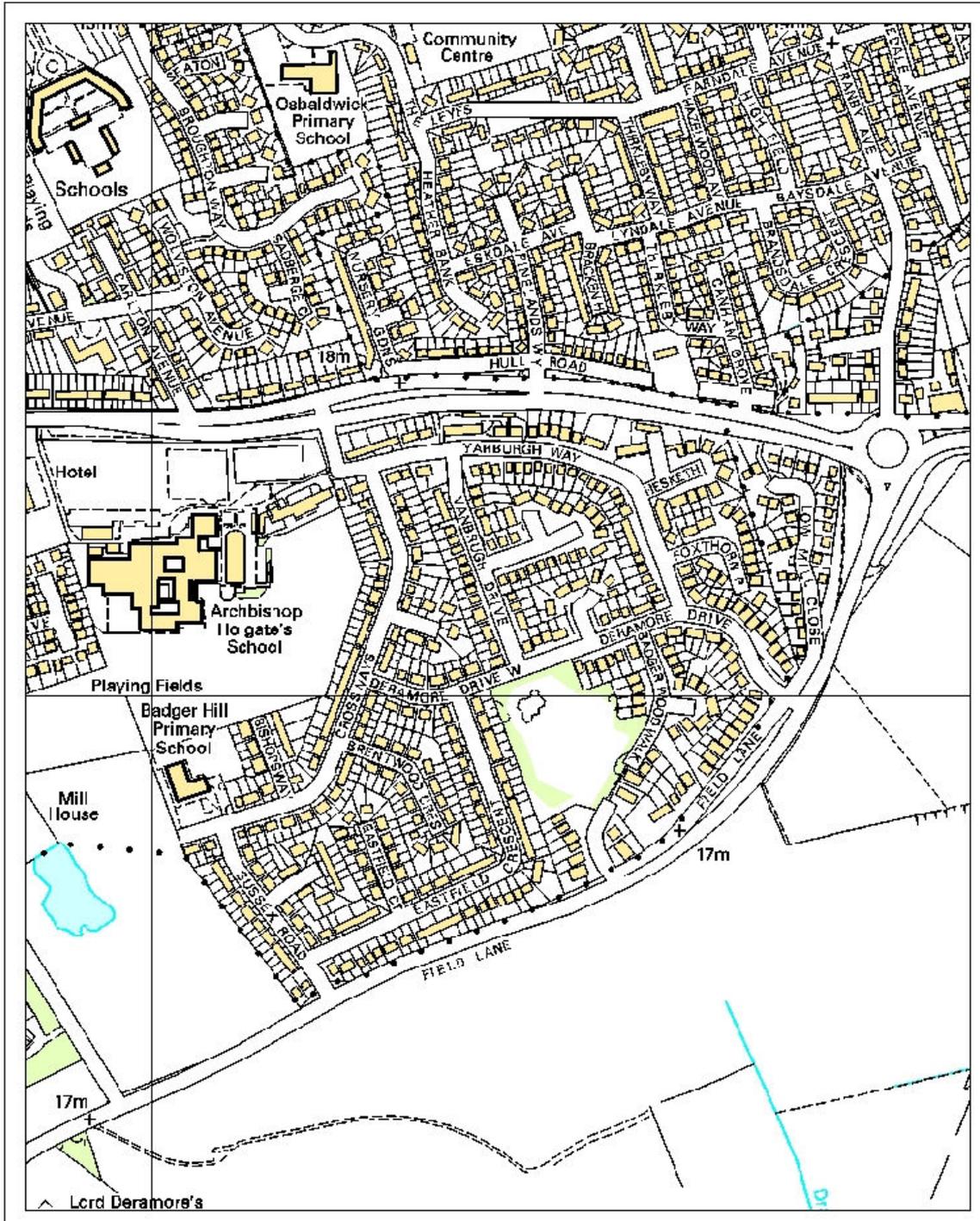


Annex A

Plan of Area



Network Management

SCALE: 1:5,000	DRAWN BY:	DATE:
----------------	-----------	-------

		Drawing No.
--	--	-------------

Reproduced from the Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. City of York Council 100002316

Annex B

Condition 10 and Section 106 Agreement

Heslington East Campus Outline Consent Planning Conditions

Condition 10

Before the commencement of development, 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 LPA.

