


Annex B Bishopthorpe Ward

B1	Location Copmanthorpe Lane/Appleton Road
Nature of problem and plan of Advertised Proposal	
Parked cars causing issues with access/egress	
	
Representations Received	
We received one representation in objection and one in support of the proposal.	
In objection:	
<ul style="list-style-type: none">• DYL at the entrance of the Methodist church are not required in my opinion as a white entrance protection line is in place. This allows cars to park on the access drive to the main entrance of the church premises and also an affiliated vehicle to park across the entrance if required due to restriction of space (ie a service or congregation religious or public oriented). Although I presume the requirement would be only in the odd circumstance it is still a requirement due to the regular use of the building. In regard to the other side on inspection there's only enough space to park a vehicle in that location if you mount the pavement and any necessary enforcement of parking could be initiated by curb parking violation under the current highway act. A DYL does not suit any purpose in this vicinity and as I have witnessed a general common sense approach prevails in this area.	
In support:	
<ul style="list-style-type: none">• For us, it is imperative that the increase is made to the yellow lining. Last week my wife was approaching the 8m side, obviously, on the wrong side of the road, when she had to break so hard that	

her seat belt tightened up as a car coming round the corner from Appleton Road hurtled towards her.

Officer analysis and recommendation

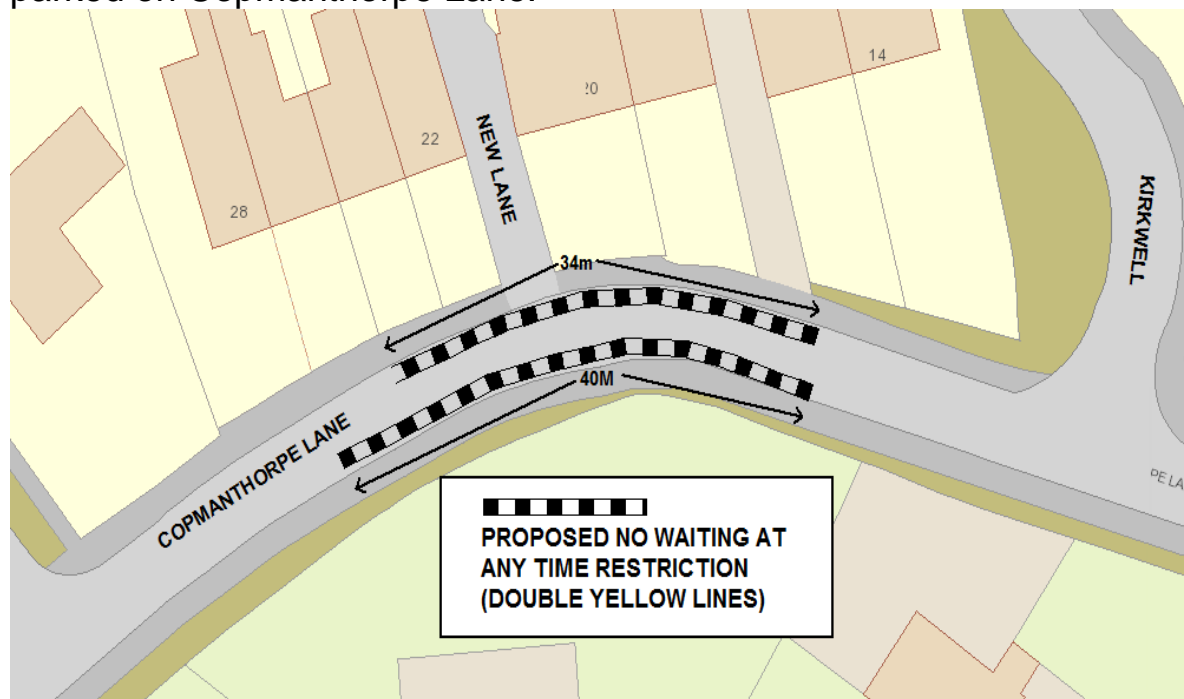
The location is on a sharp bend and can be heavily parked due to being in close proximity to the school. White bar markings are implemented to highlight the existence of a vehicle entrance/exit which should remain clear as vehicles could be issued with a PCN for obstruction. The proposed double yellow lines will keep the area clear for vehicles entering and exiting Copmanthorpe Lane.

