
MEETING	HOLGATE WARD COMMITTEE (PLEASE CONTACT THE COMMUNITIES TEAM FOR FURTHER INFORMATION)
DATE	22 JUNE 2026
PRESENT	COUNCILLORS KENT, STEELS-WALSHAW AND K TAYLOR
APOLOGIES	COUNCILLORS

1. HAMILTON DRIVE ROAD SAFETY IMPROVEMENTS

1. Main meeting – welcome and introductions (6:30pm)

The meeting was chaired by Councillor Taylor who welcomed everyone, set out the housekeeping rules and reminded residents that the meeting was non-political.

2. Hamilton Drive road safety improvements

Councillor Taylor outlined the issue with high volume of traffic and inconsiderate parking on Hamilton Drive at the start and end of the school day. The challenge is beyond what the City of York Council (CYC) could address on its own, however the proposal aims to improve the situation in a tangible way.

Councillor Taylor invited Ben Potter, CYC Senior Engineer to outline the proposal. Complaints have been raised over the years about safety outside Our Lady Queen of Martyrs Catholic Primary School (OLQM) entrance, traffic speeds on Hamilton Drive and difficulty with crossing the road at key points. To address this a scheme was drafted proposing to make the area more pedestrian friendly whilst maintaining access for residents. The proposal is designed to improve facilities for walking, wheeling and using mobility aids, and at the same time help reduce the speed of traffic to improve safety for all road users. The proposal is not final, and comments obtained during the consultation will directly influence what happens next. The proposal is split into three elements, and it is hoped that sufficient budget will be available to deliver it as one scheme. The first element is the school zone outside OLQM and it is to include the following:

- redesign the school safety zone;
- raise the road surface closer to footway level;
- install gateway buildouts to reduce traffic to a single lane and reduce speed;
- school warning signs marked on road;
- tidy up the junction with Harlow Road;

- simplify parking restrictions by installing double yellow lines with a loading ban for school start and finish times;
- highlight the school crossing patrol location;
- replace existing speed cushions with speed humps spanning between kerbs.

The second element is the Hamilton Drive West section where it is proposed to:

- extend the 20mph zone through Hamilton Drive to connect with the existing 20mph zone on Hamilton Drive West;
- create better crossing points by installing raised tables at New Lane and Nursery Drive;
- install additional speed humps throughout the area to reduce speed.

The third element is to redesign the section where Hamilton Drive East meets with Holly Bank Road. At this location it is proposed to:

- realign the junction with Holly Bank Road to improve crossing facilities and reduce speed. A small green space will be created with a potential to plant few trees;
- extend 20mph along Hamilton Drive East through to Holgate Road. 20mph signs will be installed and no additional traffic calming measures are proposed.

Provision of a zebra crossing is being considered by the project team and views are being invited on which of the following locations would be preferred by residents:

- Nursery Drive Junction – rear access to Acomb Primary School;
- New Lane junction area – to serve West Bank Park;
- OLQM existing school crossing point

Introduction of parking restrictions along the full length of Hamilton Drive is not part of the scheme at the moment, however, could be considered at a later stage. This would create safer environment for families cycling to both Acomb Primary and OLQM.

Additional drop-in sessions will be held during the consultation. The next session will be at the West Bank Park Summer Fair on Sunday 28th June, 1pm – 4pm and one after that will be at the Holgate Methodist Church on Thursday 2nd July, 4pm – 8pm. The consultation closes on Sunday 19th of July. Feedback gathered during the consultation will be used to shape the scheme before approval is sought to advertise any associated traffic regulation orders. If successful it is hoped that construction will commence during Summer 2027.

The consultation can be accessed online by visiting

<https://ourbigconversation.york.gov.uk/>

Comments can also be sent directly to: transport.projects@york.gov.uk

At this point Councillor Taylor invited questions in respect of the project.

Q – A consultation was held previously, before schools merge and creation of OLQM. Why have concerns raised at the time not been addressed?

A – We weren't involved in that process and have not been provided with results of that consultation. We will investigate it.

Q – My drive is often being blocked during the morning drop off and afternoon school pick up time. Vehicles are being parked across the drive, some drivers mount and drive over the verge. There is a need for existing restrictions to be enforced appropriately. Your proposal to introduce additional parking restrictions will make the situation worse.

A – Should any new restrictions be implemented, this will be communicated to parents/carers via OLQM.

Q – What about those residents who have no driveway and park their cars on the road?

A – Only a small proportion of properties on Hamilton Drive do not have a driveway.

Q – Often vehicles parked on the road, and sometimes on double yellow lines block the line of sight and it is difficult to safely cross the road. This was raised with parking enforcement however the response received was that they would arrive in 45minutes. More robust enforcement is needed, before the proposals are implemented.

A – The proposed road design will influence driver behaviours, and it is expected that people will give way.