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 LPA 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.

Section 106 Agreement

- 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 to cover the area or areas where on street parking has increased and an area 100 m 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 regulations 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.

Annex C

The Planning Inspectors Report (paragraph 719)

719. Residents are also concerned that the restriction of car parking within the campus could encourage parking to take place within Heslington Village and Badger Hill. There is some dispute between residents and the CoYC as to the degree to which existing on-street parking within Heslington is generated by the University. However, the current level of on-street parking is not a justification for withholding planning permission for the proposed development. The suggested conditions require that regular surveys be undertaken of on-street parking within defined zones within Heslington and Badger Hill and should on-street parking increase by more than 20% within a particular zone, residents only parking areas would be introduced [231]. It was confirmed at the inquiry, that the costs of that scheme would be met by the University and that local residents would not be charged for permits should such a scheme be introduced. The threshold figure is in my view appropriate having regard to the evidence presented regarding existing fluctuations in on-street parking levels. The methodology and timing of surveys would be within the control of the Local Planning Authority. I do not consider that the surveys should be undertaken on a street by street basis. If that were to be the case, in certain streets even a small increase in the actual number of vehicles parking on the highway could exceed the threshold and result in unnecessary parking restrictions being implemented. Furthermore, the introduction of parking restrictions on a single street could well result in parking being displaced to adjoining streets. I am satisfied that overspill car parking could be controlled through planning conditions and the undertaking contained within the S106 Agreement.

Annex D

Copy of Questionnaire sent out to Local Residents



All properties

Badger Hill Estate

City Strategy
9 St Leonard's Place
YORK
YO1 7ET

Date: 23/5/2011

Dear Resident,

Parking Issues- Badger Hill Estate

As I'm sure many residents in the area will be aware there has been an increase in the level of parking associated with the expansion of the University in some areas of the Badger Hill estate.

The likelihood of increased parking was anticipated during the planning process, and in accordance with the planning conditions for the new development, the Council and the University are committed to introducing measures to alleviate these problems. With this in mind a number of options are being considered to address the parking issues and we are seeking the views of all residents in the Badger Hill area who may be affected by any proposals. The views of residents will be an important factor in these considerations.

The parking problems associated with the University's expansion are mainly restricted to those locations nearest the new developments. To address these locations in isolation is likely to only result in the parking problems moving to the next available road. Any proposals therefore need to be effective and adaptable to changing circumstances as the University expansion continues.

The majority of the parking tends to be during the working day and there are also reported problems of vehicles being parked for several days at a time during term time. The options outlined in the attached questionnaire are aimed at tackling these particular issues with restrictions initially covering the main part of the day.

The three options under consideration essentially consist of:

Option A – The use of traditional double yellow lines to prevent parking at any time along with much more extensive use of single yellow lines to cover the main middle part of the day. These restrictions require an extensive system of small signs at regular intervals throughout the relevant streets and equally apply to residents and their visitors during their hours of operation.

Option B – The introduction of a "Parking Zone" this is similar to the above option of using yellow lines but can cover an area or zone. These would be more readily adaptable to alterations/ additions and do not need signing once a zone has been entered.

Option C – A Residents Parking Scheme. Specific locations or “parking bays” have to be marked out with these schemes that show where parking is allowed. It also requires an ongoing administration for the provision of permits for both residents and their visitors.

The precise hours of operation for any of the above options can be varied greatly and the attached questionnaire asks for views on this with some suggestions for when this may be. At one extreme it could be in force for a very short mid-day period that would still address the day long parking and at the other end of the scale it could be in force all day. A day long restriction would obviously have wider effects on residents and their visitors. Any times of operation can be reviewed and amended at a future date.

It is the Council’s intention to include the results of this questionnaire in a detailed report for consideration by the appropriate Executive member following the recent Council elections. Once the strategy has been agreed further detailed proposals will be consulted upon with those directly effected. It is envisaged that the agreed measure would be introduced in time for the start of the new academic year after the summer break. However, there are legal processes and procedures that need to be followed before this can be achieved that can be subject to formal objections, which may add to this timescale.

I should be grateful if you would complete the attached questionnaire and return by Monday 13th June. Due to the extensive consultations being carried out it will not be practical to respond individually to any views expressed, they will however be included as part of the considerations in the report referred to above.