Options (Copmanthorpe Lane/Appleton Road):

1. Implement as Advertised(Recommended)
2. Take no further action
3. Implement a lesser restriction than advertised.(the lines could be reduced on the north side up to the existing white bar marking)

B2**Location** Copmanthorpe Lane**Nature of problem and plan of Advertised Proposal**

The resident raised an issue of vehicles parking outside their property in order to deliver to various properties on Copmanthorpe Lane and New Lane. A resident of New Lane also raised a safety concern regarding restricted visibility to the right when exiting New Lane due to vehicles are parked on Copmanthorpe Lane.

**Representations Received**

We have received 5 objections to the proposal.

- I am writing today to object the proposed parking restrictions (double yellow lines) outside number 26 and the other 3 cottages along that section of road. I am objecting for several reasons.
 - 1, 3 properties do not have accessible off road parking.
 - 2, my mother is 84 years old and has mobility problems and requires easy access to her front path with minimal walking.
 - 3, my brother has an acquired brain injury and is physically disabled, also requiring easy and close access to the front door.
 - 4, I suffer from Crohns disease and arthritis in my spine, hips and knees and require easy and fast access to the toilet at all times.
 - 5, as I work night shifts my mother pays for a service which provides 'warden call' if she were to have a fall during the night or any other emergency where fast action is required, searching for a parking space could be a matter of life and death.
 - 6, we had to call emergency services recently and the paramedic spent 3 hours at the house with the car unlocked, thankfully she

was able to park outside a neighbours, again if she had to park further away (she had to make many trips for equipment) it could also be a matter of life and death.

7, supermarket deliveries and other deliveries could be compromised, taxis drivers, hospital transport etc would be problematic if unable to park outside.

I am not entirely against restrictions as I acknowledge the occasional problems with parking. My understanding is that the social club car park has been authorised for overflow school parking for staff and parents, this is used and I feel that the school should encourage all parents to use it at drop off and pick up times. I would also consider parking permits for residents or designated disabled spaces for my mother.

- My husband has medical issues ulcerative colitis and he has rheumatoid arthritis I have letter from his consultant should you require this to back up, I am sure I have sent it before. In a flare up he can barely walk when it does 2 steps.

The colon issues means sometimes he gets caught short and urgently needs the toilet when we arrive home from a journey he goes to the toilet currently with this condition up to 15 times a day. He cannot be worried he cannot be parked near his home, as it causes anxiety for him.

I have being taking a local resident to the hospital and dentist today. I am picking her up from a scan at YORK HOSPITAL SHE CAN NOT WALK without a stick. She has recently had issues walking. So two residents on this row need to be parked near to their home DUE TO ON GOING MEDICAL CONDITIONS.

When we purchased the house this was a major 2002 factor in moving here as no restriction.

Since moving here York council planning have contributed to this issue by below and issued passed kerbs to 2 properties.

Teachers and parents parking at 8 and then at 3.30 term time and Acorn NURSERY park here all day.

I feel the school teachers and parents should have better parking for teachers or maybe they should park at the social club and walk, it is just lazy.

The corner on Copmanthorpe Lane to Appleton Road Methodist church is a nightmare when school kicks out, is a major issue I fear there will be an accident with parking there. Parents are very lazy as they have permission to park in the social club and walk. They don't use this end on our row to double park due to laziness.

I Will have to get legal counsel if this is taken further as I feel due to this curbs and passing we are discriminated now and our

parking is going to be taken away due to others and not our fault, we own and have New Lane on our title deeds it is a private lane with no jurisdiction to or from the highway?.

I think a good suggestion would be to make it a one way system from Lang Road through to Copmanthorpe Lane no stopping unless residents like the Groves? allocate more parking at the School, advise the head as since Mr Green has left it appears to be worse, to advise the teachers and staff of Little Acorn nursery to park at the social club carpark as it is allocated for them and not be lazy .