Q - Narrowing Hamilton Drive outside OLQM will create a bottle neck. How are drivers supposed to navigate that stretch of the road when vehicles approach from both directions?

A - Educational campaign around driver behaviours is taking place across the city and this proposal is a small part of that.

Q –Your proposals are welcomed, however, there is a concern about knock on effect on nearby roads i.e. displaced parking. Are those potential unintended consequences being considered?

A – We do expect some of the parking to be displaced and will keep it under review. Should problems arise elsewhere in the vicinity we will address that with further restrictions.

Installation of H-bars markings across driveways was mentioned as one of the ways to deter displaced parking.

A resident has an H-bar marking across their driveway, but that does not prevent people from blocking his drive.

Q – Cars currently block driveways on New Lane, close to the junction with Hamilton Drive. Could restrictions be extended further to include New Lane?

A – We will include this suggestion in feedback received during consultation.

Q – I've been researching the school street concept but understand that this proposal is not part of that. We have been experiencing noise pollution from the existing speed cushions and are concerned that vehicle movement over the proposed raised table will create more noise. Can the proposed raised tables be constructed with use of appropriate materials to minimise the noise issue?

I'm also concerned that some tradesmen will not take a job on a street where there are restrictions preventing them from finding a space to park. Southbank is a good example of an area with limited parking where this issue persists. How will this be addressed, i.e. will there be a parking permit scheme?

Moreover, I feel that I was not listened to when schools were being merged. The proposal will only work when restrictions are appropriately enforced, i.e. with use of ANPR cameras.

A – Your points will be included in feedback received during consultation. The school's street concept is being explored as a city-wide approach, but it is in early stages. There is emphasis on encouraging people to shift away from using cars in favour of sustainable modes of transport. We are not allowed to install ANPR cameras at present.

Q – York RI parking is available for parents/carers to park, but it does not seem to be that well used. Why is that?

A - Councillor Taylor responded that almost every school in York is facing issues with parking. When parking enforcement officers visit the location, they wear uniforms and that seems to make drivers behave in a more considerate way. Councillor Taylor further added that CYC can now install double red lines, which remove the element of 10min observation by parking enforcement officer, allowing issue of an instant fine. Perhaps this solution could be considered as part of the proposal.

In respect to the York RI Park and Stride scheme, it launched before the Covid-19 pandemic. Ward funding was used to pay for resurfacing of the exit, and the school had a staff member who would walk pupils from the parking to school. That additional staff resource is no longer available, furthermore introduction of staggered school start and finish for particular year groups during the pandemic was retained and had spread the problem across a longer time. In result, the Park and Stride has lost its momentum, but the facility is still available to parents/carers. There is also

free carpark available on James Backhouse Place. We are facing a real challenge, and hopefully those proposals will alleviate some of the issues.

Q – I live on Hamilton Way and can see people using the Park and Stride facility, however the entry way is only good for vehicles and people who walk, or cycle need to go around via Mattison Way exit. Perhaps a further investment to improve the green environment around the school, making it more enjoyable to walk and observe nature would improve the situation and make the facility more popular? Perhaps the school street concept should be piloted on one day a year to give everyone a chance to experience it?

A – We will include that in feedback received during consultation.

Further discussion about 20mph zone on Hamilton Way and confusion with signage and extension of the zone ensued. This will be checked by the project team, however it was stated that all side streets are covered by the 20mph zone.

Q – What investment is being made to improve active travel measures?

A – It has been investigated before and was determined that we are not able to install cycle path facilities at this location. Changing the road environment and slowing down traffic are the measures which can be implemented to improve safety of active travel.

Q - There is no need for additional speed bumps around Barbara Grove, just one at each end would suffice.

A – We would have done previously, however over time we implemented sections of 20mph zone and it just looks like the rest of the road and drivers do not notice it. Proposed changes to the road environment will effect this.

Q – Some drivers tend to ignore H-bar marking and block driveways, mount verges and drive over pavements. It occurs daily making difficult to leave our drive.

A – Unfortunately we cannot design a scheme that will deal with this type of behaviour.

Q – Some of the vehicles navigating Hamilton Drive around Holly Bank Road are very large, i.e. Morrisons delivery lorries, or “not in service” number 4 bus. It feels like they use it as a rat run. Can that be stopped?

A – We will take that back and investigate.

Q – I believe that the proposals are excellent, however educating parents/carers at school is crucial. I’ve been living in the area for 14 years, often walk to town and never see any traffic enforcement. It feels like a missed opportunity to not have any representation today from the school

and other road users, such as the Morrisons and taxi companies. They do seem to use Hamilton Drive as a rat run. Some of the drivers seem to ignore the highway code and it feels like they either do not care or are above us as residents. How do you intend to bring them on board?