Yours sincerely,

Alistair Briggs
Traffic Engineer

Badger Hill Estate Parking Options Questionnaire

Q1. Option A **Double/ Single Yellow lines.**

Place double yellow lines at junctions to prohibit parking 24 hours a day and use single yellow line to prohibit parking for the main "middle" part of the day in streets affected by parking. These restrictions require a system of small signs placed at regular intervals throughout the relevant streets. They would also apply to residents and their visitors during their times of operation.

Advantages

- these restrictions are readily understood by drivers
- compliance can be expected to be high
- ongoing costs are low
- relatively easy to enforce

Disadvantages

- the restrictions also apply to residents and their visitors as well as those attending the University
- extensive signing requirements are required at regular intervals throughout the streets affected
- signs can look unsightly

Do you support Option A?

Yes

No

Q2. Option B **Create a controlled "parking zone".**

This would be similar to option A in that there would be yellow lines on the carriageway, the main difference is there would only be signs at each entry point to the zone, although they would be larger there is no need for signs within the zone. Again, ongoing costs would be low and compliance should be high. The zones could also be more easily altered with minimal costs in the future, as only the entry signs would need moving in line with changes to the traffic regulation order.

Advantages

- these restrictions are readily understood by drivers
- compliance can be expected to be high
- ongoing costs are low
- relatively easy to enforce
- Less onerous signing requirements within zones
- Amendments to scheme easier to undertake

Disadvantages

- the restrictions also apply to residents and their visitors as well as those attending the University

Do you support Option B?

Yes

No

Q3. Option C Create a Residents Only Parking Scheme.

This option results in formal white parking bays being marked out where parking is permitted and also requires yellow lines to be put where bays cannot be marked out. This option tends to work best in streets that are wide enough to accommodate parking on both sides (a 6.6m wide carriageway). However in streets like in the Badger Hill estate area where the carriageway is relatively narrow (around 4.7m) and where there are lots of accesses / driveways on to the road, the number of parking bays that could be provided would be significantly less than the existing lengths of road utilised for parking.

Advantages

- Restrictions apply to anyone who does not have an appropriate permit
- Less onerous signing requirements within zones

Disadvantages

- Ongoing administrative burden for issuing of permits
- All areas within zone not marked with parking bay have to have yellow lines to prevent parking.
- On street parking capacity reduced due to marking requirements during times of restriction
- Likely to require higher level of enforcement

Do you support Option C

Yes	No

Q4. Hours of operation

For all of the options it is proposed to initially introduce the times of restrictions for a short period so that it will have minimal effect on residents but still address the daytime parking issues associated with the University. The suggested alternative times for this are given below. Please note, these times could be adjusted if found not to be effective. It is also suggested that the restrictions are only in force from September to June to cover the term time periods.

Do you have any preference for the hours of operation of any proposals? (please tick box or suggest alternative)

10am to 2pm

11am to 2pm

Other - please state

Q5. Name:

Street:

House No:

If there are any further comments you wish to make for consideration please attach them on a separate sheet.

Thank you for taking the time to complete this questionnaire.
Please return in the envelope provided by 13th June.

Questionnaire Results

	No. of Returns		Q. 1		Q. 2		Q. 3		Q. 4		
	prop's	No.	%	Y	N	Y	N	Y	N	10to2	11to2
Anon.		20		5	2	16	2	1	2	3	0
Badger Court		2		0	2	1	1	1	1	0	1
Badger Wood walk	25	18	72	6	5	7	5	3	6	2	2
Bishopsway	12	6	50	1	2	5	1	0	3	0	2
Brentwood	31	8	26	1	3	7	0	0	2	1	0
Crossways	91	21	23	1	10	14	4	3	9	10	3
Deramore Drive	39	18	46	2	9	15	2	3	9	7	1
Deramore Drive West	17	6	35	0	2	5	0	1	2	3	1
Eastfield Court	21	7	33	3	2	3	1	0	2	1	1
Eastfield Crescent	92	26	28	4	14	12	9	6	11	13	3
Fernway	10	3	30	1	1	1	0	0	1	2	0
Field Lane	14	13	93	1	8	8	3	4	3	1	0
Foxthorne Paddock	18	7	39	0	5	6	1	1	4	5	1
Hesketh Bank	11	2	18	0	0	2	0	0	0	1	0
Kimberlow Wood Hill	24	8	33	2	3	6	0	1	3	4	1
Low Mill Close	28	10	36	1	3	6	3	3	2	2	0
Pinewood Hill	9	4	44	0	2	4	0	0	2	1	0
Sussex Close	14	2	14	0	0	1	0	0	0	1	1
Sussex Road	32	10	31	3	2	9	0	0	2	9	2
Vanburge Drive	38	9	24	3	2	8	0	1	4	2	2
Yarburgh Way	68	25	37	5	12	17	4	5	9	11	0
	526	225	43	39	89	153	36	33	77	79	21

