restrictions? I would suggest the issues this is meant to address would be more likely to be resolved by restrictions to residents only parking.*

**Officer analysis**

We understand the views of the resident who is concerned about the lack of any parking amenity on-street because of the pressure for space. The proposal is for a 5m stretch of restrictions, which is the minimum distance we can place restrictions to resolve the issues the refuse wagons are experiencing. The Highway Code states Do NOT stop or park opposite or within 10m (32 feet) of a junction, except in an authorised parking space.

**Resident Parking:** A resident parking scheme could resolve some of the issues and pressure for parking amenity in the area. We are aware a few residents have brought this up previously. To date, we have received no evidence of support for this type of scheme in this area. The Council is willing to consider such a scheme and consult residents should evidence of support be submitted to us.

**Options:**

1. Over-rule the objection and implement the restriction as advertised.  
This is the recommended option because parked vehicles are causing obstruction close to the junction area.
2. Up-hold the objection and take no further action.  
This is not the recommended option because the obstruction issues would still occur.
3. Up-hold the objection in part and place a lesser restriction of a single yellow line to prevent parking 9am to 5pm, Mon – Fri in line with other restrictions on street.  
This is not the recommend option because vehicles parked this close to a junction can obstruct other highway users, including pedestrians in wheelchairs or using pushchairs crossing the road in the dropped kerb area.



**Ward Councillor Comments:**

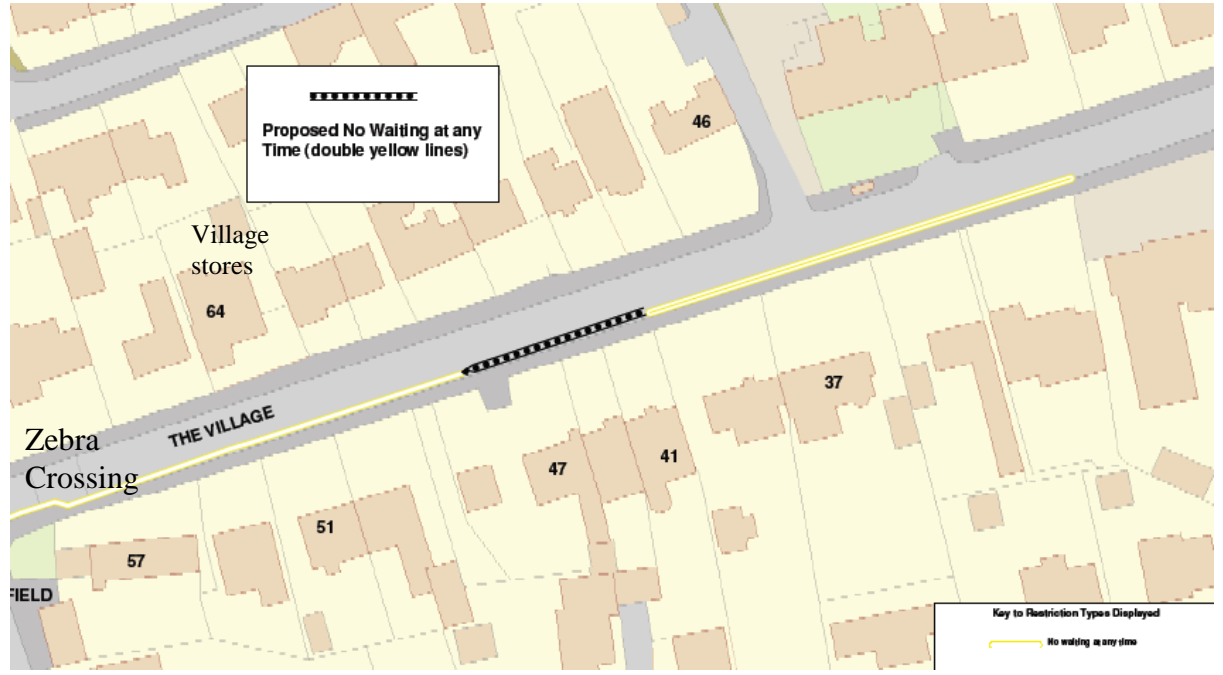
**Cllr D Craghill** – No comments received

**Cllr F Fitzpatrick** – No comments received

**Cllr J Looker** – No comments received

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## Annex G Haxby and Wigginton Ward

<b>G1</b>	<b>Location: The Village, Wigginton</b>
<p><b>Nature of problem and plan of Advertised Proposal</b></p> <p>Parking on both sides of the carriageway creating problems of pass and re-pass. Restrictions proposed in the last review were not implemented for the full length. The Parish Council and some residents requested this is reconsidered and the restrictions implemented from this review.</p> 	
<p><b>Representation Received</b></p> <p>We have received one representation in objection to the proposal and two representations in support.</p> <p><b>Objection from a Resident:</b></p> <p><i>I would refer you to a previous email to yourselves dated 16/12/2017 (copied below) when proposal 14/29 was communicated. Our circumstances have not changed and we still need to park our car on the highway outside our house - No 45 The Village. We always ensure that we park with consideration to our neighbours, not parking directly opposite the driveways on the north side of The Village, nor on the pavement as to obstruct pedestrians. All the other houses in the proposed no waiting zone have driveways that can accommodate a car, we do not, additionally we do not have the facility/capability to park at the rear of our house.</i></p> <p><i>We would ask, as previously requested (in red below), that this be taken</i></p>	

*into consideration due to our circumstances.*

*I would like to lodge an objection based on the fact that we park a car on the road in front of our house, all the other houses in the proposed no waiting zone have driveways that can accommodate a car, we do not, additionally we do not have the facility/capability to park at the rear of our house.*

*As a suggestion, If the proposal goes ahead, would it be possible to allocate a space/dispensation outside our house to accommodate a car or indeed not extend the double yellow lines to No. 45*

**Support from a resident:**

*We wish to express our strong support for this proposal. When the original proposal to introduce no waiting restrictions was proposed there was strong support from the majority of affected residents. When residents were informed that the restrictions were not to be implemented as proposed, such residents were extremely disappointed and, as you are aware, sent a joint letter to the Highways Department. Whilst a couple of affected residents have moved, the feeling amongst the majority of residents remains supportive of introducing a no waiting restriction. The part implementation following the previous proposal has only increased the traffic risk by creating a chicane effect due to traffic parking on both sides of the road. Introducing full no waiting restrictions on one side of the road would prevent this and allow free flow of traffic. Even though the proposal will implement no waiting restrictions outside our house, we nonetheless trust that the Council will implement the restrictions as proposed.*

**Support from the Parish Council**

*At the Wigginton Parish Council meeting held on 19.02.20 members were informed of the Notice of Proposal re No. 14/43 2020. Members resolved that they support the proposal.*

**Officer analysis**

The resident who raised the objection has confirmed they do not have sufficient off street car parking amenity to the rear of the property. It is not possible to park a vehicle on Back Lane without obstructing the footway because of the width of the carriageway. Consequently, one vehicle is required to be parked on-street intermittently nearby. Site visits (during working hours) have shown vehicles are not present at all

times.

The Parish Council and some residents believe removing parking from the south of the carriageway on the village is necessary to traffic flow and this outweighs any resident need to park at this location.

Parked vehicles, creating a chicane effect can act as a natural traffic calming measure and reduce the speed of traffic. Chicanes and build outs are created on other routes to provide this effect. It is important to ensure traffic speeds are not increased as drivers approach the zebra crossing which is used heavily by children crossing to school.

This is a straight carriageway where drivers can see parked vehicles and other vehicles approaching. The parked vehicle is not located close enough to the zebra crossing to obstruct pedestrian sight of drivers approaching or drivers' sight of pedestrians waiting to cross.

It will depend on vehicles parked to the north of the carriageway, adjacent to Wigginton Stores, as to whether a parked vehicle on the south creates a chicane and any obstruction to traffic flow. Although this is a busy route with a frequent bus service, we have not had to wait in a vehicle for more than 30 seconds before being able to manoeuvre around the parked vehicle. At school peak hours with children using the zebra crossing and the traffic flow increased the time waiting to manoeuvre around a parked vehicle may increase.

A waiting restriction will prevent long term parking – it may not prevent short term parking by customers of the stores or parking by any driver with a disabled badge (for up to 3 hours) and consequently disruption to the traffic flows may still ensue.

It is considered the benefit to improving traffic flows may cause greater risk to pedestrians by an increase of traffic speed.

**Options:**

1. Uphold the Objection and take no further action  
This is the recommended option because it is considered some intermittent parking at this location acts as an efficient traffic calming measure.
2. Over-rule the Objection and implement as advertised  
This is not the recommended option because it is not considered a vehicle parked at this location creates a sufficient obstruction to other highway users to justify the action.

**Ward Councillor Comments:**

**Cllr Pearson, Cllr Cuthbertson and Cllr Hollyer**

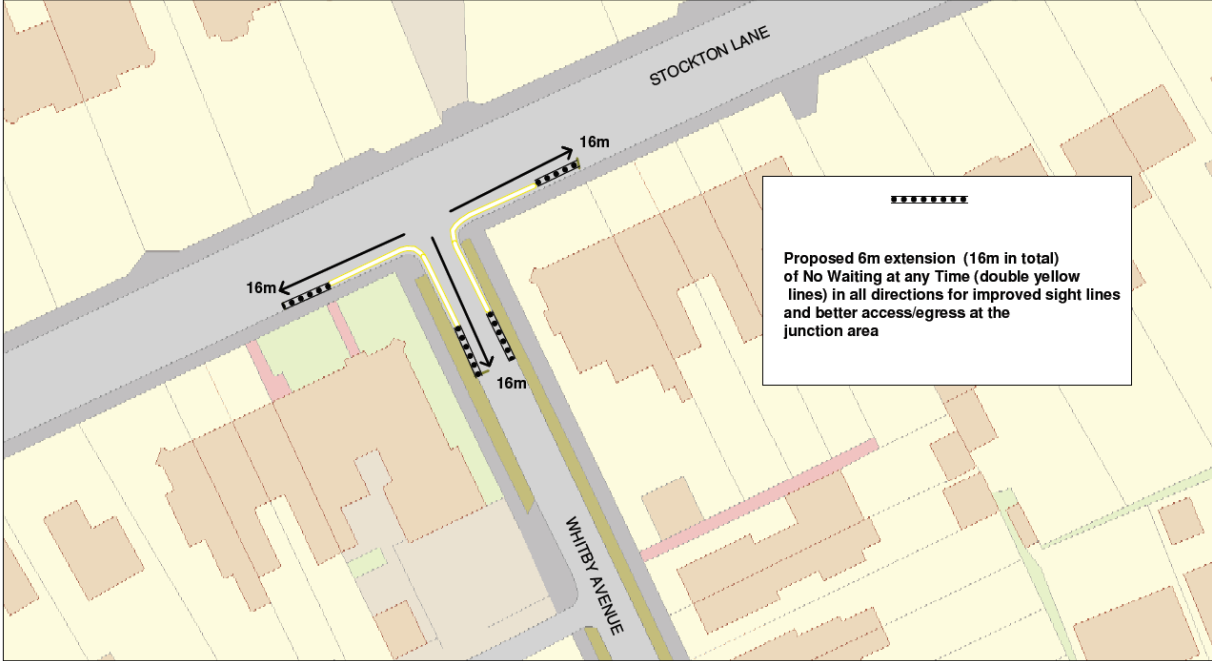
We would like to re-affirm our **support for Option 2**, i.e. to implement the double yellow no waiting at any time restrictions. This option is supported by other residents and Wigginton Parish Council.

Not only is there a zebra crossing on the corner of the busy junction with Westfield Lane to the west, but there is a bus stop to the east. Both of these can restrict traffic flow every so often. Additionally the Village Stores are located to the north of The Village, which generates a steady flow of short stay parkers visit at all times of the day.

These features leads to frequent short stay parking/waiting by cars and buses on the north side of The Village and therefore create a restriction to both lanes of traffic. We believe the removal of parking from the south side of The Village in this location will improve traffic flows, sight lines and safety for all road users including buses, cyclists and pedestrians.

Option 1 will not resolve this ongoing issue, and while traffic calming measures would be desirable not just on this stretch of The Village, but right from Mill Lane to the West and through to The Village in Haxby to the east, we would argue any traffic calming measures on this main road should be planned, permanent features designed to reduce speeding vehicles, rather than irregular, unreliable and frustrating on street parking which can cause conflicting traffic movements and dangerous manoeuvres from impatient drivers.

## Annex H Heworth Without Ward

<b>H1</b>	<b>Location: Stockton Lane, Whitby Avenue junction</b>
<p><b>Nature of problem and plan of Advertised Proposal</b>  Parked cars are causing obstruction of sight lines and issues with access and egress to Whitby Avenue.</p>	
	
<p>The proposal was to extend the existing 10m restrictions by a further 6m in all directions to improve sight lines when exiting onto Stockton Lane and give additional length for access.</p>	
<p><b>Representations Received:</b> <i>We have received two objections to the proposal.</i></p> <p><b>Objection from two Residents:</b></p> <p><i>I am writing in objection to the ... restrictions to the junction of Whitby Avenue and Stockton Lane (specifically the stretch south west along Stockton Lane from Whitby Avenue).</i></p> <p><i>The stretch of Stockton Lane south west from the existing terminal point of the double yellow lines running from the Whitby Avenue junction, is used by residents to park outside the houses from 172 to 180 Stockton Lane. We do not have anywhere else to park at our house (no drive/car garage), other than on the road outside.</i></p> <p><i>Other residents have two cars with no other parking arrangements, the</i></p>	

*existing stretch is required to enable parking outside these houses. By extending the double yellow line restrictions, this will have the direct effect of meaning the residents would need to park on the opposite side of the road. The result of this would be that cars traveling along Stockton Lane would have to navigate past cars parked on both sides of the road, something which doesn't currently occur. As this wouldn't leave space for cars travelling in both directions to pass at the same time, as is currently the case, there would be a direct increased safety risk for cars travelling down Stockton Lane and an increased risk of collision. In addition to this, we have a toddler whom having to park across the other side of the road would mean having to cross this stretch of road on a regular basis to get to and from our house, which would mean a clear safety risk for our child. There seems to be no clear reason for this restriction, as for any cars emerging from Whitby Avenue, it is the section north east where the visibility is required as the nearest lane of traffic. Yet it will, for the reasons set out above, provide a clear safety risk to both cars and pedestrians.*

**Officer analysis**

This is a busy junction and route into the city. There are no casualty accident records but we do receive reports of alleged near misses and minor shunts from residents.