Better planning is not my fault to why we should be penalised with YELLOW LINES DUE TO OTHERS AND THEIR PARKING?

- Possibly needed but why up there can't see any wardens that far out of town trying to earn a buck up there possibly in the village though (do I smell a rat) excuse the pun.
- With regards to the recently proposed double yellow lines on Copmanthorpe Lane, I would like to clarify that the lines proposed to the west side when exiting New Lane are not required as no cars ever park here, only delivery vans.

Implementing Double Yellows would not stop the vans from parking and continuing to block legitimate access and egress to our property.

A good sightline is available when vans are not there due to the existing dropped kerb driveway accesses.

The Double yellows to the east when exiting New Lane would significantly increase the much needed sight lines for the direction of traffic and very hopefully, attract delivery vehicles to relocate for loading and unloading purposes instead of blocking private accesses.

This patch 'accommodates' an excessive stream of vans delivering to 11 dwellings in New Lane and two on the east side. Also, 3 dwellings on the west side: No. 22 is used for business, which is flourishing, and attracts very regular deliveries several times a day, 7 days a week; possibly 50% of all deliveries to this patch: with no planning consent, and therefore unregulated. Consequently, with the addition of on-line shopping, we have now lost our right to legitimately drive out of our driveway whenever we choose; and be able to return when we choose.

Vans have almost ceased driving down New Lane to deliver; and just park and walk. Our driveways are currently the Hub for parking, and even sorting! The best outcome to provide adequate sightlines and to prevent obstruction issues would be to implement a lesser restriction which removed the lines located to the front of

No 20 and implement a section of lines to the east.

- As far all the other plans for restrictions I would object as this will merely result in cars parking in other parts of the village. It won't solve the problem just move it. The parking of cars results in vehicles slowing down to enable them to pass safely.

Officer analysis and Recommendation

This is a residential area which is heavily parked due to the nearby school. A number of recommendations have been advertised over the previous years and none have been taken to implementation due to objections receive from residents. The increase in online delivery has made it difficult for one resident whose driveway is frequently blocked by these vehicles due to being an easy option, rather than driving down New Lane, several photographs have been provided on file to highlight the problem and obstruction constantly taking place. The Implementation of Double Yellow lines will not remove the issue of loading and unloading of delivery vehicles. The original requester has also objected to the proposal as it would remove the existing White Bar marking and replace it with Double Yellow Lines.

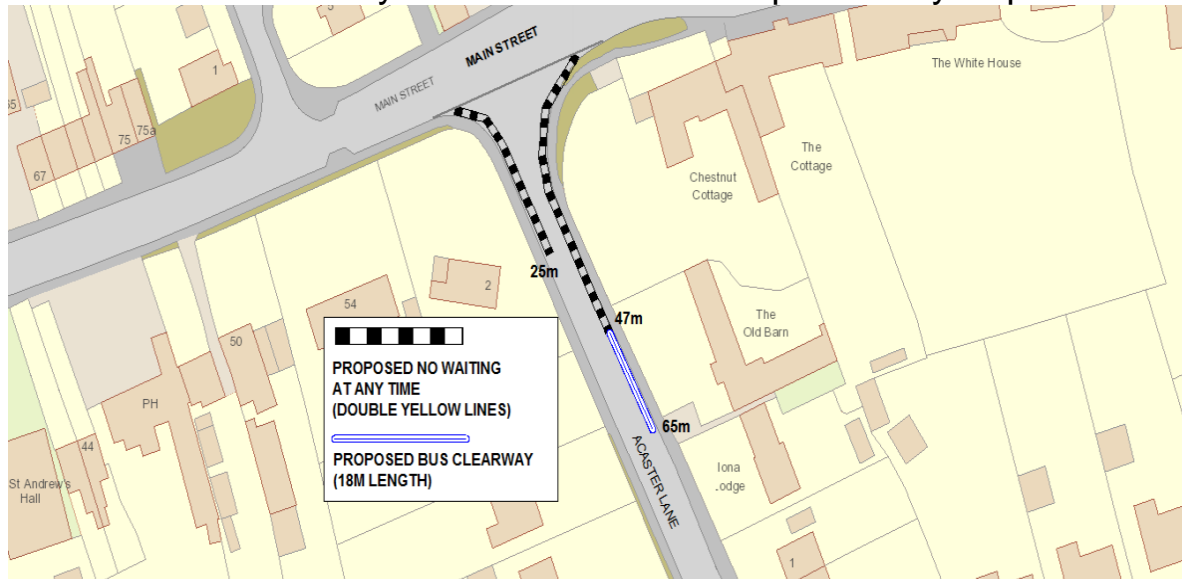
Any restrictions implemented will have a negative effect on some residents but taking no action will also not relieve existing problems reported. The advertised proposal, on the north side, could be reduced to the recommended junction protection guidance of 10m in both directions. However, the recommendation is to take no further action at this location.