Q4. cont. Other time options put forward by residents have been grouped as follows:

24 hour	8
Morning and afternoon – various times between 6am and 7pm	45
Morning to mid afternoon – various times between 8.30am to 3pm	5
Mid morning to early afternoon – various times 9.30am to 2.30pm	17
Mid morning to late afternoon - various times 10am to 6pm	10

Note

Whilst there is some quite strong support for a complete prohibition on parking during the day there is a clear majority view expressed for restrictions to be just within the middle of the day.

Annex E1

22 Low Mill Close
York
YO10 5JN
17 January 2011

Residents of Low Mill Close, Heslington, York.

Low Mill Close is a small domestic cul-de-sac located between Field Lane and the Badger Hill Estate.

It is in close proximity to the recently developed Heslington East Campus and consists of 28 dwellings, each one being at least a four bedroom detached property.

Until the development work on the Heslington East Campus, Low Mill Close had not experienced any parking problems since its inception in 1987 and later adoption by the local authority.

The layout at the entrance of Low Mill Close is a crossroads governed by give way lines in Low Mill Close and the Old Field Lane, and Deramore Drive. The geometry of Low Mill Close is for a single carriageway residential road some 4.9m wide with a curve to the left reducing the sight line of the road into the estate which opens up after some 60m.

The houses at this point are on the western side of the street with the first house being placed 40m from the junction mouth.

Since the opening of the Heslington East Campus in the summer of 2010 each day has seen an increase in the number of cars and often vans being parked in the cul-de-sac starting at the entrance on Deramore Drive and along the western kerb line.

A daily residents' survey is taking place to support the contents of this letter and will be made available on request.

Each weekday vehicles arrive in the Close just after 8am and start parking from the junction with Deramore Drive along the western kerb line continuing past houses 1 to 19 making it difficult to enter the Close as any traffic exiting cannot be seen until the road opens out. The parked vehicles make the remaining road width narrow and effectively one car's width on the offside.

There have been a number of residents reporting that as they enter the Close they have been forced to reverse the length of parked cars onto the crossroads area at Deramore Drive. This is to allow vehicles to exit the close but puts the reversing vehicle in danger from other traffic on Deramore Drive as well as endangering the increased number of pedestrians and cyclists in the area.

It is understood that an application for double yellow lines at the entrance to the close has been processed by the City of York Council, Highways Department and the placement of these lines will alleviate the parking problems at the entrance.

However, ongoing parking problems still exist with vehicles parking on both sides of the road further into the Close and more often using the pavement to park on during the day time with a small number parking up on a weekly basis.

From the survey evidence exists to prove that these vehicles parking in the Close are all associated with the University Campus ranging from academic and administration staff through to students and site visitors.

The use of the Close as overflow University parking has developed since summer 2010 and can only be seen to be getting worse with the ever expanding development at this site.

Owing to the parking problems a meeting was held on Monday 22 November where the legal parking options available were discussed by the residents of 14 households of Low Mill Close.

As a result of that meeting it was decided that the best option available to restrict parking in the close without unduly affecting the use by residents or detracting from the aesthetics, would be the introduction of a Controlled Parking Zone with certain restrictions.

The proposal was for it would operate between the 8am and 6pm, Monday to Friday, with parking allowed for up to 2 hours, with no return within 1 hour.

Residents parking permits and scratch cards to be available for those residents requiring longer on-street parking and for the use of bone-a-fide visitors, when off-street parking is not available.

It was understood that this type of restriction had been introduced in other parts of the City and especially within Heslington to deal with previous parking problems associated with the University.