In 2017 we advertised a similar length of restrictions and pulled back to 10m because of objections received. We still continue to receive complaints of obstruction to vehicles and sight lines from residents and Councillors and therefore have revisited the matter with a view to extending the restrictions to that originally proposed previously.

The objections are both from residents to the south west of the junction, where there are two terraced properties with no off street parking amenity. We believe 178 Stockton Lane has a parking amenity to the rear of the property for one vehicle and after conversion from the Hotel 180a and 180b Stockton Lane both have an off street parking amenity for two vehicles. 172 Stockton Lane has a drive access which can accommodate two or more vehicles.

If implemented there will remain a parking amenity on an unrestricted stretch to the front boundary of 172-176 Stockton Lane to allow parking for 3 to 4 vehicles.

We do not accept residents will have no alternative to park opposite on



Stockton Lane; in addition to the unrestricted carriageway remaining on Stockton Lane, unrestricted carriageway is available on Whitby Avenue close to the rear pedestrian access to these properties.

We have received requests for restrictions opposite the junction; these were not taken forward as we considered this request was as a result of nearby works which were completed and parking here was no longer happening. The objections received have indicated that presently parking on both sides of the carriageway is not an issue. Should parking be displaced opposite the junction we may have to reconsider restrictions in this area.

The objectors make a valid point about the priority sight line when exiting Whitby Avenue is to the east. However, parked cars can obstruct sight lines for vehicles approaching from the west and create issues for drivers turning right into the east bound lane.

**Options:**

1. Over-rule the objections and implement as advertised.  
This is the recommended option because implementation of a 10m restriction a few years ago did not resolve the issue to the satisfaction of residents.
2. Uphold the objections and implement in part with no further action to the south west of the junction with Whitby Avenue  
This is not the recommended option because it will not resolve the complaints or obstruction of sight lines reported to us.

**Ward Councillor Comments:**

**Cllr N Ayre – No comments received**

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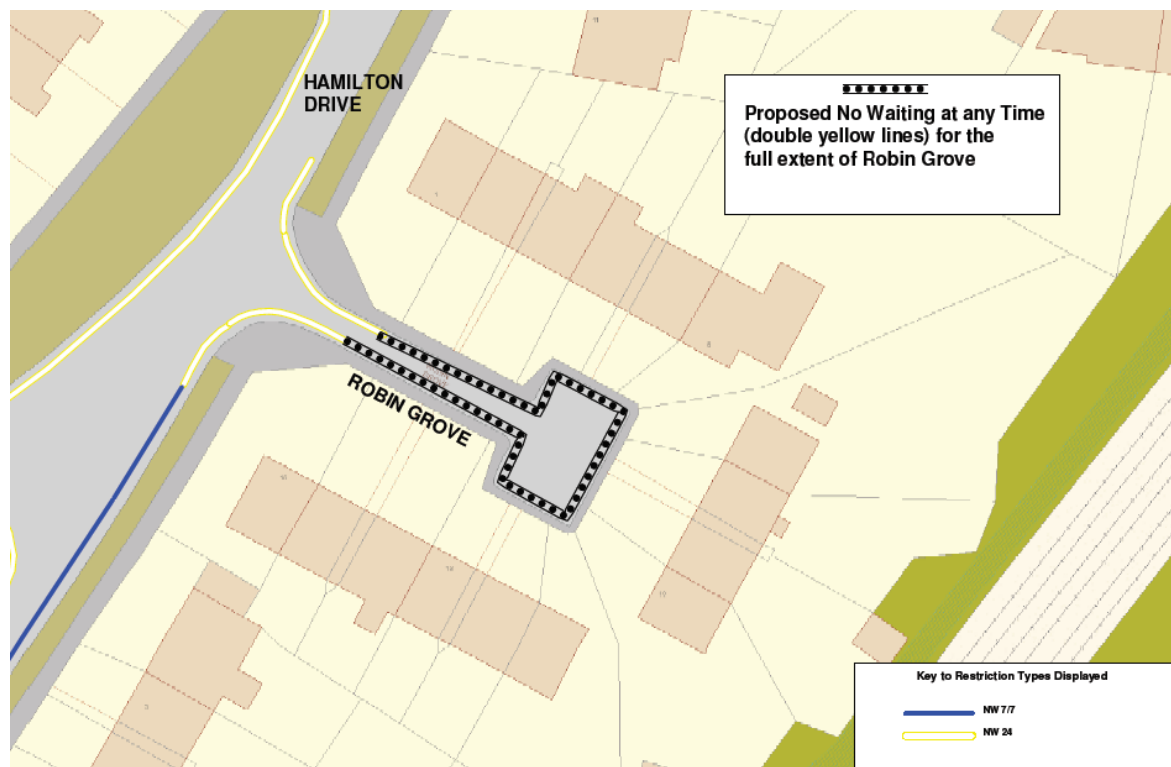
## Annex I Holgate Ward

# 11

**Location: Robin Grove**

### Nature of problem and plan of Advertised Proposal

Inconsiderate parking by non-residents and some residents & their visitors creating both vehicle and pedestrian access problems for other residents. We received a petition with 20 signatures requesting No Waiting at any Time Restrictions for the full length extent of the carriageway because *“parking anyway on the public highway in Robin Grove causes access issues for somebody”*.



The proposal for no waiting, double yellow lines for the full length was as requested by 13 of the 16 households in the petition received.

### **Objection Received from one resident:**

*“I would like to object to the plans regarding double yellow lines in Robin Grove. I have lived in Robin Grove for 32 years there is no problem with parking; never has the refuse lorries had a problem with access nor the emergency services. I do not understand the reason behind these proposals. Not one of the other cul-de-sacs in Hollybank has yellow lines. I would therefore request information in how York council have decided these proposed parking restrictions. Parking on the main Hamilton drive road is already restricted so the proposal regarding Robin Grove would push residents/ visitors into neighbouring cul-de-sacs to*

*park. Surely cash strapped York council would be better spending public funds on more important projects like pot holes on our roads. Please consider this objection.*

### **Officer analysis**

Over the last few years we have received many notifications of inconsiderate parking on Robin Grove. This has led to a lot of ill feeling and conflict between residents. This resulted in a petition raised, signed by 20 residents representing 13 out of the 16 properties on Robin Grove. The petition requested double yellow lines for the full length of the street. The proposal made was in accordance with this request.

Not all residents on Robin Grove have an off-street parking amenity and some may not have sufficient off-street parking amenity for the number of vehicles owned.

There can be little doubt that this proposal will be an inconvenience to some residents and create a situation where some will be forced to park on Hollybank Road or other cul-de-sacs in the area.

We cannot ignore that the situation created by inconsiderate parking has become so intolerable to a majority of residents that they have supported and requested 24 hour restrictions for the full length of the street.

Because of the width of the carriageway and the access positions from the turning area, there is no scope to leave areas of carriageway unrestricted without it causing obstruction to other residents as shown on the satellite picture (taken from Google Street Maps)



### **Options:**

1. Uphold the objection and take no further action or place a lesser restriction (leaving some areas unrestricted)

This is not the recommended option because non-implementation will not resolve the ongoing issues experienced by residents. It is not possible to leave any areas of carriageway unrestricted to leave some parking amenity without it creating obstruction for access/egress from private drives.

2. Over-rule the objection and implement as advertised.

This is the recommended option because a good majority of

residents have reported this is the only way to resolve the ongoing issues and requested the proposed restriction regime.

**Ward Councillor Comments:**

**Cllr K Taylor** – No comments received

**Cllr D Heaton** – No comments received

**Cllr R Melly** – No comments received

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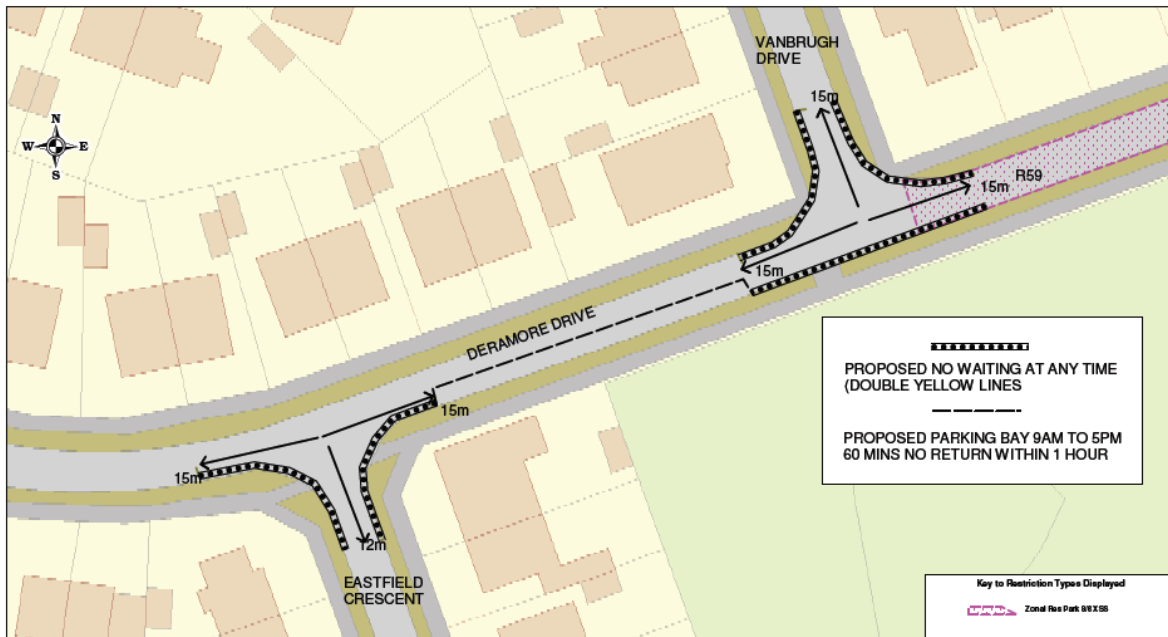
## Annex J Hull Road Ward

# J1

**Location: Deramore Drive area**

### Nature of problem and plan of Advertised Proposal

Parked vehicles on Vanbrugh Drive and around junction with Deramore Drive. Vehicles parked alongside the park, can create safety issues for children when crossing the road to access.



The proposal was designed to protect junction areas for access. The one hour parking bay to give short-term parking amenity to park/playground area. There is a drive access within the bay for which a bar marking will be provided.

We have received two comments of objection from residents. They are concerned about displacement parking creating problems for residents nearby.

#### Resident comments (1)

*I know there is a parking problem in this area that needs to be resolved, but I do not feel that this course of action will resolve the issue. The majority of the people parking there are from the university and so park their cars for days at a time and walk into the university. Since they are already walking a bit I don't think walking a little further will make any difference to them, as such I feel that they will just park elsewhere in the estate. I think the problem will just move to the other side of the road, Deramore Drive West and Vanbrugh Drive. I live on Vanbrugh Drive near to the proposed location of the parking scheme and I think we will just end up with people permanently parking outside our house or opposite our drive making it difficult to get our car in and out of the drive.*

**Resident Comments (2)**

*The proposed changes are good for the area that is very congested with vehicles that obviously belong to students or people who work at the university.*

*If these proposals are passed all that will happen is that the vehicles will move into Eastfield Crescent causing an even bigger headache than we have at the moment with parking problems.*

*Some days it is extremely difficult to have a delivery as there is hardly anywhere to park because of all the cars associated with the university. I think the time has come to make all Badger Hill residents only parking not just certain streets.*

*I have lived on Badger Hill for over 40 years and don't see why I should have to think about moving because of all the problems associated with parking but these problems are getting worse each year. The council seem very reluctant to look into the problems caused by staff and students at the university.*

**Officer analysis**

Both Residents raise valid points. We would expect displacement parking if the proposals are implemented. It could result in further restrictions proposed in the future. This proposal tries to protect the junctions where parking can create safety issues.

If the proposal is implemented, we would be prepared to offer H bar keep clear markings across driveway entrances on request.

The parking bay has been provided to ensure safer access to the play amenity for pedestrians and to provide short term parking for parents/carers to use the facility.

**Resident Parking**

We would agree that a Resident Parking scheme for the whole area may be a way forward. Officers have been led to understand that resident consultation about such a scheme, similar to that already existing in Badger Hill, is under discussion with the University.

**Options:**

1. Over-rule the objections and implement as advertised. Residents to be provided with H bar markings if requested.  
This is the recommended option because it provides restrictions on the junctions and protects pedestrian access to the play areas as well as a short term parking amenity for the community as a whole.
2. Uphold the objections and take no further action  
This is not the recommend option because it does not resolve the safety issues in the junction areas and around the park.



**Ward Councillor Comments:**

Councillor Norman

My comment is to reiterate the points well made by officers;

I entirely agree that this is not a long term solution to wider parking problems in Badger Hill. We desperately do need a residents parking scheme funded by the university and I hope that ongoing talks will achieve this rapidly.

These measures will however achieve safer and more accessible conditions for users of the nearby post box and playground. They will provide a short term fix to serious problems caused by problem parking in the area and, if a wider res park scheme does come in, will complement and work within that scheme to increase safety and accessibility for these key amenities.