Options:

1. Over-rule the objections and implement as advertised
2. Uphold the objections and take no further action (Recommended)
3. Implement a lesser restriction to the northern side

B3**Location** Acaster Lane and Main Street Junction**Nature of problem and plan of Advertised Proposal**

Vehicles parking on Acaster Lane, close to the junction of Main Street, leading to reduced visibility when turning left from Main Street and buses being impeded from accessing the bus stop on the south bound lane of Acaster Lane. Double yellow lines and bus stop clearway requested.

**Representations Received**

We received three representations in objection and four in support of the proposal.

In support:

- About time, the road from Main Street should be kept clear for traffic especially for the Bus which often has problems.
- I am delighted you are proposing double yellow lines along the side of Acaster Lane up to the bus-stop on Acaster Lane. I live in Bishopthorpe on Ramsey Avenue and whenever I return from York along Bishopthorpe Road and take a sharp right at the end onto Main Street and an immediate left onto Acaster Lane I dread any cars parked around this blind corner. Currently if you are travelling at more than 15 mph and there are cars parked right up to the bend plus you are confronted by a vehicle coming up the Acaster Lane then there is the very real threat of a head on collision. The first thing you see round the bend is a parked car and your immediate reaction is to take a wider line to avoid it. Your concentration is on the parked car. It is then that you realise there is a car rapidly approaching you head on, an accident waiting to

happen.

At last common sense will prevail. I think a lot of these cars belong to residents of Acaster Malbis and district as they drive and park in Bishopthorpe to catch the number 11 bus into York. Possibly a small car park in the village might help. I hear that the Ebor Public House which is in close proximity to Acaster Lane is closing down which might be an ideal site.

- I would like to support the proposal of having no waiting restrictions on Acaster Lane. Car's parking there is a problem. The sweep of the bend means cars approach Acaster Lane not expecting a row of parked cars. On occasions the bus cannot pull up.
- I have witnessed numerous instances of both dangerous and inconsiderate parking on both the east and west side of Acaster Lane as it approaches Main Street. I believe that the proposed changes will have a positive effect on both safety and convenience for local residents.

From a purely personal standpoint, I would also ask that consideration be made for extending the restrictions on the west side of Acaster Lane to the edge of my dropped kerb which is opposite the bus stop on the east side of Acaster Lane. Vehicles often park right up to the edge of my drive thus reducing and, in the case of vans, completely blocking my view of oncoming traffic from Main Street as I attempt to exit my driveway on to Acaster Lane. This means I have to crawl out of my drive and hope that no traffic is approaching from the left.

In objection:

- Will reduce parking for service vehicles especially care workers who only have small time slots anyway inconvenience to them means the people that need assistance get less!
The DYL will encourage drivers to accelerate faster entering and leaving the junction research has proved this.
The recent Bishopthorpe festival when the road was closed forced residents to utilise this area to park this facility will not be available if these plans are implemented also in the case of village functions and festivals the area is occasionally needed for any parking overflow. Any inconvenience must be accepted in such events.
Actually in general cars rarely park there I'm out with my dogs three times a day and pass this area 7 days a week 3 times. The ones that do are there for a reason. and a short time possibly to use the tea room or other business premises. This could understandably effect the profitability and productivity of much

needed local traders who pay to be there.