It was also felt that Low Mill Close warranted being dealt with as a single entity owing to its position and not to be included in any other CPZ that may be considered for the area.

It was agreed to circulate to every house in Low Mill Close the notes of the meeting held along with a simple voting slip indicating if the residents were in favour of the introduction of a CPZ with the above restrictions.

The results were 22 in favour, nil against and 6 not returned.

This is an overwhelming indication that the residents wish to have Low Mill Close operate as a Residents only CPZ and an application to be made to the City of York Council for its introduction within the shortest possible time frame in order to reduce the danger to road and pavement users.

Support for the introduction of parking restrictions has been forthcoming from Heslington Parish Council and the introduction of a CPZ is seen as the most cost effective method of controlling parking as it would only require the placement of two signs at the entrance to Low Mill Close at the termination of the proposed double yellow lines.

We ask that the members of the City of York Council look upon this application favourably and expedite the introduction of the CPZ without delay in order to remove the dangerous situation and alleviate the difficult parking problems which are already manifesting themselves and can only get worse.

For and on behalf of the residents of Low Mill Close

Martin Hemenway

E-mail from the Badger Hill Residents Community Group

Dear Alistair,

Please find below a summary of the discussion at our meeting (attended by 81 residents and our two councillors [Fiona Fitzpatrick and Neil Barnes]) on the proposed parking control mechanisms for Badger Hill. I hope this is useful in considering the way forward.

Yours sincerely,

John Nixon, Ph.D

Secretary

Badger Hill Residents Community Group (BHRCG)

Email:*****

url:www.bhrcg.org.uk

BHRCG - working for a balanced, safe and pleasant environment for all

Disclaimer:

This message is from the Badger Hill Residents Community Group and may contain legally-relevant or confidential information not for general distribution.

If you are not the intended recipient please delete this message or inform the BHRCG so that future e-mail will not be sent to you.

Badger Hill Traffic Options Questionnaire

The parking questionnaire was on the agenda of the Open Meeting of the Badger Hill Residents Community Group held at Heslington Church on Friday 17th June at 7.00 p.m.

This meeting was attended by 81 residents. The debate was wide ranging and the suggested schemes voted upon.

The following points were made during the discussion:

1. Badger Hill residents have a strong desire to return to the situation that prevailed before the occupation of the academic buildings on the Heslington East Campus, when residents and their visitors could park unrestricted on the roads in front of their own properties but without the additional 'nuisance' parking generated by the university and without the presence of unsightly street furniture and/or the visual pollution of yellow lines. None of the suggested schemes offered to residents by CYC offer this as a possibility so in this respect no residents are entirely satisfied with the options on offer. A re-think is required to produce a scheme that more closely meets these requirements.
2. Prior to the occupation of the departmental buildings on the Heslington East Campus any problems associated with excessive on-street parking on Badger Hill occurred only in the vicinities of HMOs, so the present increased levels are entirely the result of staff, visitors and students travelling to the the new campus. The responsibility for the problem therefore rests entirely with the university.
3. Major contributors to the excessive on street parking on Badger Hill are the university's payment policy for on-campus parking and the restricted number of parking places available on campus. A similar effect occurred when parking charges were introduced on the Heslington West Campus. At the Public Inquiry the university pledged to construct peripheral car parks, which in conjunction with the UTS would remove the burden of on street parking from neighbouring communities. Now this problem has arisen the university has argued that the time for the construction of these is not yet justified. Clearly this is a nonsense; the construction of the Grimston Bar peripheral car park would attract vehicles away from the streets of Badger Hill. It should be constructed immediately.
4. The university and CYC have been slow to react to this problem and have had almost 8 months to devise a satisfactory solution for this problem. The consultation has come late and residents feel they are being rushed into responding to the 'consultation' questionnaire so we trust this feedback will be informative and possibly prompt more consultation and clarification (particularly about university funding for option C, which the university appears to now avoid despite pledges at the Public Inquiry on Heslington East).

5. Many residents returned the questionnaires as requested but their returns can not be regarded as indications that they are content with the schemes they selected. Some residents disagreed so strongly with all the schemes offered that they refused to make a selection.