I am confident that we are working to address the serious issues raised by both residents and that these measures do form a key part of our strategic plan for providing a solution of parking issues on Badger Hill.

Councillor Pavlovic

As stated by Cllr. Norman, I also support the officer recommended option. Residents may not yet be aware that discussions regarding a Residents Parking Scheme for the whole of Badger Hill is coming close to being put to them for consultation.

This TRO will resolve the issue of cars parking across a junction in the short term and cars blocking the access to the play park in the longer term, if and when a Residents Parking Scheme is adopted.

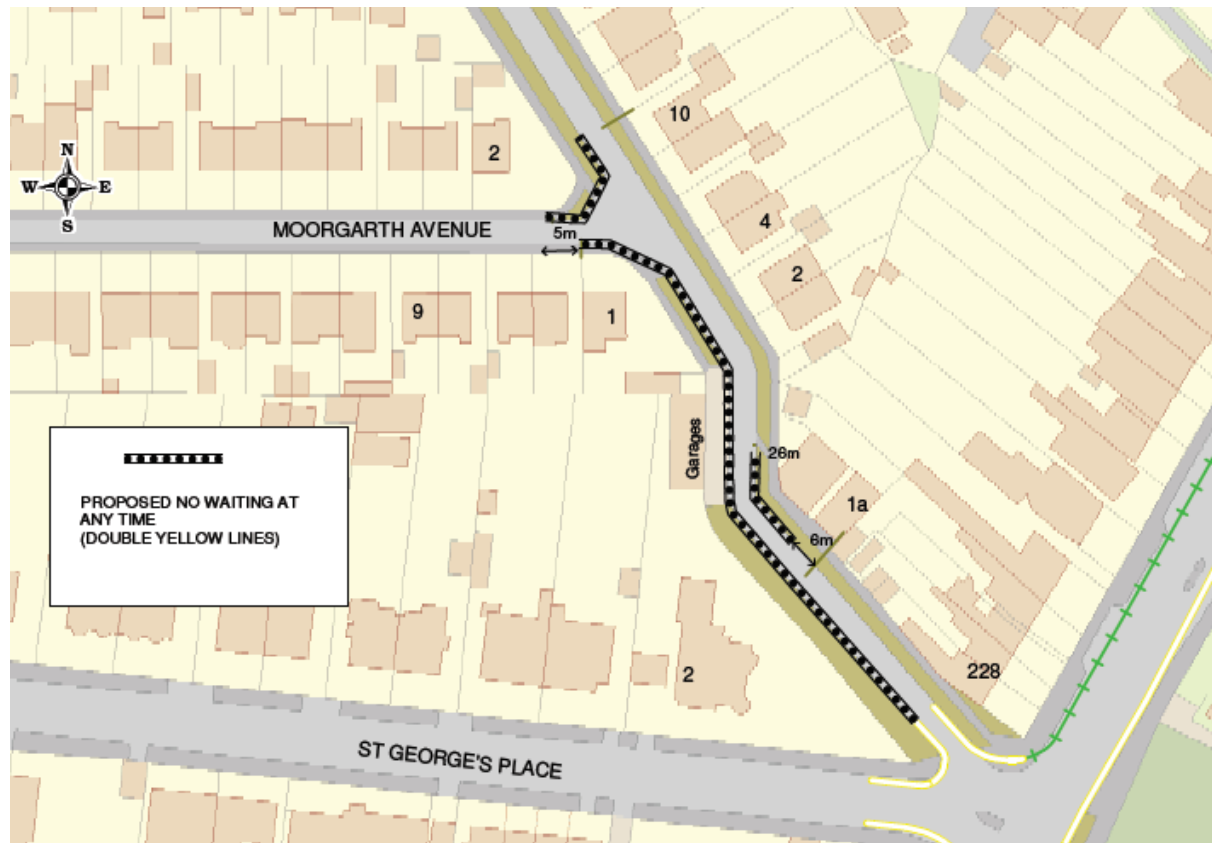
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## Annex K Micklegate Ward

**K1**
**Location:** Mount Vale Drive

### Nature of problem and plan of Advertised Proposal

We received several requests for waiting restrictions on Mount Vale Drive around the first bend and at the junction with Moorgarth Avenue



The proposal was designed to protect the bend and prevent displaced parking moving to the other side of the carriageway between St George's Place and Moorgarth Avenue.

### Representations of Objection

This proposal has received a lot of interest from residents, with conflicting opinions within the 5 objections received. Some residents view the proposal as too restrictive, others do not think it goes far enough.

Most residents who have responded consider the Council has not produced a viable proposal. The main themes of the objections are précised below, the objections in full are represented in Annex K2.

- Overall feeling that officers have not spent sufficient time evaluating the problems and designing a better solution
- Placing the restrictions on the west side is unnecessary
- Resident Parking would be a better solution
- Problem caused by commuters
- Problem will be made worse when the small housing estate is built, why not plan for the worsening problem now
- Mount Vale Drive being treated differently to other roads, which have resident parking or longer lengths of restrictions (Pulleyn Drive)
- Double yellow lines should be on the east side, full length
- Double yellow lines should be on both sides, full length
- Requests for action on street been ignored previously
- Request for additional length of restriction into Moorgarth Avenue and consideration of restrictions at junction with Towton Avenue

### **Officer analysis**

Where the restrictions are to be placed in a residential area, we try to propose a minimum requirement to ensure vehicles can access whilst leaving on-street parking amenity for residents and their visitors/tradesman to use. We would not propose restrictions for the full length of a residential street, both sides, where the width of carriageway is sufficient for a vehicle to park and others to pass. We are given to understand that not all residents have sufficient off street parking amenity for their needs and rely on street parking availability. There is a business outlet on Mount Vale Drive that would be compromised by restrictions for the full length of the street.

The main problem of access on Mount Vale Drive reported to us was parking around the bend causing vehicles to the wrong side of the carriageway without a forward view. This has been addressed in the proposal.

### **Resident Parking**

Other nearby streets raised and submitted neighbourhood petitions to request Resident Parking which has since been implemented. Our files have recorded two enquiries about Resident Parking in this area from residents in the last two years. Both were informed of the procedure involved and the first step would be to gather evidence of support (usually in the form of a petition). This would be a viable option for the area and the Council would be willing to consult further should evidence of support be submitted.

### **The way forward**

The ongoing development of 12 houses on land at the north of Mount

Vale Drive has involved a temporary coning order to prevent parking in order to achieve safe passage for delivery vehicles. The coning order suspending parking on the east side only around the bend has been adequate for this purpose. Each property on the development has 2 or more parking spaces with 3 visitor spaces on site. The traffic flow on street will slightly increase, but there is no evidence at this time that any additional parking on Mount Vale Drive will occur as a result of this development when occupied.

We would agree that additional restrictions may be beneficial on Moorgarth Avenue in the junction area. It is difficult to assess and implement restrictions at the junction with Towton Avenue until the highway works necessitated by the development are in place.

From the proposal we can only implement as advertised or place a lesser restriction. Any additional restrictions recommended will involve further advertisement.

**Options:**

1. (i) Implement restrictions as advertised

(ii) Advertise additional restrictions in Moorgarth Avenue to a length of 10m

(iii) Officers to continue to monitor and advertise any further restrictions if necessary.

This is the recommended option because it allows us to implement restrictions to ease the access pressure whilst continued monitoring after implementation to allow officers to revise the area with a view to additional restrictions if required

2. To take no further action at this time with a view to re-advertising a proposal for waiting restrictions on both sides for the full length to include restrictions at the junction with Moorgarth Avenue and Towton Avenue

This is not the recommended option because it removes all on-street parking amenity in a residential area. This is the clear view of one objector but is likely to bring forward objections from other residents who require additional parking amenity on-street.

3. Implement a lesser restriction than advertised with restrictions on the east side of Mount Vale only.

This is not the recommended option because vehicles could displace to the other side of the carriageway around the bend area and create the same issues.

4. Implement as advertised to ease access pressure and add the area to the waiting list for Resident Parking consultation when it reaches the top of the list.

This is not the recommended action because no evidence of support has been received from residents other than those who have raised it as part of their objections.

### **Ward Councillor Comments:**

#### **Cllr J Crawshaw**

Under ordinary circumstances we might call a community meeting to discuss this but obviously that is not possible at the current time. Having variously been contacted about a potential ResPark scheme over the past couple of years I believe there is some support locally but I am not aware of anyone having taken the next steps to gauge overall opinion in the neighbourhood. Given the length of time it currently takes to get a ResPark scheme up and running and the likely impact of the future South Bank ResPark schemes, I would favour option 4 with a view to a consultation taking place post-lockdown and residents having the option to proceed or reject a ResPark scheme at this point.

#### **Cllr P Kilbane**

I would also be in favour of Option 4. It seems likely that in the near future South Bank will have ResPark across most of that area. This will have an impact on the Mount Vale in terms of commuter parking.

At some point, post lockdown, we need to have a conversation with the residents and see what their views are on ResPark in the light of the South Bank proposals.

## REPRESENTATIONS RECEIVED

The corners should display double yellow lines but feel that placing them on the side of the road shown is unnecessary.

Should the council pay a visit to Mount Vale Drive and spend some time in evaluating the proposed project they will then be able to see where the double yellow lines would be better placed.

A number of residents have stated that Residents Parking would be a better solution. Since other streets nearby have been given this status I can say that the majority of cars parked during the day are people parking and walking/even cycling into town.

I personally feel that painting double yellow lines where shown by the proposal will not serve any purpose.

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I would like to object as the proposed changes are pointless as they will not solve any of the traffic problems. The proposed double yellow lines are on the left hand side of the road where no one ever parks as they would be blocking access to the garages on the left hand side. So why has the plan got double yellow lines here? Has anyone actually been to have a look at the problem? I have lived here for over six years and have never seen anyone park on this side of the road.

The problem is the road is already a car park for people who work in York and each year only gets worse as more cars are forced onto here as more roads are closed to them. This problem will be compounded by the new housing estate when it is completed. So these double yellow lines will do nothing to alleviate the problem.

Most days now it is hard to drive up and down the road as the road is packed with parked cars. It is difficult to gain entrance to and exit Mount Vale Drive as cars are always parked on the corner. This is where the first blockage occurs.

When you look at the streets around Mount Vale Drive you are left asking why Mount Vale Drive is being treated differently. For example:

1) How come St Aubyn's and Trentholme Drive have parking restrictions to stop them being used as car parks and Mount Vale Drive has not? All you have done is force all the cars into Mount Vale Drive.

2) How come Pulleyn Drive has double yellow lines at the beginning of the road when it is a straight road and Mount Vale Drive with a dangerous obscured bend has only a few metres of yellow lines at the beginning?

Access to Towton Avenue, the new estate (when completed), and the top houses of Mount Vale Drive is getting increasingly difficult and will become even more difficult when the new houses in the new estate are finished. I would have thought the object here is to foresee the worsening problem in the future and act accordingly now. Which ultimately saves the council a lot of money in the future when all the same objections are raised again and the whole process has to be repeated.

I believe further restrictions should be put in the place. The double yellow lines should be on the right hand side of the road and should be extended to cover the full length of Mount Vale Drive. This does not inconvenience anyone as every house has off street parking in this road. This would ensure easy access to the new estate as well as Moorgarth and Towton Avenue and the residents of Mount Vale Drive.

---

We strongly object the above proposal in Mount Vale Drive due to following reasons:

1. We have been requesting through years the restriction of parking in the street due to the street shape and dimension. As it is not straight, it has difficult visibility for coming and outgoing vehicles. This has not been addressed over the years.

2. Cars and vans park alongside the beginning of Mount Vale Drive not allowing any possibility of manoeuvre for drivers or cyclists causing distress and shock in several occasions when one or the other escape near accidents.

3. There have been an attitude of ignoring our request, and this proposal will not relief the problem as cars will be allowed to park in the opposite side of the proposal as it is happening at the moment.



4. This proposal would be a waste of resources for the council as it is not sorting out the issue that the neighbours experience at the moment and it is going to cause more waste of tax payers resources including our own mental health as we will have to continue requesting the ban of parked vehicles on both sides of the street from the beginning of the street until the end.

5. There is currently a building site which has increased the number of lorries using the street and now there is a temporary ban in some part of street. This temporary ban is not good enough as there is an increase in the danger cause for my children and husband that bike everyday along the street facing cars and lorries and having to give way as there are cars parked to one side of the street obstructing it.

6. As you can check from your files, our request dates for over 4 years now when we have witnessed other roads nearby St Aubyn's, Trentholme and Pulleyn Drive achieving the parking ban. This issue is not clear as why the council decided that they do qualify for this restriction while this street with a curve with more vehicles coming and going, was not suitable.

7. After the conclusion of the new estate, there are going to be even more vehicles in this street with cars parked alongside making it even more unsafe and then environmentally unfriendly as cars will remain stationery while others are able to pass through.

We request the full ban of parked vehicles on both sides of the street from its beginning to its end to make it safer for pedestrians and cyclists. Neighbours have their own drives in their homes so this won't be affected.

We doubt that this proposal was properly planned by someone who has studied the issues, location and requests as well as the safety hazards. It is only a red tape procedure which won't achieve anything just keeping the situation in a status quo for many more years. All this situation is causing lots of distrust when we have approached the authorities to remediate the situation.

We would expect now, a reconsideration of this proposal with more common sense taking in consideration the benefit of the neighbours using the street for their journeys in cars and bikes and not of those who leave their vehicles there to do any other activities.

---

I support the proposed No Waiting at Any Time restriction for Moorgarth Avenue and Mount Vale Drive, however I would go as far as to say that the restriction needs extending.