DYL that are not needed just push problems elsewhere and strangely enough tend to result in the highways department wanting to put more everywhere in my opinions to increase revenue. And burden the motorists who actually pay to use the roads while other road users don't.

In regard to the Bus stop it rarely is so busy that the vehicle needs any extra allocation I regularly use the service and I'm the only one usually getting off as obviously a lot of people work from home now.

To sum up the situation in my opinion and many others that the occasional car parked in the area makes it safer as drivers Approach the junction with more caution and go slower subsequent DYLS will make drivers treat this part of road like a highway and concentrate less.

- I am aware that the restrictions planned for Acaster Lane will hugely affect the business at the café, florist, upholsterer etc. Please think hard about the impact this will have on our businesses.

These restrictions will undoubtedly push parked vehicles further into Main St, thus causing more parking problems

I trust that you will look at my request and give it your due consideration. It will mean such a lot to the elderly & vulnerable, and especially so at this time in our lives when we are all suffering such hardship owing to the Pandemic

Due to the safety issues with cars parking between my driveway and the corner with Main Street I am generally in favour of the proposal, though feel it sad that it has become necessary due to drivers not taking the potential dangers seriously.

I would however like to point out that the distances/lines shown on the plans submitted mean that the bus clearway seems to then unnecessarily overlap with my driveway by more than a third.

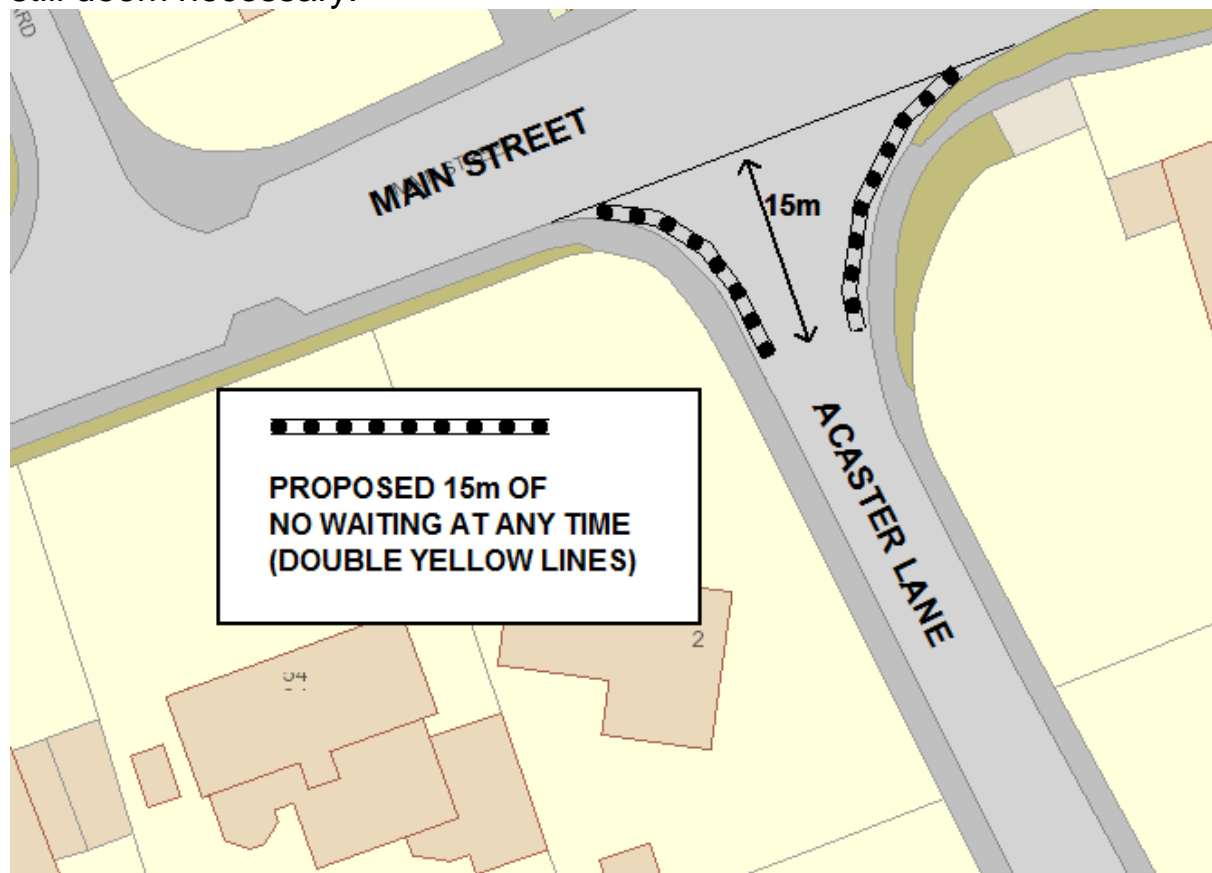
Buses do at times sit at this bust stop for up to 10 minutes, and having lines that appear to give them a 'right' to straddle the driveway would be misleading. Also if I have visitors or heavy deliveries they sometimes need to stop along the front of my driveway, as otherwise they would be blocking the drive next door and/or the 3 drives opposite me. I do not want this to create a problem in the future.