6. Shopkeepers from the Badger Hill shops were extremely unhappy that their needs had not been addressed at all. The reduction of family occupation of dwellings on Badger Hill has resulted in them not being able to survive on estate custom alone and they are increasingly dependent on visiting custom. Car parking provision is especially important in this respect. The spaces provided in front of the shops were constructed for customer parking but they are suffering from vehicles being parked there all day. Some shops need short stay parking for quick turnover and others, such as hairdressers, require long stay parking of up to 2 - 3 hours. There are 3 hairdressing salons .

7. The results of the voting for each of the schemes was as follows:

6 residents voted for Scheme A (7.4%)

40 residents voted for Scheme B (50%)

13 residents voted for Scheme C (16%)

11 residents stated that they had refused to vote for any of the schemes (14%)

11 residents abstained (14%)

Précis of Residents Comments

Residents comment	Officers response
If restrictions are put in place drivers will use field lane verges	The proposals put forward will tackle this should it take place.
The council are totally out of touch with the planning / parking situation.	Views noted.
<p>Parking is a problem at all times of day and night, both short term and long term.</p> <p>Yellow lines are unsightly and would devalue the area.</p>	<p>The options put forward would tackle the bulk of the parking taking place.</p> <p>Views noted.</p>
<p>The problems are not all due to University students and staff. Garages have been converted to rooms, grown up children staying at home longer, houses of multiple occupancy, parents collecting from the 2 schools.</p> <p>Consideration should be given to converting verges into lay-bys.</p> <p>The city council permits too many properties to be made into houses of multiple occupancy.</p>	<p>This is understood and the options put forward are aimed at tackling the University related problems.</p> <p>This is outside the scope of the responsibilities of the University and City Council.</p> <p>The city council cannot prevent redevelopment without a defensible reason.</p>
Does not believe restrictions would be enforced. The police say they don't have the resources and council staff have never been seen enforcing parking too close to junctions.	If formal restrictions are put in place council officers will include this area on their rounds and issue tickets as necessary.
None of the options are satisfactory. The parking problems are due to the council's decision making. Parking should	Parking levels within the development were established during the Planning process in accordance with local and national

be made available on the University site.	policy.
Drivers will park on the verges if restrictions are put on the road.	Any restrictions put in place will apply to the verges as well.
The University should provide more parking spaces.	Parking levels within the development were established during the Planning process in accordance with local and national policy.
Consideration must be given to enforcing parking already taking place on verges.	Where there are no restrictions parking on a verge is not enforceable, but there may be scope to take action if damage is done, though this can be very difficult to prove.
Badger Hill should not be blighted with yellow lines. The university should provide parking.	Views noted. Parking levels within the development were established during the Planning process in accordance with local and national policy.
The proposals discourage University development and will merely move the problem elsewhere. Wait for the localism Bill and develop a strategy for greener travel to the University. Build a car park with charges linked to CO2 emissions and incorporate electric charging points. If problems persist then introduce residents parking.	Some parking is likely to relocate. Local residents are keen for action to be carried out sooner rather than later. Noted.
Hopes the restrictions will go at least as far along Deramore Drive to the park.	Views noted.

<p>None of the suggestions are suitable because they will affect friends and family.</p> <p>Would like a multi storey car park at the University.</p> <p>Convert verges to lay-bys.</p>	<p>The proposals as outlined are aimed at minimising the inconvenience to residents.</p> <p>This is outside the scope of the responsibilities of the University and City Council.</p>
<p>Does not think HMO's should be consulted.</p>	<p>Views noted.</p>
<p>The University plans shouldn't have been passed without the provision of adequate parking.</p> <p>The police should issue tickets for obstruction.</p>	<p>Parking levels within the development were established during the Planning process in accordance with local and national policy.</p> <p>We have been advised this is not a practical option.</p>
<p>The problems are a result of council policy and the University charging for what parking there is.</p>	<p>Parking levels within the development were established during the Planning process in accordance with local and national policy.</p>
<p>The problem should have been resolved at the planning stage.</p>	<p>Parking levels within the development were established during the Planning process in accordance with local and national policy.</p>
<p>Parking is not the only problem, others are:</p> <p>Inconsiderate driving schools,</p> <p>Parking on grass verges</p> <p>Drivers meeting up to use one car to drive elsewhere</p> <p>HMO properties not being well tended.</p>	<p>There are no powers available to limit use of an area by learner drivers.</p> <p>See above.</p> <p>The options put forward may reduce this happening.</p> <p>Views noted.</p>
<p>The restrictions should initially only be put in place on streets</p>	<p>This approach may well be taken forward.</p>