Please increase the length of the Moorgarth Avenue restriction so that it goes 10 metres west from the projected western property boundary on the north side of no 1 Moorgarth Avenue, rather than the proposed 5 metres. We reside at no 2 Moorgarth Avenue and frequently witness the hazard caused by cars parking along this stretch (i.e opposite no 3 Moorgarth Avenue) - these vehicles force cars exiting Moorgarth Avenue directly and dangerously into the path of vehicles entering. There are cars parked on this stretch every day and the other restrictions being proposed, will make this parking spot even more desirable. Concerns were raised by residents regarding parking and traffic when objections were made to City of York Council regarding the current Mount School development (application: 18/01655/FULM).

I also believe consideration should be given to applying the same No Waiting at Any Time restriction to the corners of Towton Avenue; here too the sight lines into these corners are extremely difficult and we cannot afford for cars to be parked.

---

Upon receiving your proposals to put double yellow lines in the positions shown in the letter I find this a total waste of time effort and money.

You have shown double yellow lines on the left hand side of the road as you enter Mount Vale Drive from Tadcaster road, people do not park on the left anyway, people normally park on the right. In this case what is the point of putting double yellow lines on the side that no one parks?

I agree that double yellows lines should be placed on the bends, both left hand and right hand bends as you travel further into Mount Vale Drive.

I also agree double yellow lines should be placed on the bends as you turn into Moorgarth Avenue on both sides. This has been seen as a very restrictive area when cars are parked on both sides.

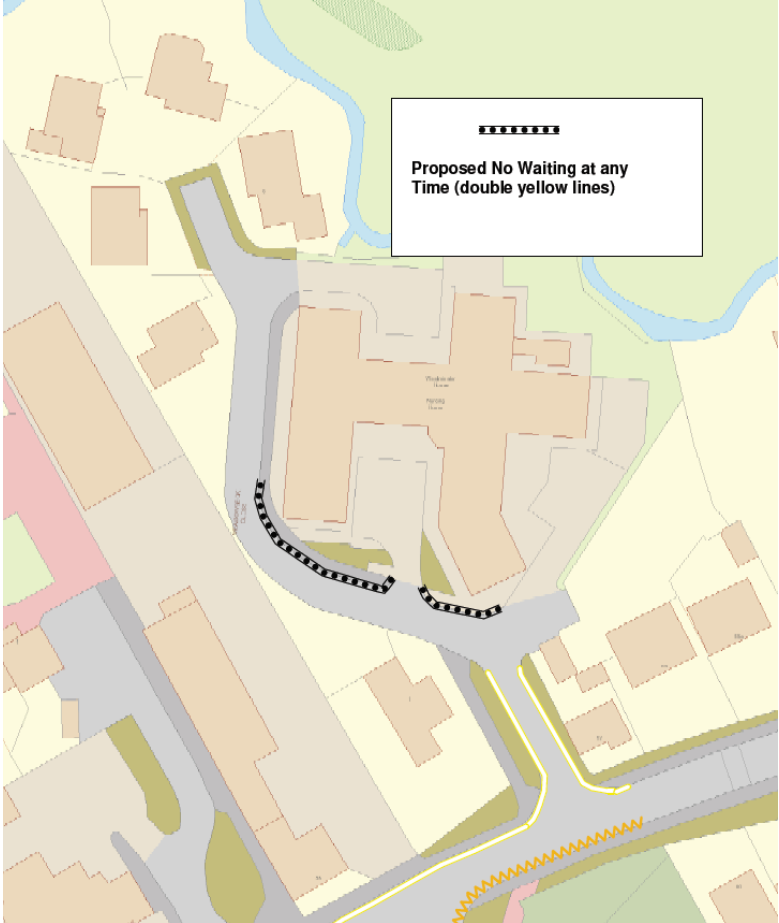
The council should at least come into Mount Vale Drive and spend time in evaluating the proposed project to take notice of the best positions for the double yellow lines and obviously I feel this has not been done.

Further to the above some residents have voiced Residents Parking as a solution this should be looked at as a better solution to yellow lines.

To conclude I personally feel that painting double yellow lines as per the proposal will not solve anything and is a complete waste of money.

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## Annex L Osbaldwick Ward

<b>L1</b>	<b>Location:</b> Meadowbeck Close
<p><b>Nature of problem and plan of Advertised Proposal</b></p> <p>Visitors to Meadowbeck Nursing Home and parking associated with the primary school park on the Close, many of them partially on the footway obstructing disabled access.</p>  <p>The proposal for restrictions around the bend area where vehicles do park partially on the footway obstructing disabled passage.</p>	
<p>Representations Received in support and objection:</p> <p><b>Support (resident):</b></p> <p>Problems identified:</p> <ol style="list-style-type: none"> <li>1. The council has recently installed a new wheelchair friendly pavement outside Meadowbeck Nursing Home (doubtless at considerable expense). Despite this, and the posting of an advisory note within the nursing home, some vehicles continue to park on the pavement, blocking wheelchair access.</li> <li>2. Cars park on the road and pavement thoughtlessly blocking access to the loading bay and to the front door by trucks (including ambulances and large trucks delivering food). Even if trucks get in,</li> </ol>	

they cannot always get out without driving onto the Birch Tree Lodge parking space/drive, which is damaging the surface and foundation.

3. Some cars also park right in the entrance to the nursing home car park, making the situation as in problem #2 even worse.

The police have been involved, which led to the posting of the sign regarding parking in the nursing home, but many visitors do not see or pay attention to that sign. The police cannot be expected to be attending every day. The basic problems remain.

In addition to the nursing home main car park there is another nursing home car park at the rear of the home, which is often under-used. The council's proposals would still leave plenty of further parking space for the nursing home on the straight section of Meadowbeck Lane past the entrance to the home. Hopefully cars parking there will realise that parking on the road is acceptable but parking on the pavement is not, but the fact that the road is straight here should reduce the motivation to park on the pavement.

The cost of installing double yellow lines would be very small compared to the cost of installing the wheelchair-friendly pavement. At the moment the investment in the wheelchair-friendly pavement is rendered useless by parking on the pavement, irrespective of the problems this causes to wheelchair users.

The view has been expressed that any additional yellow lines are to be avoided because all they do is shift the parking problem elsewhere. That is exactly the point of the council's proposal – to move the car parking slightly down the road (where there is ample scope for further parking) and off the pavement. Of course, this would mean that cars carrying disabled passengers would need to stop at the front door of the nursing home to unload such passengers and then if the car park was full drive slightly further down the road to park and walk back. The extra walk of 30 feet is not likely to be problematic for non-disabled drivers.

I consider that the council's proposals are very sound and a reasonable compromise between the needs of car owners and the needs of home residents and other local residents, and they have my full support. I understand that Cllr. Rowley is in agreement with my view.

### **Objection ( Parish Council)**

Osboldwick Parish Council object to the imposition of yet more double yellow lines in the Parish and see no purpose to the TRO in this location.

The Care Home in Meadowbeck Close has ample car parking for visitors

and deliveries and should be utilised by such users without expending public money on parking restrictions outside.

Any short term parking at this location associated with school drop off/pick up times will, if the restrictions are ever enforced, merely be moved to another location in Meadowbeck Close no doubt necessitating the further use of double yellow lines.

The Parish Council would much prefer CYC attentions to be concentrated on achieving solutions to the parking issues created in the local area due to use of parking restrictions outside and around the nearby school - namely a dedicated drop off area for parents to drop off/pick up children.

Some parents will always need to use cars and as such a solution should be sought and TRO double yellow line parking restrictions like this are not dealing with a problem but merely moving it.

**Officer analysis**

We are aware Osbaldwick Parish Council are not in favour of any waiting restrictions in the Osbaldwick Ward. Consequently we only propose them when we consider there is a safety issue to be resolved. In this instance, when cars park partially on the footway on the bend mobility scooters, wheelchairs and pushchairs can only pass on the carriageway – there is no footway on the other side. Because of the bend it is not possible to see if a vehicle is coming.

Although this is a small cul-de-sac, there is an increased vehicle use associated with the care home.

There are notices in the care home asking visitors to park more considerately which has had little effect. The police have been involved over obstruction issues. The issue is not just related to the school peak hours, but can be noted at most times of the day.

The Parish Council have requested we put more resources to creating a drop off area for the school. This is outside the scope of this proposal or the remit of the regulation team.

**Options:**

1. Over-rule the objection and implement as advertised.  
This is the recommended option because this is an issue that occurs most of the day, every day and is one that cannot be

resolved by other means.

2. Uphold the objection and take no further action.

This is not the recommended option because the problem would remain and the safety of pedestrians compromised.

### **Ward Councillor Comments:**

#### **Councillor M Warters**

I've little to add to the Parish Council comments other than to highlight references in the CYC appraisal saying that the parking problem occurs at all times of Day and is not wholly related to the lack of a suitable school drop off point for parents at the nearby primary school.

If that is the case it further reinforces the point that the obstructive parking is being caused by visitors to Meadowbeck Care Home, there is ample car parking space for visitors and deliveries within the site of the car home.

From earlier correspondence I believe this request to have been initiated by the Care home, it should not be for the local authority to impose double yellow line parking restrictions at the behest of a private business whose business is creating the issue in the first place.


Any parking blocking footpaths is obstructive parking and a matter for the police to sort and issue fines for.

If access to the Care home is blocked by visitors' cars then the Care home needs to be more proactive in ensuring visitors use the available in site parking spaces.

In addition it would of course be worth mentioning that visitors/deliveries would still be able to stop on the double yellow lines for 5/10 mins for loading/unloading of people/goods and again any obstruction caused on the footpath would still be a matter for police enforcement.



## Annex M Rawcliffe & Clifton Without Ward

<b>M1</b>	<b>Location:</b> Bowness Drive junction with Shipton Road
<p><b>Nature of problem and plan of Advertised Proposal</b></p> <p>The road safety team reviewed this junction, following concerns regarding vehicles approaching the junction on the wrong side of the carriageway and the forward visibility towards the bend into Bowness Drive. This resulted in a request for an extension of restrictions to be taken forward in the next review to alleviate this problem.</p>  <p>An extension of 10m was recommended to improve forward visibility on approaching the bend/junction.</p>	
<p><b>Objections Received</b></p> <p><i>We have received 2 objections to the proposal associated with the business outlets adjacent to the proposed extension.</i></p> <p><i>I have owned the property for around 25 years and we have never had to have yellow lines outside our business premises in the past.</i></p> <p><i>So why is it required now?</i></p> <p><i>Buses have been going past the property for many years without any issues!</i></p> <p><i>York Council created more off a problem the other year when you double lined this lot. (referring to other nearby restrictions)</i></p> <p><i>I very strongly object to what you are doing.</i></p> <p><i>Do you want to see empty shops at this location also?</i></p> <p><i>As you are making it very difficult for my tenants to trade.</i></p> <p><i>By putting out double yellow lines the other year we lost about 4 car</i></p>	

*parking spaces and now you are intending to take another 2 car parking spaces away from outside my property.*

*Where are customers supposed to park?*

*Shall we ask them to park on the grass at the side of the A19?*

**And:**

*I am emailing to strongly oppose your proposal to introduce a “no waiting at any time restriction”, outside Tile With Style on Shipton Road.*

*We are a very busy, small family run business and we have been tenants of these premises for over 15 years. Over the years we have had to put up with various disruptions from Yorkshire Water and the highways department making improvements, which have proved challenging to us as a business but unavoidable.*

*We have very restricted parking outside our showroom now, restricting it even further is going to affect the day to day running of our business greatly. We have a small and a large delivery van which we need to park to load up our customers deliveries. We deal with the general public and have many trade customers who need to be able to park their vehicles when they visit the showroom and when picking up orders. We have materials delivered to us, usually on a daily basis, the delivery drivers need to be able to pull in for a limited time.*

*We are always very vigilant when it comes to parking, if we see anyone parking illegally or they are not a customer of ours we would kindly ask them to move.*

*We do not own these premises, we are tenants so we pay rent and high rates and we pay to keep the grass verges and hedges opposite maintained, keeping it looking neat and tidy.*

*In our opinion the road is far too narrow for a bus route. With or without parking restrictions there would still be issues with the day to day traffic alone. Restricting our parking spaces outside our shop is only going to cause us problems. Our customers could choose to shop elsewhere if they have nowhere to park.*

*Running a business these days is a real struggle anyway and if these parking restrictions go ahead it will only add to the struggle.*

**Officer analysis**

An officer has met with the objectors on site to ascertain whether a compromise would be acceptable. We offered to reduce the proposed length from 10m (2 car lengths) to 4.5m. This improves visibility to a more ‘acceptable’ distance.

There have been questions raised on whether we could construct a parking area in the green verge opposite the business outlets and the owner has offered a contribution to the costs of this. Whether the removal of a green area to provide a small parking area for business outlets in this area is desirable or possible is outside the remit of this report.

Key aspects to take this forward would include funding for investigation, design and the proposals process and getting the 'Highway Scheme' taken into the capital programme.

Delivery and trade vehicles are able to wait on restrictions for the purpose of loading and unloading. This is an activity that will not be prevented by an extension of yellow lines in this area.