Given the purpose of the new lines is to keep cars away from the corner, and to clarify the bus stop, please can you reassure me that the end of the clearway for the bus area would stop in line with my wall? This would mean 'shunting' the bus area by I guess

around 2m back, and so reducing the double yellow lines by the same amount (assuming a bus clearway is a standard length). The overall impact would in effect remain the same, but would be clearer to both bus drivers and visiting drivers to my property

Officer analysis and Recommendation

On several site visits vehicles were not witnessed parking in close proximity to the junction. A lesser restriction of 15m of double yellow lines is recommended in highlight of the above representations received. Upon conversations with Public Transport colleagues they have advised that a bus clearway will be sufficient to keep any required access clear. If this is agreed, transport will take forward the bus lining works if they still deem necessary.

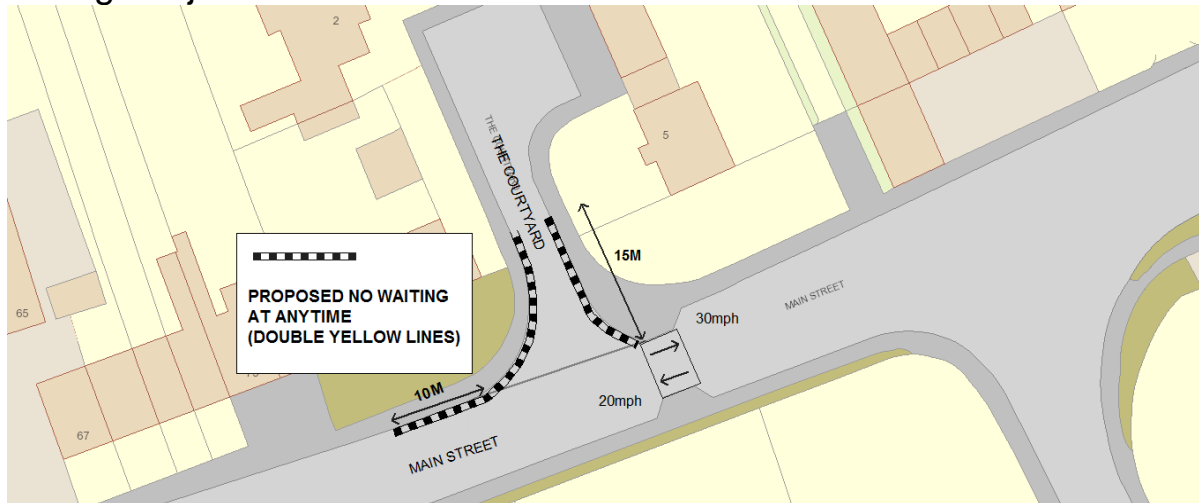


Options (Acaster Lane/Main Street):

1. Implement as advertised
2. Uphold the objections and take no further action
3. Implement a lesser restriction than advertised (recommended)

B4**Location** The Courtyard**Nature of problem and plan of Advertised Proposal**

Vehicles parking on the footpath on both sides of the carriageway, causing an obstruction and pedestrians being unable to use the footpath. Also causing reduced visibility for vehicles accessing and exiting the junction

**Representations Received**

We received five representations in objection to the proposal.