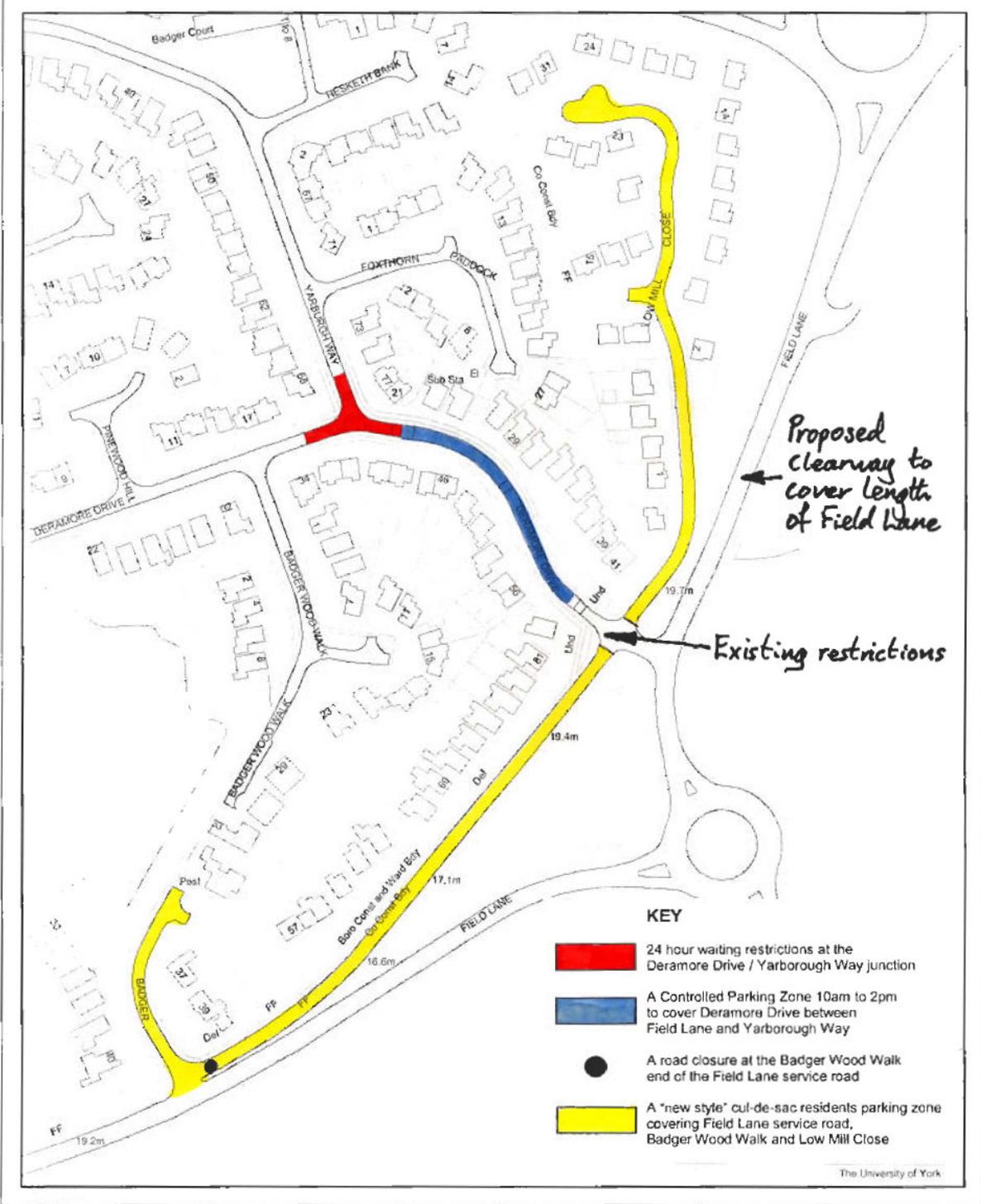
currently having the problem.	
<p>The restrictions should be 6am to 6pm year round.</p> <p>The parking is making it very difficult to get out of our driveway and is dangerous.</p>	<p>Views noted.</p> <p>The proposals put forward will hopefully resolve these difficulties</p>
<p>Was told by a council representative at a previous meeting that the problems would not materialise.</p> <p>The problems have been caused by the University and Council's inability to foresee and plan against the obvious.</p> <p>Wants residents parking but without all the signs and lines.</p> <p>Different streets will have different problems and may need different solutions.</p>	<p>Unable to comment.</p> <p>Parking levels within the development were established during the Planning process in accordance with local and national policy.</p> <p>This may be achievable in Cul-de-sacs.</p> <p>This approach may be taken.</p>
Where is the parking expected to go? Is the University going to provide additional parking.	Parking levels within the development were established during the Planning process in accordance with local and national policy.
The University should provide sufficient parking for staff and students.	Parking levels within the development were established during the Planning process in accordance with local and national policy.
The restrictions are needed every day.	Views noted.
Why should residents be penalised because the University will not provide enough parking spaces at reasonable cost.	Parking levels within the development were established during the Planning process in accordance with local and national