**Options:**

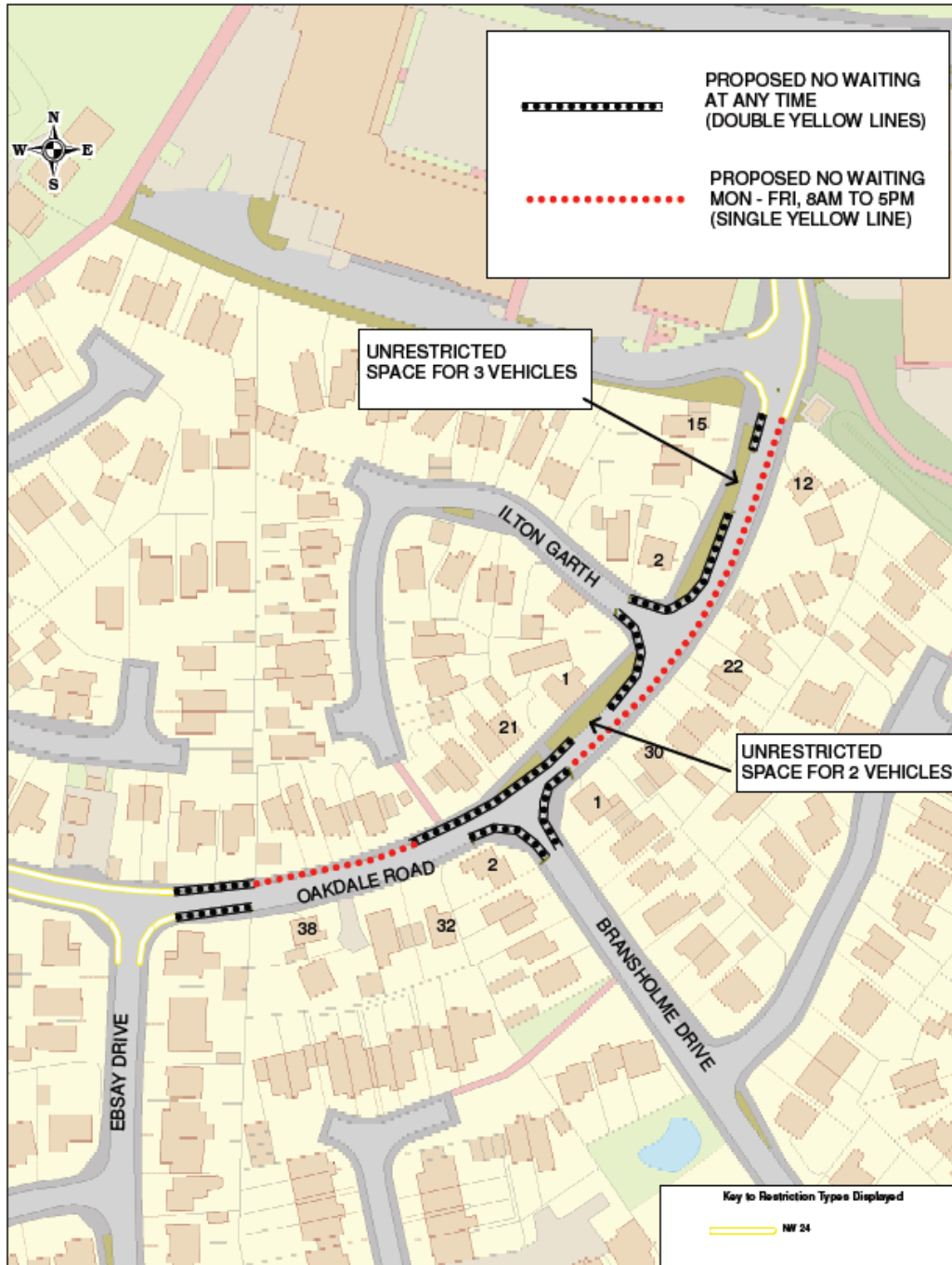
1. Over-rule the objections and implement as advertised.  
This is not the recommended option because we are mindful of the perceived effects to local business community
2. Uphold the objection and take no further action  
This is not the recommended option because the road safety team had identified issues which required addressing
3. Uphold the objection in part and place a lesser restriction; extending the restrictions by a length of 4.5m (one car length)  
This is the recommended option because it will address the safety issues whilst still leaving as much parking amenity as possible for the adjacent business outlets.

**M2**

**Location:** Oakdale Road

**Nature of problem and plan of Advertised Proposal**

Parking on Oakdale Road at the Clifton Moorgate is creating problems of access and sight lines. The parking is allegedly associated with staff parking from the nearby garage outlets and has increased significantly since the Tower Court management took steps to remove commuter parking from their parking areas.



## Objections Received

We have received three representations to the proposal all requesting more restrictions than we have advertised:

*I live at No.28 and I since Tower Court started the limitations on the car park we have had severe issues on the street this is caused by the BMW staff parking opposite our homes.*

*This has made it exceptionally difficult to get on and off my drive, it's been very dangerous and hard at times for the No.6 Bus Route and the white line that was put down before Christmas has made zero difference to the situation.*

*The proposed two car parking spaces opposite my house are not suitable, we as home owners do not require more car parking as we all park on our drives and property.*

*You are enabling the BMW staff and not making any difference to the problem which is sheer laziness and ignorance of the staff parking on our street despite the access they have to a private car park which is around 10minute walk to their HQ.*

*I oppose the decision on the grounds of driving safety and unsuitability of the ideas.*

*I hope you listen to the residents and you will make only appropriate changes If you do decide to put two car parking spaces opposite our house, as residents we will use instead of our drive to prevent the staff at BMW using them for their own parking.*

*You're not solving the issues, you're making them worse.*

*I support the proposals, but would prefer for there not to be two unrestricted spots in front of 30 Oakdale Road.*

*I live at 30 Oakdale Road and I strongly support the need for parking restrictions, but believe when that area of the road (opposite my drive) is parked in it and cars try to manoeuvre on/off the drive of 30 Oakdale Road, it becomes dangerous and a nuisance to other road users.*

*My drive is big enough for three cars and so are most of the other drives down Oakdale Road. The parking problems started when tower court put in place parking restrictions (which is understandable). Before the parking restrictions were in place at tower court, cars rarely parked opposite 30 Oakdale Road and if they did it was in the evening (which is fine as the proposed parking restrictions are for single yellow lines on part of the road).*

*I hope you can consider my above amendment to the restrictions.*

*Since vehicles started parking and abusing our road last year when Tower Court car park introduced reduced car parking times and hefty fines our street has become a nightmare to negotiate, especially as Oakdale Road is a busy bus route.*

*The council's initial plan to paint white lines across driveways has completely failed to improve the situation.*

*The houses opposite you proposed unrestricted car parking spaces all have enough parking and drive space for several of their own vehicles, having parked vehicles opposite your drive makes getting off your private drive onto the road extremely difficult. I have noticed several damaged vehicles over the many months that we have endured this problem.*

*If it is absolutely necessary for unrestricted parking on our street I intend to use it myself to stop BMW staff using it and will be actively promoting the idea to our neighbours.*

*Please think this proposed plan through carefully, after all this is our street and we all pay council tax for our property and council services and NOT to enable others to park freely and block our road.*

*Who is going to enforce parking restrictions? I don't suppose for one minute that the local residents will benefit from any fines. Will we pay more to fund whoever monitors the parking situation?*

*I look forward to having full double yellow lines without parking spaces on our street.*

### **Officer Analysis**

We are unable to implement additional restrictions than advertised. This would require a re-advertisement and delay the process of implementing the proposed restrictions.

The proposal included two small areas of unrestricted carriageway during the working day which were adjacent to grass verges without drive access points for the following reasons:

1. When we undertook the consultation with residents in the area prior to placing H bar markings and the proposal for restrictions it

became apparent that not all residents had sufficient off street parking amenity for their needs and relied on on-street parking.

2. Although most residents do have sufficient off-street parking for their needs, this may not be the case for any trade or visitor vehicles.
3. Some vehicles parked in the area can be beneficial as a traffic calming measure. If all vehicles are removed, this is likely to increase traffic speeds and raise different road safety issues.

The small gaps of unrestricted carriageway are likely to be parked on during the working day.

This is a residential area close to large business outlets and a busy road. There is a regular bus service and a primary school close by. The proposal is likely to displace commuter parking into the residential cul-de-sacs.

We undertook consultation with residents in 2019 and asked them what restrictions they would like to see implemented. As usual, a general consensus was not obvious. Some, like the residents who have objected, advised that restrictions both side the full length were required. Other residents wanted to see the minimum restrictions possible to overcome the congestion issues and improve sight lines around the bends. The proposal we made was a compromise of both views.

**Options:**

1. Over-rule the objections, implement as advertised and continue to monitor.  
This is the recommended option because residents generally accept that some restrictions are required in this area and we do not want to delay implementation further. The requested restrictions opposite 28 and 30 Oakdale Road to be referred to the next review.
2. Uphold the objections and re-advertise a proposal to remove the proposed parking areas.  
This is not the recommended option because it will delay resolution of the congestion issues being experienced.

**Ward Councillor Comments:**

**Cllr S Waudby** – No comments received

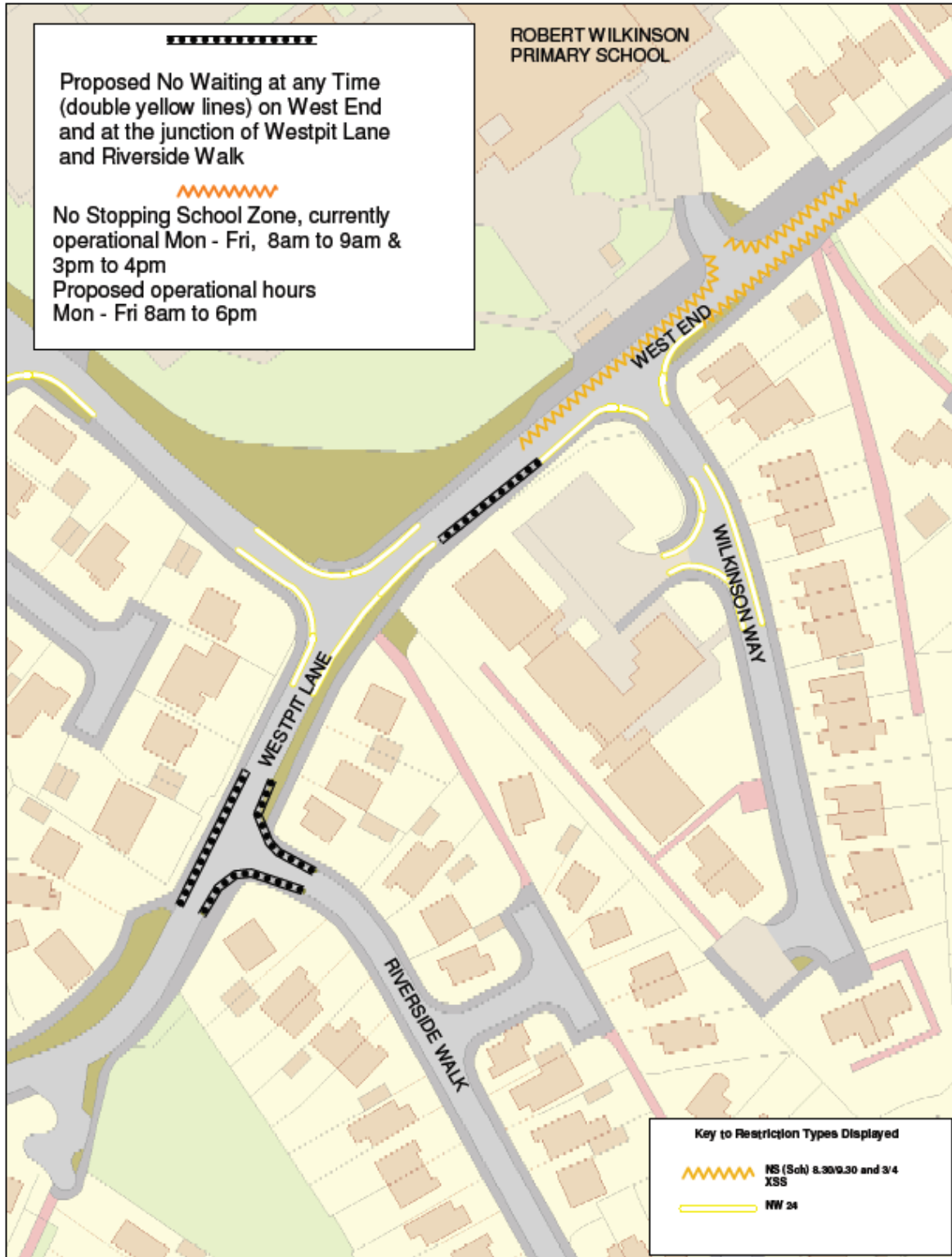
**Cllr D Wann** – No comments received

**Cllr D Smalley** – No comments received



## Annex N Strensall Ward

<b>N1</b>	<b>Location:</b> West End, West Pit Lane and Riverside Walk
<p><b>Nature of problem and plan of Advertised Proposal</b></p> <ol style="list-style-type: none"> <li>1. Parking in the streets around the school cause difficulty for residents to leave their homes and manoeuvre out of the village in all directions, especially on a morning.</li> <li>2. Parking issues associated with collection of pupils from after school clubs at Robert Wilkinson School. Vehicles parked legitimately after 4pm on the No Stopping zig-zag markings, creating problem for pupils leaving the after school clubs with sight lines for pedestrians and drivers. Complaint received about a pupil crossing the road between parked cars on the zig-zags causing an emergency stop. Had the parked cars not been present, the pupil may still have crossed without looking but the driver would have seen the danger quicker.</li> </ol> <p>The waiting restriction proposals were designed to prevent parking both sides of the carriageway close to the school and to protect the junction of Westpit Lane and Riverside Walk.</p> <p>Although we contacted the school about their views on the no stopping restrictions, they were unable to respond at that time. Consequently we proposed an 8 am to 6 pm Mon – Fri operational time for the restrictions to keep zig-zags clear for pupils leaving the after school club and any after school activities. If the school did come back to us with other suggestions we would be able to consider their request and change to a lesser restriction.</p> <p>(A plan of both proposals is on the next page.)</p>	



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**West End, Westpit Lane & Riverside Walk**

SCALE	1 : 1000
DATE	25/07/2019
DRAWING No.	
DRAWN BY	

**Representation from Robert Wilkinson Primary School in support of the proposed waiting restriction and a request regarding the times of operation of the No Stopping School Zone:**

We are fully supportive of the new road marking etc. This will help greatly with a clear visible space at peak times of the school day will help our near neighbours greatly too.