A – We are engaging with OLQM and our I-travel team runs educational campaigns. I agree with the statement about some driver's ignorance of the highway code. It is the first time Morrisons delivery lorries have been brought to our attention, and we will investigate that.

Q – Why are you asking for a preferred location for the zebra crossing? Is finance an issue?

A – Implementation is subject to funding, and we are trying to gauge which location is felt most important.

Q – What is the purpose of a raised table?

A – Its purpose is to create a change in the environment impacting on drivers' perception. Raised tables will help with vehicle speed reduction and make it easier to cross the road.

Q – Could the school car park be used to create a one-way system to drop and pick children up?

A – We do not have power to influence what happens within the school grounds. Councillor Taylor further added that this was discussed with the school previously, however it wasn't possible as it is dedicated for staff and disabled parents/carers only.

A comment was made that Acomb Primary has a driveway allowing drop off and pick up within school grounds, however it is a significant burden and not recommended for other locations.

Q – Is there any evidence from elsewhere backing up enhanced safety by installation of raised road surface outside a school?

A – There is evidence proving that changes to the way the area looks impact on driver behaviours. The road surface will not be flush with the pavement.

Q – Beech Avenue is the only road in the vicinity without any restrictions. Please can you thoroughly consider your proposals, so that Beech Avenue is not negatively impacted by displaced traffic.

A – We will take this back and include in scheme considerations.

Q – Nursery Drive entrance to Acomb Primary is very popular at drop-off and pick up times. Please include it in your considerations.

A – Part of the proposal is to extend 20mph zone to cover the area and install uncontrolled road crossing in form of the raised table. We are also asking for preference of the zebra crossing location.

Q – When is the project due to start?

A – It hasn't been confirmed yet, but we are aiming to start during summer 2027.

Q – Issues discussed occur mainly during morning and afternoon school rush hours, however restrictions being proposed on Hamilton Drive will inconvenience residents 100% of time. I feel like I'm being penalized by those proposals. Why should residents be inconvenienced all the time whereas parents/carers just come and go. I understand that zig zag lines have a greater restriction weight than double yellow lines. Why are double yellow lines proposed then?

A – The intention is to simplify parking restrictions outside OLQM. We welcome your comments and will take your concerns back as part of the response to the consultation.

Councillor Taylor added that the consultation exercise is to enable everyone to put their points across. The issue is complex, and enforcement was raised on several occasions previously. It is not possible for the enforcement team be present outside all school in York at rush hours. This proposal is an attempt to improve the situation and all points raised will be taking into consideration.

Q – I feel that some elements of the proposal are not needed. The school is not challenging parents sufficiently. There is an issue with parents/carers obstructing Harlow Road while parking to drop their children close to school. Also, there is an issue with inconsistent approach of parking enforcement officers to vehicles blocking driveways.

A - We will feed the issue of different interpretation by officers back to the parking enforcement team.

Q – A combination of interventions is required, including behaviour change campaign. Naburn Primary School, where similar measures were proposed, was successful to involve parents and children in the campaign. Children could be involved in convincing their parents/carers not to use the car, or not to park inconsiderably.

A – We are engaging with OLQM in respect of that and are hoping for school children to play part in conveying positive messages to their parents.

Q – Holly Bank Road is on the bus number 16 route. How will the proposals affect it?

A – The junction of Holly Bank Road and Hamilton Drive will be realigned. We are happy to stay after the meeting to chat about the details.

Q – Is purpose of the kerb to separate vehicles from pedestrians? How does that relate to the proposed raised tables?

A – We are working with the access forum to decide what is appropriate for this location, but the raised table will not be flush with the pavement.

A comment was made about importance of the school involvement in the conversation and how they can contribute to alleviating identified issues. Additionally, more notice of what people living in the area say should be taken and their comments should not be dismissed.

Q – Could OLQM pedestrian gates be opened to let parents onto the school grounds as opposed to gathering on the pavement outside?

A – We will feed that back to the school.

Q- At this moment OLQM includes a message about Park and Stride at the bottom of their weekly newsletter, but they could do more about the issue.

A – We are working with the school and will try to encourage them to do more.

Councillor Kent added that efforts will be made to include school in the conversation and that the aim is for the proposal to benefit all concerned parties.

A comment was made that installation of double yellow lines on the road outside the house will penalize residents and whatever measures are agreed should not penalize people who live here.

In closing remarks Councillor Taylor referred to the issues with double yellow lines, parking enforcement, volume of moving traffic and vehicle parking along Hamilton Drive. It is hoped that the proposal alleviates some of the issues. Councillor Taylor thanked everyone for their contributions and assured that they will be taken into consideration. Councillors and officers offered to stay after the meeting for one to one conversations and the meeting was closed at 8:05pm.

, Chair

[The meeting started at Time Not Specified and finished at Time Not Specified].