<p>Does not want restrictions or permits.</p>	<p>policy. Views noted.</p>
<p>Envisage further problems when the campus expands further.</p>	<p>Views noted.</p>
<p>The problems are exacerbated by the University charging for permits and refusing to issue permits to some part time staff.</p> <p>Concerned that students and landlords may try to block changes.</p> <p>Want the restrictions for the full day throughout whole year.</p> <p>Parking for the shops needs to be retained.</p>	<p>Parking levels within the development were established during the Planning process in accordance with local and national policy.</p> <p>Concerns understood.</p> <p>Views noted.</p> <p>The needs of the local area will be taken into account.</p>
<p>Parking on the verges needs to be tackled.</p> <p>The University should pay all costs in perpetuity.</p> <p>Permits should only be available to council tax payers.</p>	<p>Any restrictions put in place will apply to the verges as well.</p> <p>There is an agreement that responsibility for costs will be for 15 years.</p> <p>Views noted.</p>
<p>Deramore Drive is so narrow that cars parked opposite driveways obstruct access. Also parking demand used to be very low.</p> <p>Permits should be restricted to one per property.</p> <p>The turnover of HMO residents will mean people who have moved out of the area will continue to use the permits.</p>	<p>Noted.</p> <p>Views noted.</p> <p>Although there are ways of tackling this it may become a problem.</p>
<p>None of the options are ideal and leave residents worse off than at present.</p> <p>The problems have been caused</p>	<p>Views noted.</p> <p>Parking levels within the</p>

by the parking policy imposed by the University and supported by the city council.	development were established during the Planning process in accordance with local and national policy.
Does not support the suggestion the restrictions should operate September to June.	Views noted.
There just needs to be additional parking created on the University site. Restrictions will just move the problem to the next street.	Parking levels within the development were established during the Planning process in accordance with local and national policy.
The University have ample space to accommodate parking for students and staff.	Parking levels within the development were established during the Planning process in accordance with local and national policy.
Why were the University granted permission without adequate parking for staff and students.	Parking levels within the development were established during the Planning process in accordance with local and national policy.
Will parking still be allowed on grass verges?	Any restrictions put in place will apply to the verges as well.
The introduction of restrictions will lead to more parking on verges and this also needs to be banned.	Any restrictions put in place will apply to the verges as well.
Residents parking in cul-de-sacs can be achieved without the need for signs and lines within the road.	At present special authorisation from the DfT is needed.
The University should be providing the parking.	Parking levels within the development were established during the Planning process in

	accordance with local and national policy.
Will the scheme have a traffic warden?	The area will be included on the rounds of the councils Civil Enforcement Officers.
Restricting parking on the campus doesn't remove the need for parking it simply shifts it to the surrounding streets. The problems are not just during term time and cars are sometimes left for weeks at a time.	Parking levels within the development were established during the Planning process in accordance with local and national policy. Views noted.

Plan of Recommended Options



YORK COUNCIL

Network Management

Experimental Traffic Regulation Order

SCALE: 1:2,000 DRAWN BY: _____ DATE: _____

Drawing No: _____

Reproduced from the Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. City of York Council 300920810