At Robert Wilkinson, we do feel that there may be some knock on issues around the blanket 8am till 6pm zone that will affect our neighbourhood and may cause more distress than intended. I can see that parents at these off peak hours will end up parking further away and potentially create issues further down the road.

The effects of upset parents at the start of a day are incalculable in the way our pupils start the day.

We feel that it is important that we need to accommodate our early breakfast club parents who drop off their children before 8:15 and our late collectors of pupils who collect after half past 4.

So we propose for the good of safety and for our nearby residents that the no stopping at any time zone outside school should be from 8:15 to 4:30. Or 8.15 - 9.30 and then 2.15 - 4.30pm. We have many parents who for various reasons need to drop off and pick up children during the school day

I hope you can consider this and feel it is appropriate.

**Officer analysis - No Stopping on School zig-zags**

The school have asked we allow parents to wait on the zig-zags for drop off and pick up using before and after school clubs.

The problem reported to us was about parking on the zig-zags outside school hours obstructing sight lines for crossing the road and more importantly obstructing sight lines for drivers to see children stepping out into the road.

The times of operation of No Stopping Zones outside schools are traditionally set by the schools. To comply with the school request would not resolve the issues witnessed by a local resident. The school report the ability to park on the zig-zags to drop off and pick up pupils outside school peak hours is beneficial both for the parents and the nearby residents who are more likely to be at home before and after the school day.

**Representation of objection and one of support from residents reference the proposed waiting restrictions:**

**Support:** A resident of Riverside Walk; *I feel these are a good idea and have spoken with my neighbours. We are concerned however that the yellow lines may push the cars further down the street to block our driveways and would like to request that we have white no parking lines placed on the road outside of our properties adjacent to the dropped kerbs to maintain access to our driveways during the busy school times.*

**Objection:** A resident of Leyfield Close is concerned about issues already associated with school peak hours:

- Leaving motors running with windows open and loud music playing
- Leyfield Close already an unofficial car park with double parking and obstruction of drives
- Concerns expressed about emergency access during school peak hours
- There are often spaces in the school park – but staff park on the public highway
- Parents can be very rude when asked to move or show some consideration

Requests H bar markings across driveways.

If more restrictions are placed this will only move the problem elsewhere. Can we not contact parents directly and request them to show consideration? A few random visits by enforcement officers issuing tickets would be helpful.

**Officer Analysis**

If the restrictions are to be implemented we will arrange for the H bar markings for residents on Riverside Walk as requested and for any resident on Leyfield Close who requests one.

We realise vehicles will be displaced into other areas by the proposed restrictions. The key is to disperse vehicles into areas where they do not create road safety issues for other users and for children walking or cycling to school.

Robert Wilkinson is a large primary school (660+ pupils) with a wide catchment area which does create a high vehicle attendance at peak hours. Figures approximately 4 years ago showed 40% of pupils were brought to school by motor vehicle. The school has participated in the Travel2School initiative to try and reduce this number.

**Options:**

1. Implement restrictions as advertised for both issues and shown on plan.  
This is not the recommended option as the School have requested

a lesser restriction for the No Stopping zig-zag marking.

2. Implement:

(i) The proposed no waiting restrictions as advertised

(ii) A lesser restriction than advertised for the No Stopping Entrance Marking to operate 8.15 – 9.30 am and 2.15 – 4.30pm

This is the recommended option because;

(i) The No Waiting restrictions will allow better access in the junction area and better traffic flows with less obstruction occurring.

(ii) We are complying with the school request to place a lesser restriction and give more flexibility to parents who need school access outside peak hours.

**Ward Councillor Comments:**

Councillor Doughty & Councillor Fisher

We have given due consideration to the representations made by residents and the school and we feel that the recommendations in Option 2 are the ones we would support, subject to the following conditions:

- a) That letters be sent to all residents of Riverside Walk, Leyfield Close and Wilkinson Way to offer an H bar marking across their drives if they want one
- b) That Enforcement Officers visit the area periodically to make sure that the restrictions are being complied with
- c) That the effectiveness of the proposals be reviewed after 1 year to establish if any further measures are needed

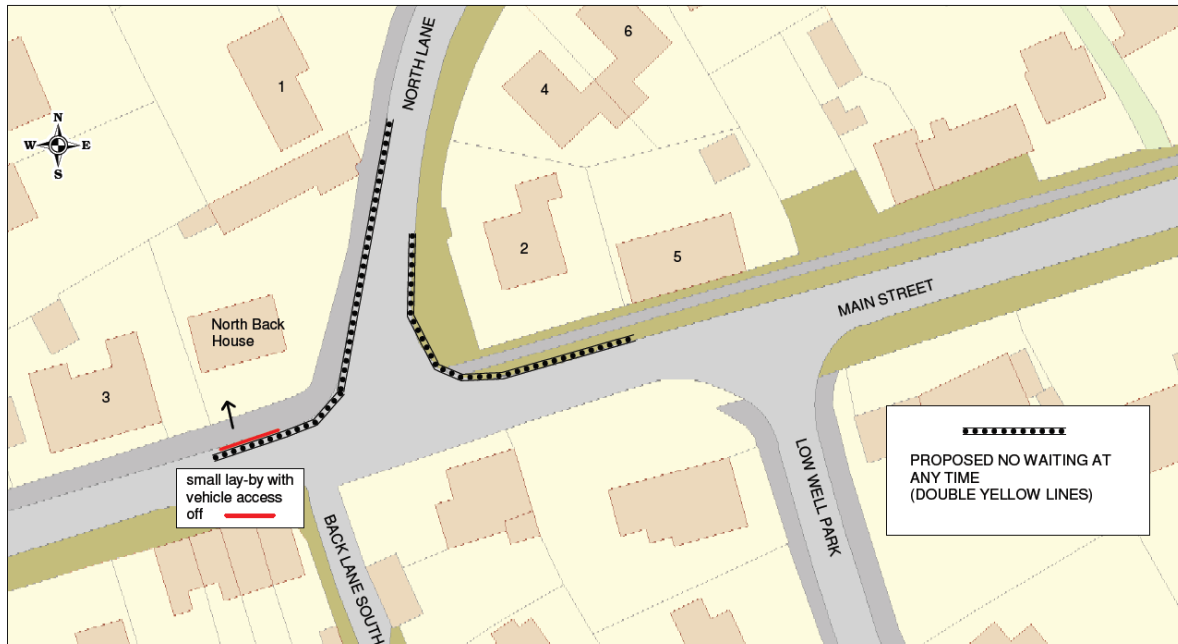
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## Annex O Wheldrake Ward

**O1**      **Location:** Junction of North Lane & Main Street, Wheldrake

### Nature of problem and plan of Advertised Proposal

Vehicles parking in lay-by and close to junction. This can significantly impede sight lines when leaving North Lane and obstruct entry. The restriction was requested by the Parish Council and the Ward Councillor (at that time).



The proposal was designed to protect the sight lines on exiting North Lane and the vehicle access to North Back House.

### Representations

We have received three representations to the proposal.

Resident (adjacent to the proposed restriction) – *support (in part) and request to reduce length on North Lane*  
*Further to your letter of 7th February regarding the proposed parking restrictions we do appreciate the need to reduce parked cars from obscuring the view along the main street. However as resident of 3 (b) Main Street we are concerned that the double yellow lines you are proposing completely surround our house restricting all parking by delivery vans or family and friends. Also having a concealed entrance to our rear car park we have problems with speeding drivers turning into North Lane as we are backing out and this must be addressed within your plans.*

*We would request that at least a section of approximately 5 metres is clear of restriction running along from our driveway. That way we have at least some area for what we would consider essential parking.*

*Although the yellow lines will in some way assist with a better view of oncoming traffic it is certainly not the answer to the current danger generated by speeding drivers along the main street. Our two children currently attend Fulford School and have to wait on the main road with a number of pupils before the school bus arrives. They have complained about the speeding cars along the main street and surely you as a traffic management body cannot avoid the necessity to introduce traffic calming on Wheldrake main street before a serious accident occurs.*

Resident adjacent to the proposed restriction (objection based on officer reply to question about enforcement):

*Since this will not be Policed, a well-controlled current parking situation will be compromised as when the yellows fade and the straw and muck obscure them. My property will again be blighted by tranny vans homemade campers which becomes an eye sore through my side windows. I bought the property because of its position and I now see my enjoyment of my property compromised. Your actions which you are unable to enforce I then ask why go to the trouble. I am also interested as to why the yellow lines run for some 18 the full length of my property when in law you only need to leave 10 mtrs from a junction. Therefore I could use the other 8 for my vehicle. You are only going 10 mtrs in the other direction so something's not quite right here. So in short full enforcement you have my support. Otherwise reduce the length of lines to just the same as on the other side allowing me to park legitimately outside my property and then there will be less space to flout by others who have no vested interest or business here*

Resident (from nearby street); requested the comments received are treated as an objection.

*With regard to the amendments as listed in the York press re North Lane and Main Street may I point out that this does not go far enough and will not ease the problems of exiting north lane onto Main St and the reverse. Full length yellow lines should be placed between North Lane and Valley View and North Lane and the post box on Main St this will allow a clear view in both direction and safe collection and drop off for school and public transport.*



**Officer analysis**

**Speeding:** two of the objectors referred to speeding issues on North Lane and Main Street. Introducing traffic calming measures is outside the remit of this proposal and report. There is a clear policy for reporting speeding concerns within the 95 Alive Partnership. Details are on the website.

**Rear entrance to 3b Main Street** (North Back House); we consider the restrictions as proposed, to the dropped kerb will improve access and egress from the property. Allowing a parked vehicle so close to the access will impede sight lines, especially if the drivers habitually reverse out and not in forward gear. If, as the resident reports, vehicles approach from Main Street at speed, sight lines are more important not less. We would recommend an H bar marking to highlight the access to the property.

**Length of Proposed restrictions on Main Street:** The request for restrictions to the next junction (and beyond) with Valley View and to the post box in the other direction would involve lengths of approximately 100m in either direction. There is a funeral directors and coffee shop on Main Street between the junctions with North Lane and Valley View. A proposal of this length is likely to bring objections from these business outlets. Restrictions of the requested length adjacent to village Business Outlets with no customer parking available is not something we would recommend.

The proposals were put forward after a site meeting with the Ward Councillor (at the time) who was also representing the Parish Council. We are unable to implement additional lengths of restrictions from this proposal.

**Enforcement:** Wheldrake is an outlying village in our authority. The restrictions will be fully enforceable by our Civil Enforcement Team. But it is considered that enforcement of existing restrictions will be ad-hoc or by hotline only. Although we can understand the resident who has expressed concerns about implementing a restriction when it will not be fully enforceable and can easily come into disrepute, no restriction of this nature can be enforced full time.

The length of the restrictions on both sides of the junction are similar when considering the width of the junction area and position of vehicles when exiting the property.

**Options:**

1. Over-rule the objections and implement as advertised.  
This is the recommended option because the proposal will improve junction access and sight lines.
2. Uphold the objections (in part) and place a lesser restriction

outside the adjacent properties as requested.

This is not the recommended option because

- to shorten the restriction on Main Street will still compromise sight lines
- to shorten the restriction to allow a parking space for 3b will encourage non-residential parking close to the access point on a more regular basis which will compromise sight lines for vehicles on egress from the private parking area.

3. Uphold the objections and re-advertise a proposal for longer lengths of restrictions as requested on Main Street

This is not the recommended option because:

- it will delay further the implementation of requested restrictions in the area.
- the length of restriction suggested is not supported by officers at this time. If further requests or support for this length of restriction are submitted by the Parish Council this can be considered at that time.

**Ward Councillor Comments:**

**Cllr C Vassie** – No comments received



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**Decision Session–  
Executive Member for Transport**

**21 July 2020**

Report of the Assistant Director of Transport, Highways and Environment

**ResPark for the area around the University of York**

**Summary**

1. The Heslington East Campus Outline Consent Planning Conditions (Condition 10 and associated Section 106 Agreement) state what surveys will be carried out and the consequences of what is to be done if University related parking increases by more than 20% in the vicinity of the University Development. This is for a period of 15 years from the first occupation of the Development.
2. The University of York (UoY) has agreed, in principle, to
  - fund the implementation a residents parking zone to incorporate the on street parking survey zones 5-8, complementing the existing residents parking zone R39, to incorporate on-street parking survey zones 5-8, and
  - fund the administrative costs for the issue of permits and operation of the enforcement hotline.
3. The purpose of this report is to
  - seek approval to consult with residents regarding the expansion of the existing residents' parking in the area around the University of York to suit the proposed strategy for extending the coverage of residents parking in the area around the University of York, for which the University of York has agreed, in principal, to fund its implementation (including consultation with residents) and administrative costs for the issue of permits and the operation of the enforcement hotline.

## **Recommendations**

4. The Executive Member is asked to

Approve Option 1a – Progress the extension of Resident Parking zone R39 to incorporate on-street parking survey zones 5-8 through the Council's process for introducing residents parking and, subject to the results of the public consultation, bring forward further reports to the Executive Member prior to implementation. The scheme to be progressed on the basis that the UoY would fund the implementation process, the issue of permits and operation of the enforcement hotline, up to a maximum level of funding of £42,100.

Reasons: After several years of negotiation the UoY has agreed, in principle, to fund the implementation (including public consultation) of extending the existing residents parking zone R39 to incorporate on-street parking survey zones 5-8 and fund the issue of permits and operation of the enforcement hotline, up to a maximum level of funding of £42,100, from this point in time onwards until 15 years after the first occupancy of the Site (i.e. until 30 September 2024 as Goodricke College was first constructed and occupied in September 2009).

Failure to approve this option would result in further protracted negotiation with the UoY pertaining to the impact of UoY related parking on residential streets, the need for mitigation and the mitigation measures required, which is likely to lead to no mitigation being put in place prior to the time limiting period of 15 years after the first occupancy of the site in which to implement mitigation measures expiring.