- Totally not required please let common sense prevail drivers don't need to be treated like children on bikes you don't park and block such a small junction anyway. Will the yellow paint everywhere compliment the look of the village or allow an extra opportunity for traffic enforcers to increase the revenue of the council's cash cow plan against car drivers?
- This will effect short term stays for customers at local businesses ie Holme Farm 75a Hairdresser and The Co-op. on Main Street an important part of the village and the last thing we need is businesses closing especially in the current environment when local shops have been pushed to the limit we need to keep a vibrant village to reduce our carbon footprint additionally there are a number of cottages between the junction and the coop that do not have off road parking .One did apply to put in a dropped kerb but this was dismissed on appeal by the City Council because it was in a conservation area hence the residents have no alternative but to park on Main Street
The Courtyard has only 5 properties all with off road parking and quite often some of these residents and their families use Main Street to park on

We cannot see how in conservation area these double yellow lines will be of advantage to anyone or how it would improve safety as I believe the main purpose of parking restriction is to improve safety. The Courtyard is not a through road so I cannot see how parking on Main Street can be a problem to them.

- As far as all the other plans for restrictions I would object as this will merely result in cars parking in other parts of the village. It won't solve the problem just move it. The parking of cars results in vehicles slowing down to enable them to pass safely.
- As a hairdresser I have been trading on Main St for over 30 years. In all of these years as we have grown older, so indeed has the age of our clients. Over 25% of our customers rely on transport to come here. They are not necessarily villagers. They travel from quite a wide range of places. To restrict parking for these vulnerable people is grossly unfair. It is quite often one of the few pleasures in life they enjoy.

Whilst I can appreciate the frustration of Courtyard residents, is it really necessary to extend the restriction quite as far into Main St.? I would respectfully request an extra parking space outside of the salon. It is worth mentioning at this point that there is no public Car Park in this village.

Officer analysis and Recommendation

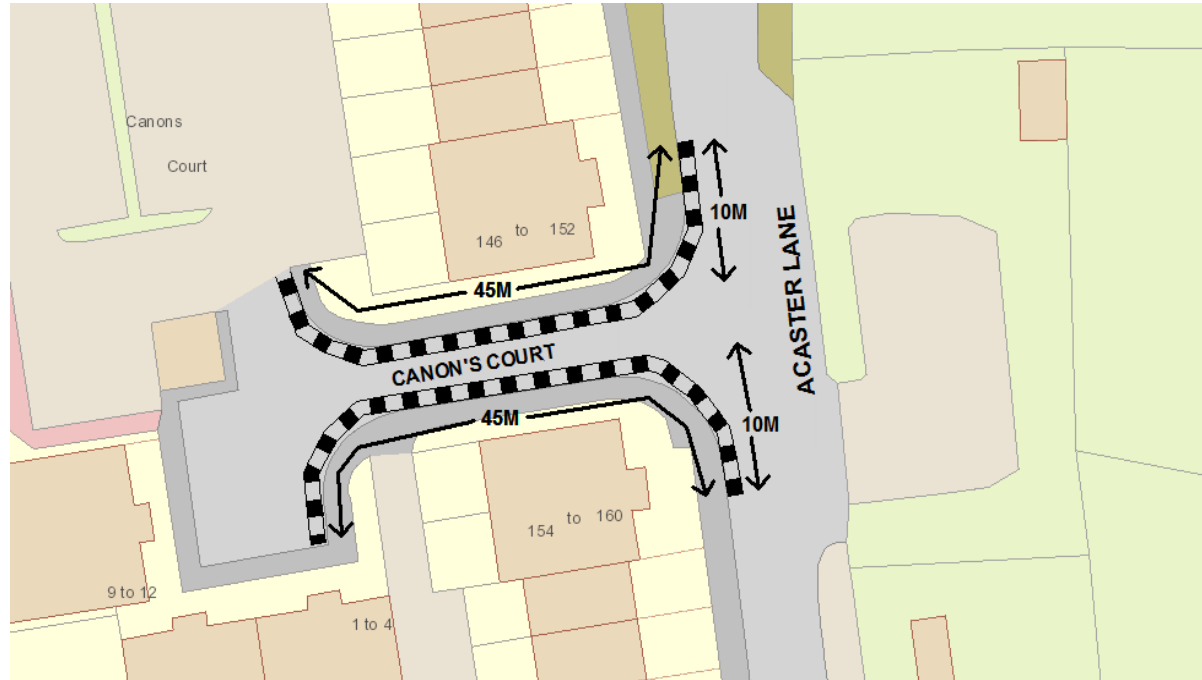
In acknowledgement of the objections received and lack of support from residents it is recommended to take no further action at this time. Any vehicles parked on the footpath and causing an obstruction can be enforced by North Yorkshire Police. If vehicles are parked in such a way as to obstruct the pedestrian tactile crossing area they can receive a PCN issued by CYC without the need for double yellow lines. Site visits did not witness any obstruction of the tactile crossing.