## **Background**

### **Planning Condition 10 and S106 Agreement**

5. In summary, Condition 10 to planning application 15/02923/OUT (replicated at Appendix A) states

- before commencement of development the developer will carry out a survey of current on street parking and thereafter repeat annually,
  - the survey is to be carried out to a specification and at a time agreed with the LPA, and
  - within 3 months of the survey being carried out the developer will review the results and submit the review to the LPA to demonstrate whether the volume of on-street parking has increased by more than 20% of the survey as a consequence of the development.
6. In summary, the associated S106 Agreement (replicated at Appendix A) states
- The Developer is to fund the detailed survey;
  - if the survey shows that the increase is caused by students or other persons having business at the UoY, pay the council the costs of introducing a scheme of parking and waiting restrictions to cover the area or areas where parking has increased +100m around those affected areas;
  - if a scheme of waiting or parking restrictions is implemented, pay the Council the costs for having a presence to enforce them for a period of 15 years from first occupation; and
  - if the scheme of waiting or parking restrictions is implemented the Council shall pay the developer the penalty charge income (less reasonable admin. costs) for a period of 15 years from first occupation.
7. It should be noted that these obligations are only related to an increase in parking issues that can be attributed to or are directly associated with the ongoing development of the University for a period of 15 years, and if permits are required as a result of introducing a scheme, these would be at no cost to local residents.
8. At the Decision Session meeting on 26<sup>th</sup> July 2011 the Cabinet Member for City Strategy approved the introduction of parking measures on a trial basis in the Badger Hill area. These included a Residents Parking Scheme and a Controlled Parking Zone intended to alleviate the University related parking issues which arise from ongoing development at the Heslington East Campus.
9. At the Decision Session meeting on 2<sup>nd</sup> August 2012 the Cabinet Member for Transport, Planning and Sustainability approved

proposals to enhance the abovementioned trial. This included authorising Officers to enter into detailed discussions with the University of York aimed at developing a wider parking strategy that can be applied across the areas previously identified as part of the Planning Inspectors considerations.

### **Analysis of Parking Surveys**

10. The 'University of York Heslington (West) Campus Development Brief for Future Expansion' was produced by the City of York Council in consultation with the University in 1999. The purpose of the brief was to outline the policy context for future development and define specific requirements in terms of transport amongst other issues such as design, landscape and archaeology, in addition to addressing the overall development potential of the Campus. The principles set out for Campus West also applies to Heslington East Campus, restricting the number of standard car parking spaces provided. The parking cap for Campus East is 1,500 spaces, including disabled bays as well as standard bays.
11. On street parking surveys were introduced to determine whether the capping of car parking numbers on Campus resulted in the increase of parking on streets within the vicinity and surrounding residential areas of the University. The surveys were also to be used to determine the full impact associated with the Heslington East Campus development Planning Condition 10 of the Outline Permission for the Heslington East Campus (15/02923/OUT).
12. The extent of the parking surveys is shown in Appendix B
13. Results of the parking surveys from the 2009 base (relevant to monitoring the impacts of the Heslington East Campus) are shown, in graph form, in Appendix C.
14. Analysis of the primary parking surveys undertaken by the UoY show for Zones 5 -12 that, with the exception of Zone 9 the level of parking has been above the 2009 base + 20% threshold with an upward trend. Zone 9 has, since the introduction of a residents parking zone in 2011 (see also the reference to Decision Session meeting on 26th July 2011 in paragraph 8), experienced a dramatic reduction in parking such that it was below the threshold in 2018 and just above it in 2019 with an overall downward trend.

15. If primary surveys indicate parking above 20% threshold, secondary surveys undertaken in November to ascertain the intended destination of drivers associated with the parked vehicles and, specifically, determine if these are University related. The secondary surveys consist of two key elements:
  - Registration Plate Survey - Used to determine the trip purpose associated with all parked vehicles; and
  - Driver Interviews - Used to supplement the registration plate surveys.
  
16. Secondary Car Parking Surveys were undertaken in November 2018. However, the UoY did not initially release the results of the survey and CYC was still awaiting the results of this survey when officers met with representatives from the UoY and its planning agent O'Neill Associates on 27 March 2019. At this meeting O'Neill Associates contended that even though the secondary survey methodology is in accord with the S106, it was flawed because a substantial number of car drivers who were observed to have parked in the survey area but who didn't visit a residential property 'refused interview' when researchers approached them to ascertain whether they were parked because they had business with the University, hence why the 2018 secondary survey results had not been submitted
  
17. This led the UoY to express concerns regarding the suitability of the survey methodology for apportioning these 'non-responses' to University-related and non-university-related parking, because of the resultant small sample sizes producing statistically non-relevant results, and the suggestion by the UoY that a revised methodology should be agreed with CYC. CYC did not receive the 2018 Secondary Survey so could not pass comment on the suitability of the methodology.
  
18. A similar situation occurred in the 2019 secondary surveys. The 2019 survey also contained the 2018 survey results and showed that in some areas the number of 'refused interview' responses was higher than in 2018. In view of this, the 2019 survey set out an alternate methodology, based on comparing parking on a Saturday with parking on a Thursday, to establish the level of university related parking. Although the alternate methodology was not agreed with CYC before it was applied, officers accepted that it appeared to be a reasonable approach.

19. Initial analysis of the results indicate that parking associated with the UoY didn't exceed the threshold in zones 10,11 or 12 but did exceed the threshold in Zones 6, 7 and 8, therefore, requiring mitigation measures to be implemented.

### **Negotiations with the University of York and measures already implemented**

20. Following the resolution at Decision Session meeting on 26 July 2011 (see paragraph 8) parking measures were introduced on a trial basis in the Badger Hill area. This subsequently evolved into ResPark Zone R39.
21. UoY funded the implementation of this zone and continue to pay CYC £11,000 per annum for providing an enforcement presence in the area.
22. In view of the results of the car parking surveys CYC discussed various options for implementing mitigation measures with UoY. The three main options considered were:
  - i. UoY increase on campus parking (up to the maximum amount permitted) – this has a negative impact on achieving other sustainable transport objectives
  - ii. UoY/CYC work in partnership to extend the existing resident parking zone R39 – likely to have the most positive impact
  - iii. UoY revise its travel plan –likely to have minimal impact
23. The various sub-options for implementing option ii (covering zones 6-9, initially) for 4 years to the end of the 15yr period within current S106 agreement) are set out below:
  - a) UoY pay for implementation and enforcement but not permits - this is in full compliance with Condition 10 and the S106 Agreement
  - b) UoY pay for implementation and permits but not enforcement and no return of PCN income - this is not in compliance Condition 10 and the S106 Agreement but the Condition and S106 Agreement could be varied
  - c) UoY pay for implementation and admin cost for issuing permits + hotline and CYC keep all of PCN income permits - this is not



in full compliance with Condition 10 and the S106 Agreement but the Condition and S106 Agreement could be varied

24. Although the secondary survey showed that for zone 5 the threshold shown not to have been breached by UoY-related parking, it would be prudent to incorporate Zone 5 now, as it is more cost effective than waiting for parking to increase to a point where the threshold is breached because of displaced parking from zones 6-9. Streets in Zones 5-9 are identified at the end of Annex D.
25. UoY has agreed in principle to fund the implementation and administration costs for issuing permits and operation of the enforcement hotline as set out in ii) c) above, subject to its funding contribution not exceeding £42,100. This figure is to include for maintaining the existing ResPark Zone R39 on the same basis for issuing permits and operation of the enforcement hotline.
26. As part of this new arrangement, CYC will absorb the cost of providing an enforcement presence in the area.

## **Analysis**

### **Further explanation of sub-option ii) c)**

27. Currently, the cost of providing an enforcement presence in ResPark Zone R39 (parking survey Zone 9) is within the £11,000 per annum UoY funding contribution. If this were to continue, the overall contribution from the UoY over the 4 years up to the end of the 15-year period for which the planning condition and any necessary obligation applies would be £44,000 to maintain a single ResPark zone.
28. If sub-option ii) c), as agreed in principle by the UoY, were to be implemented, the contribution from the UoY for issue of permits and operation of the enforcement hotline is estimated to be £15,000. This will not be evenly distributed across the four years because it is anticipated that the administration cost for the issue of permits will be much reduced in Years 2-4 following the introduction of CYC's new parking management system. The one off costs for undertaking consultations and traffic regulation orders (TROs) to extend the Respark zone is estimated to be £27,000. The total UoY contribution, as agreed in principle by the UoY, would be approximately £42,000.

## **Variation to Condition and S106 Agreement**

29. Approving the variations to the outline planning permission condition and associated S106 Agreement to enable the implementation of sub-option ii) c) is a function of the Council's Planning Committee, unless the Corporate Director Economy and Place or the Assistant Director (Planning and Public Protection) consider it as a minor modification in which case it would be delegated. The current view is that it is a minor modification and the variations will be made under a delegated decision.

## **Consultations / TROs**

30. If Option 1a below is progressed then the initial consultation will contain information on how a scheme operates, this is sent out to all properties together with a questionnaire (Appendix D), the results of which are reported back to the Executive Member meeting for a decision on how to proceed.
31. If approval to proceed is granted then the formal legal Traffic Regulation Order consultation is carried out on a specific detailed scheme. This involves a Notice of Proposal being created, which is posted on Street, in a locally distributed newspaper and to all affected properties. The date of the Notice is the start of a 21 day consultation period. At the end of that period all comments will be considered and reported back to the Executive Member meeting for a decision on whether the scheme should be implemented.
32. If Option 1b below is taken forward then the scheme would progress straight to the TRO stage consultation stage.

## **Options for consideration**

### **Option 1a**

33. Pursue sub-option ii) c) - extend the residents parking zone R39, through the Council's process for introducing residents parking, subject to the outcome of consultation with residents, to incorporate on-street parking survey zones 5-8, the implementation of which (including public consultation) and the issue of permits and operation of the enforcement hotline is to be funded by the UoY, up to a maximum level of funding of £42,100, from this point in time onwards until 15 years after the first occupancy of the Site (i.e. until

30 September 2024). Further reports will be brought forward to the Executive Member following public consultation.

- 34 This is the recommended option because after several years of negotiation with the UoY, during which time there has been an increase in UoY-related car parking in neighbouring residential streets, the UoY has agreed to fund further mitigation measures. It is considered that, although delivery will take longer, following the standard two stage Residents Parking process will enable the final scheme to be better matched with the detailed needs of the community.

### **Option 1b**

- 35 As Option 1a but progress the Residents Parking Scheme as an extension to the R39 Zone directly to the TRO stage. This will enable residents to receive the benefits of the Residents Parking scheme more quickly taking advantage of the free scheme for a longer period as this has a time limited end date. However there is a concern that moving straight to advertising the TRO for a Residents Parking scheme without understanding the detailed concerns of the community will increase the risk of objections being received and potentially lead to the need to advertise a revised scheme. Many of the streets in the proposed extension areas do not have off street parking which may lead to a different response to a potential ResPark scheme particularly as the current scheme includes a charge for a second permit. As a response to a Residents Parking consultation in 2018 in some streets (Sussex Rd, Sussex Close, Crossways) in the proposed extension area did not reach the level of support which is usually required to establish whether a TRO for a scheme should be advertised, it is considered prudent to understand whether the level of support would change if a time-limited free scheme was proposed prior to advertising the TRO.

### **Option 2**

- 36 Pursue sub-option ii) a) – extend the parking zone in compliance with the current Condition and S106 Agreement (i.e. as outlined in Option 1 above but the UoY pay for implementation and enforcement but not permits).
- 37 Although this option is in full compliance with the condition and S106 Agreement, this option is not the recommended option

because the costs (predominantly enforcement costs) are likely to be prohibitive and the UoY is unlikely to agree to funding this option. This could lead to continued protracted negotiations resulting in no mitigation being put in place prior to the time limiting period of 15 years after the first occupancy of the Site in which to implement mitigation measures expiring.

### **Option 3**

- 38 No further action at this time
- 39 This is not the recommended option, because surveys have shown that UoY-related car parking in neighbouring residential streets (zones 5-8) has increased and is likely to increase in the future.

### **Council Plan**

- 40. Progressing these proposals would meet the Getting around sustainably Council Plan Key Outcome – Review and deliver enhanced resident parking and pay-on exit at council car parks.

### **Implications**

- 41. **Financial** – CYC will experience a loss of potential income through not charging the residents for permits for the 4 years up to the end of the 15 year period. After that period it is anticipated that residents will have acknowledged the benefits of the residents' parking scheme and they will be consulted again in advance of charging residents for permits.
- 42. **Human Resources** – The proposals would involve the continued use of Civil Enforcement Officers with a potential need for an increase in presence for a short period after implementation. These proposals also need to be considered in terms of demands on Officers/ available resources for any future design/ feasibility/ implementation works.
- 43. **Crime & Disorder** – None
- 44. **Equalities** – None
- 45. **Legal** – Variations to an existing planning permission condition and associated S106 Agreement are required. These are currently

considered to constitute minor modifications, so these variations can be made under a delegated decision.

46. **Property** – None

47. **Sustainability** – None

**Risk Management**

48. In compliance with the Council's risk management strategy there are no risks associated with the recommendations in this report.

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**Report  
Approved**



**Date** 09.07.20

**Wards Affected:**

Derwent\*  
Fishergate  
Fulford\*  
Heslington\*  
Hull Road  
Osbaldwck\*

\*In that they are all within the area covered by the car parking zones 1-13. This could be reduced to Fishergate and Hull Road if considering car parking survey zones 5-9 only.

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

**Annexes:**

Appendix A – Condition 10 and S106 Agreement for Outline Planning  
Permission 15/02923/OUT

Appendix B – Map of parking survey zones

Appendix C – Parking Survey results (2009 Baseline)

Appendix D – Draft Residents' Consultation Letter

## Appendix A

### Condition 10 and S106 Agreement for Outline Planning Permission 15/02923/OUT

#### Existing Condition 10

Before the commencement of development (which shall exclude any works associated with the undergrounding of overhead electricity lines carried out as 'permitted development' or any evaluation works associated with the Archaeological Remains Management Plan), the developer will carry out a survey of current on-street parking on highways within the area shown on plan 3 and thereafter repeat the survey annually. The surveys shall be carried out to a specification and at a time agreed with the Local Planning Authority.

Within three months of the annual survey being carried out, the developer will review the on-street parking survey results and submit the review to the Local Planning Authority to demonstrate whether the volume of on-street parking in any of the areas shown on the plan has increased by more than 20% of the first annual survey as a consequence of the development.

If this percentage figure is exceeded then remedial measures agreed with the Local Planning Authority shall be undertaken.

REASON: To determine a baseline of on-street parking against which the impact of University expansion can be monitored and thereafter to determine the impact of University expansion on the volume of on-street car parking and in the interests of highways safety.

#### Existing S106 Agreement

##### **3 Off Site Parking Measures**

- 3.1 In the event that a planning condition is attached to the Planning Permission requiring surveys to be carried out for on street parking, and that condition requires remedial measures to be taken in any of the Parking Survey Areas as a result of an increase in on street parking, the Developer shall: -

- 3.1.1 fund a detailed survey to be undertaken to a specification to be agreed with the Council to identify the origin of the increase in on street parking so identified;
  - 3.1.2 in the event that the detailed survey identifies that such increase is caused by students attending the University of York, employees working at or visitors visiting any building situated upon any part of the Site or the land shown on Plan 4, pay to the Council the costs incurred by the Council in introducing a scheme of parking and waiting restrictions cover the area or areas where on street parking has increased and an area 100m around that affected area or areas;
  - 3.1.3 if a scheme of parking or waiting restrictions is implemented under paragraph 3.1.2 above, pay to the Council the costs incurred by the Council in employing a presence in the area to enforce the parking restrictions for a period of 15 years from the first occupation of the Development.
- 3.2 If a scheme of parking or waiting restrictions is implemented under paragraph 3.1.2 above, then the Council shall pay to the Developer a sum equivalent to income from any penalty charge notices (less a reasonable administrative charge) for a period of 15 years from the first occupation of the Development.

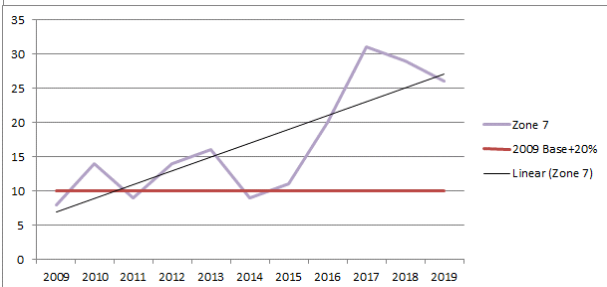
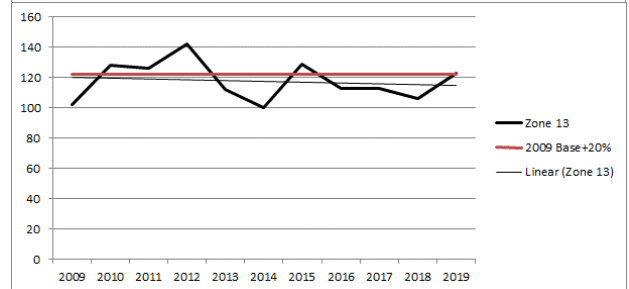
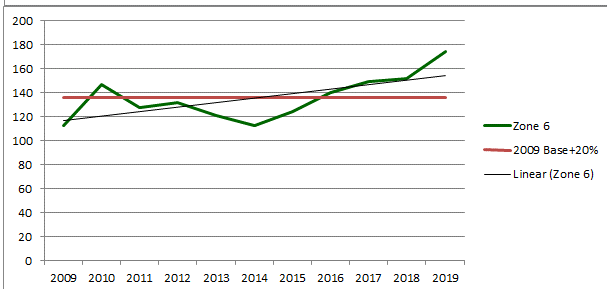
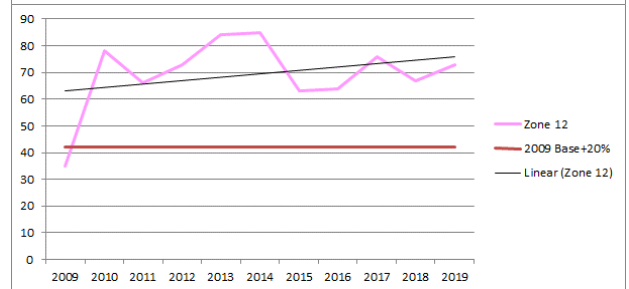
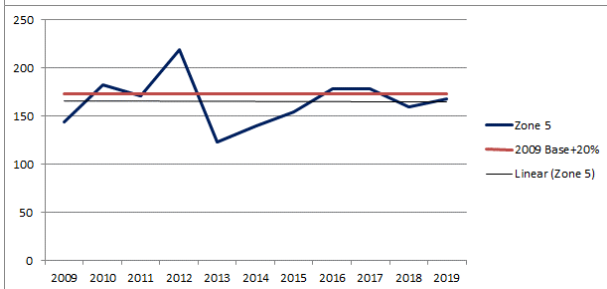
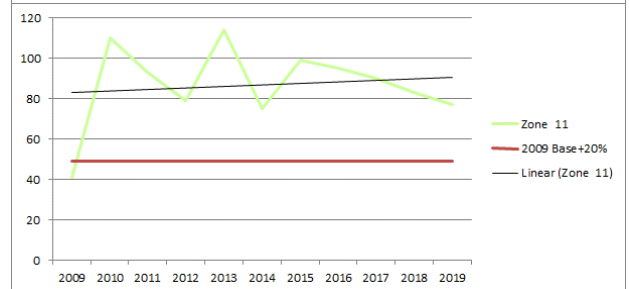
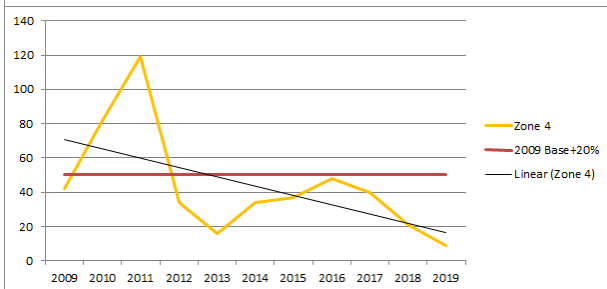
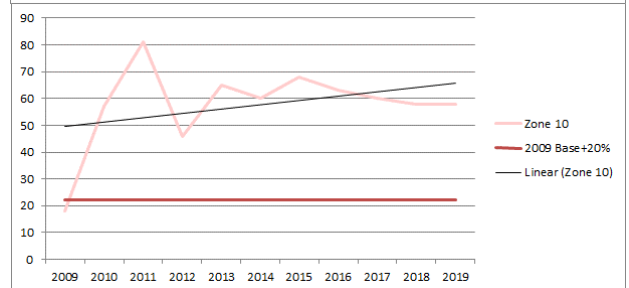
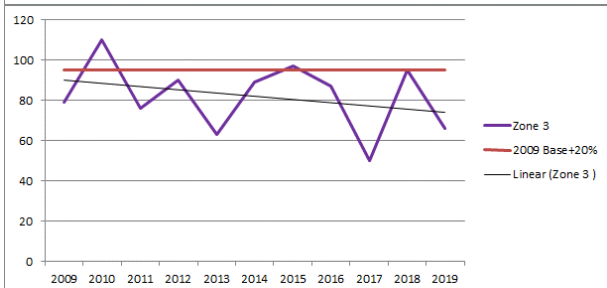
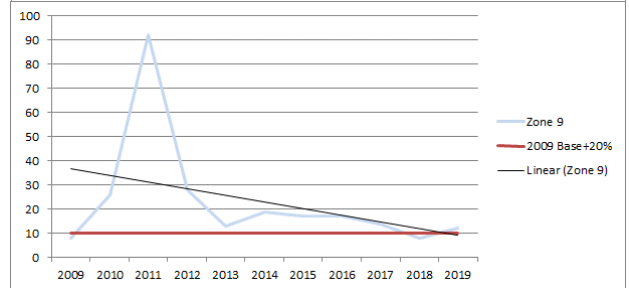
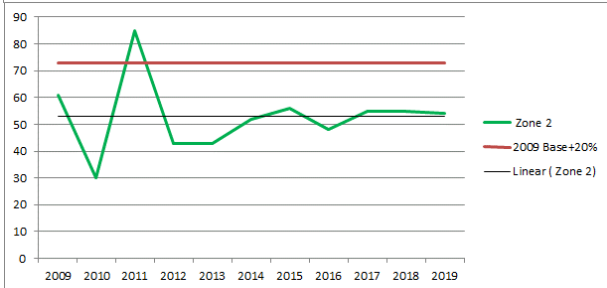
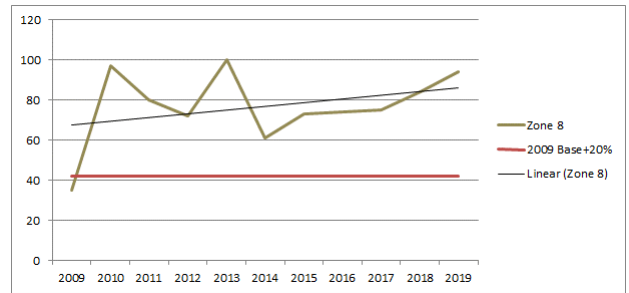
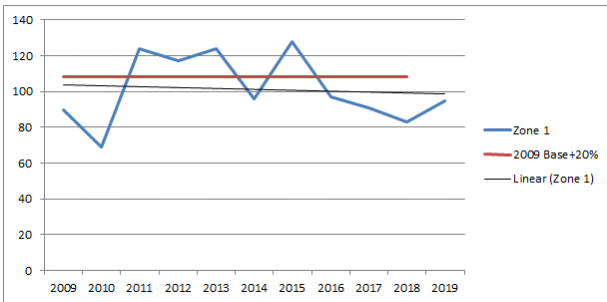




Project Management: MM&C    Design: MM&C    Approved: P    150 A3 207mm x 420mm

Drawn: P    Checked: P    Date: 11/11/2011    Scale: 1:10000











Directorate of Economy and Place  
West Offices, Station Rise  
York, YO1 6GA

Email: ([email address](#))

Date: 2020

To the Residents  
(Streets in Survey Areas 5,6,7,8)

Dear Resident,

### **Request for a Residents’ Priority Parking Scheme (ResPark)**

We are writing to you as we are aware there are issues surrounding non-residential parking on your street creating problems which many of you would like to resolve.

The Council is working with the University with a view to extending Resident Parking schemes across a wider area.

The key reason for introducing these parking controls is to address non-residential parking, including parking related to the university. This takes place during term time on a daily basis. A Resident Parking scheme will help but we cannot guarantee it will resolve all of the problems caused by inconsiderate parking or the overall lack of space, on street, to accommodate high demand.

In brief, parking controls are put on street and residents wishing to park need permits to do so. There is a range of controls that we can use and a range of permit types including those for residents, businesses and visitors. We would aim to introduce controls with one zone reference over the whole area.

The university parking surveys now indicate a sufficient increase of non-residential parking to offer your street a scheme. Initially, should a scheme be implemented, you will be able to apply for permits without charge. This may not be the case after 2024/2025 at which time the funding secured through the planning agreement will expire. At this time we will consult with residents further.

Overleaf, you will find more information and guidance on how to respond. Once we know your views, we will design a scheme going forward and consult with you again.

Yours faithfully

**NAME, TITLE**

## We want your comments.

We’d like to know your view on the proposed extension of ResPark (see over) and, in particular, if you consider parking controls should be brought in **your** street to give residents priority over non-residents.

Please email your views to [\(email address\)](#) and/or more detailed comment which will provide background to any report going forward. Please indicate your preferences to the questions in the boxes below. We would like to know your preferred time of operation even if you do not want a scheme.

	YES	NO
Would you like to see, the introduction of a Resident Priority Parking Scheme in the street where you live?		

	(24/7)	9-5 M-F
Would you like to see the parking controls brought in all day, every day (24/7) or just during the working day?		

Would you like to highlight issues in any particular streets or specific times?

I live at (address):	Postcode:
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Please also email (email address) or ring (phone number) if you:

- Require any further information or clarification or
- Want to discuss any special needs/circumstances that you believe would be affected by the introduction of a ResPark Scheme nearby.

Clearly, we’d need to know your address and/or Postcode to understand better your views; add your name if you wish. Alternatively, you could return this letter.

**Please let us have your views by the DATE 2020.**

Our return address is:

Address

**Letters to Affected Streets by Zone**

**Zone 5**

Arnside Place,  
Devon Place,  
Green Dykes Lane,  
Newland Park Close,  
University Road

Barstow Avenue,  
Garrow Hill,  
Heslington Road,  
Newland Park Drive,

Blakeney Place,  
Garrow Hill Avenue,  
Kexby Avenue,  
Thief Lane

**Zone 6**

Cycle Street,  
Norman Street,

Lamel Street,  
Siward Street,

Newland Park Drive,  
Thief Lane,

**Zone 7**

Beaufort Close,  
Windmill Lane

Quant Mews,

Sails Drive,

**Zone 8**

Bishops Way,  
Deramore Drive,  
Eastfield Crescent,  
Kimberlow Woods Hill,  
Vanburgh Drive,

Brentwood Crescent,  
Deramore Drive West,  
Field Lane,  
Sussex Close,  
Yarborough Way

Crossways,  
Eastfield Court,  
Fernway,  
Sussex Road,