Options (The Courtyard/Main Street junction)

1. Implement as advertised
2. Uphold the objection and take no further action (recommended)
3. Implement a lesser restriction than advertised

B5**Location** Canon's Court**Nature of problem and plan of Advertised Proposal**

Vehicles parking on both sides of the carriageway entering Canon's Court.

**Representations Received**

We received three representations in objection (one resident who lives within the affected area and two residents of Bishopthorpe providing comment on all proposed restrictions within the village), and one in support of the proposal

In support:

- After receiving your letter on the 22nd of October I'm am delighted that this hopefully will go ahead.
I have written to you before about the parking coming into canons court.
The seriousness of people parking near to the exit of canons court onto the main road is bad enough, and having to navigate parked vehicles on the road coming onto canons court is an accident waiting to happen.
Not to mention the verbal abuse I have had when I have asked someone to move their car as its parked way to near the junction.
Only this morning I had a mini park there for 40 mins way too near the exit.
My husband and I both want the lines for no parking.

In objection:

- (directly affected) The proposed “no waiting at any time” restrictions (double yellow lines) will leave a section of road between the southern edge of the proposed double yellow lines and our driveway as still available for parking (I.e. no restrictions will affect this approx. 10-20 metres of road).

We were pleased to see a proposal to reduce on street parking in this area. As you will see from the photos attached that it is already an issue for visibility from our driveway turning onto Acaster Lane and vehicles regularly park on the pavement making access difficult.

Our concern however, is that the proposal as it stands will mean vehicles parked in the current proposed double yellow line zone will simply relocate, be concentrated and park on the unregulated area of road between our driveway and the end of the double yellow lines. This will further exacerbate the current dangers of parked vehicles reducing visibility when turning from our driveway onto Acaster Lane towards Bishopthorpe.

In our view the current proposals will resolve the problem of turning out of Canons Court but move the problem to our driveway. Our preference would be for the double yellow lines to be extended to the south of Canons Court further than is currently proposed and to our driveway exit onto Acaster Lane.

- (resident of Bishopthorpe) Common scene prevails here at the moment DYLS unnecessary some service personnel vehicles have to occasionally park here especially care workers.
- (resident of Bishopthorpe)As far all the other plans for restrictions I would object as this will merely result in cars parking in other parts of the village. It won't solve the problem just move it. The parking of cars results in vehicles slowing down to enable them to pass safely.

Officer analysis and recommendation

We are unable to propose an extension to the advertised restrictions. The parking in this location is likely to be residents or visitors as there are no local businesses to attract short term parking. The restriction could be reduced to 10m of junction protection. However, the recommendation is to implement as advertised due to the parking on carriageway and footpath causing an obstruction and safety issue for pedestrians.

1. Implement as Advertised(recommended)
2. Take no further action.
3. Implement a lesser restriction than advertised

Ward Councillor Comments: