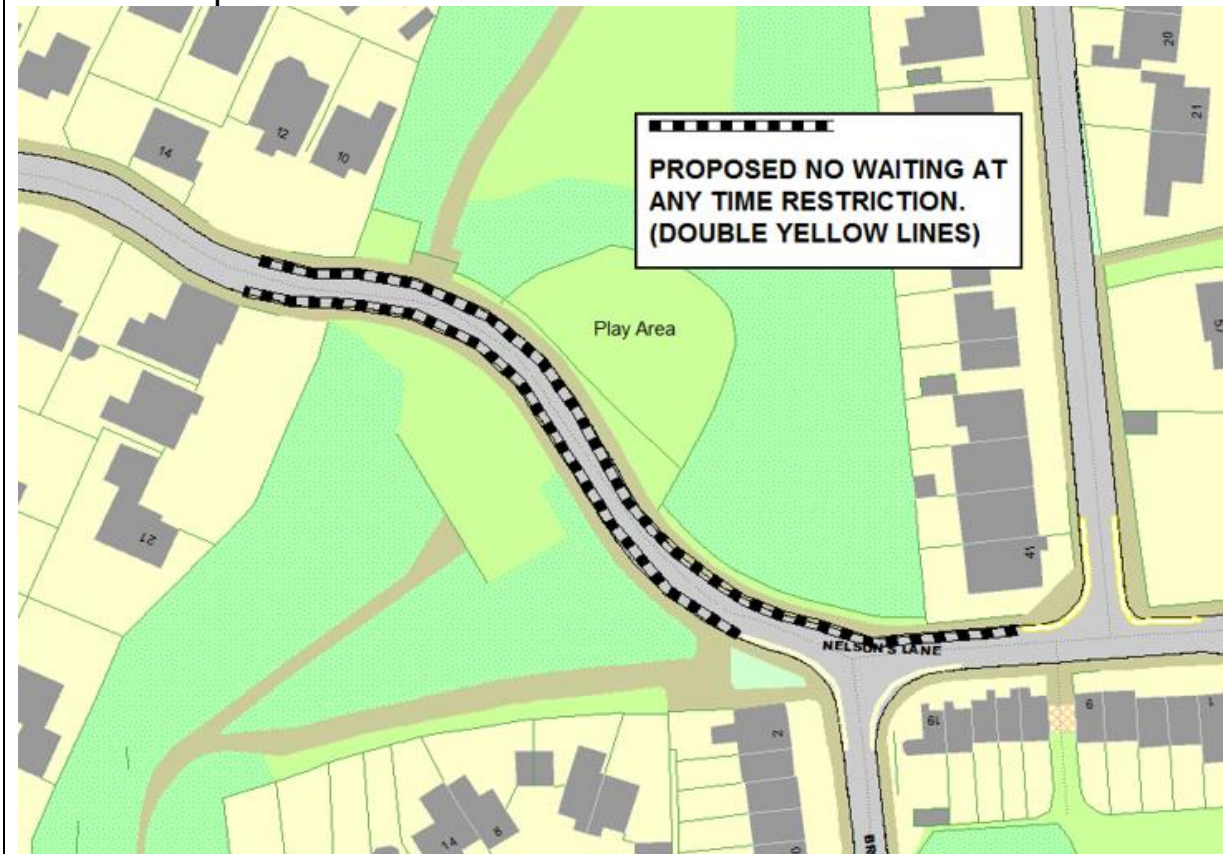


Annex D Dringhouses & Woodthorpe ward

D1	Location: Nelsons Lane
<p>Nature of problem and plan of advertised proposal.</p> <p>Details received on file were: Residents and Cllr. Widdowson has raised a concern regarding vehicles parking all along Nelson's Lane leading to only one side of the carriageway being available and oncoming vehicles being unable to see each other when travelling through the bends of Nelson's Lane. They have also raised a safety concern as the children's play area is located on the south side of the bend as pedestrians may be unsushted by vehicles rounding the bends.</p> <p>Nelson's Lane has a 20mph speed restriction in place. The children's play area is located on the north side of Nelson's Lane with pedestrian footpath access leading to Micklegate Stray.</p> <p>There is a parking area on the south side with access to the footpath leading to York Railway Pond. An 'S Bend' leads through this area to the residential areas of Lingfield Crescent and Goodwood Grove.</p> <p>We advertised to implement no waiting at any time restrictions to increase visibility for, and of, pedestrians and vehicles to proceed through the bends without travelling in the centre of the carriageway. Please see plan below.</p>  <p>The map shows Nelsons Lane with a proposed 'NO WAITING AT ANY TIME RESTRICTION' area marked by double yellow lines along an S-bend. A 'Play Area' is labeled on the north side of the lane. Residential buildings are shown on both sides of the lane, with house numbers visible. The map also shows a footpath leading to York Railway Pond and a residential area of Lingfield Crescent and Goodwood Grove.</p>	

Representations Received.

We received 3 objections and 4 representations in support of the proposal.

Objections:

- I live on Goodwood Grove so regularly drive down Nelson's Lane. Please would you consider putting double yellow lines just on the north side of Nelson's Lane. The parked cars do act as traffic calming; with no parked cars I feel cars would speed round the bends.
- Living in Goodwood Grove I appreciate that cars parked in the area of the proposed yellow lines are awkward at times but they also have caused a "natural" traffic calming effect at the same time. When it says "No Waiting at any time" I assume this means double yellows.
-
- I would agree that No Waiting/Double Yellow Lines on the NORTH side of Nelsons Lane i.e. the side of the children's play area would be a good thing AND actually extending these double yellows all the way down to Goodwood Grove junction. See GREEN line on map. I disagree with double yellows on the SOUTH side as you have proposed, however there is merit in having a 25 meter stretch of double yellows covering the area of the Railway Pond car park. This would allow for a decent sized "PASSING PLACE" on the bend, and allow for some cars still to be parked on the south side. See PURPLE LINE on map.

Introducing your proposal will just displace the cars that park to go further down Nelsons Lane and maybe around the junction on Goodwood and Lingfield. Commuters, staff from the hospital and Little Green Rascals will still park somewhere so displacement is not a solution. I do accept however that parking on the bends it a little more dangerous than on the straight. Talking to residence on the east end of Nelsons Lane, they say that occasional people park on both sides of the road making it almost impossible at times to get anything more than a small car past. So, how about double yellows the whole length of Nelsons on the north side? It would make it very clear to all.

To summarise: Nelsons Lane should be NO WAITING at ANY TIME on the NORTH SIDE. Having a small section of NO WAITING either side of Railway Pond entrance means cars can park WHILST causing natural traffic calming. Having double yellows BOTH sides near the pond and play area will increase the speed of vehicles in the most crossed area by pedestrians (even if it is supposed to be a 20 mph limit) increasing the potential

for accidents.



- We totally disagree with the rationale behind the proposed double yellow lines on Nelsons Lane. Stating that these will make the area around the children's playground safer may be true, but that just moves the problem into the residential streets around making them less safe. If there are to be double yellow lines, it makes more sense to have them on one side of Nelsons Lane and then the entrance to the Fisherman's Car Park provides a natural gap to enable safe crossing the playground.

The problem that should be addressed is the huge increase in staff parking in this residential area in the first place (you only have to look at the area on a weekend or Bank Holiday to see that this is a weekday problem). During the week we are plagued with shoddy parking, parking on pavements and speeding - most of which is by NHS workers who should know better!

Both Nelsons Court and Little Green Rascals did not exist when the road infrastructure was created (and it would be interesting to know whether their current use breaches the original planning consent). There has been little or no attempt by either organisation to encourage the use of public transport to access these sites (in fact, how on earth can LGR have "Green" in their title when most of their staff and customers drive there?). And both businesses have plenty of parking spaces on site - LGR only seems to need this at morning and evening drop-off and sits largely empty during the day, and Nelsons Court has 25 spaces which should be ample, however, often these spaces are taken up with maintenance vehicles and contractors carrying out a seamlessly never-ending series of fixes to the building and it's surrounds.

Sort these businesses out and there is no problem

In Support:

- Car parking opposite children's play park and the Railway Brick Pond on Nelson's Lanes makes a large area on this road into a single lane traffic which is dangerous more so because the road bends and it's almost impossible to see oncoming traffic so TOTALLY agree with double yellow lines on Nelson's Lane
Resident of Goodwood Grove
- Thanks you for your proposal to introduce parking restrictions on Nelsons Lane. I think these proposals will make it much safer, especially for children accessing the park
- Regarding the restrictions proposed, I don't object to them but I can understand concern from residents as it will likely push parking further down Nelson's lane and into Breary where people are already parking on the corners of junctions.

I appreciate it is a difficult one and that it isn't an easy problem to solve.

Since little green rascals opened on Tadcaster road we have had high volume of traffic on Nelson's Lane. The staff park, which I can't blame them; not their fault but with the proposed plan some residents will worry that it will affect them more.

INDEX OF SEGMENTATED PAGES

1
OF 12

REPRESENTATION & PROPOSAL DECLARATION	2
INTRODUCTION	3
MAP	4
TADCASTER ROAD	5
LITTLE GREEN RASCALS CHILDRENS DAY NURSERY	6
NELSON LANE POINT (A)	7
NELSON COURT	7-8
HOUSE 1-19 (C)	9
FISHERMANS/PUBLIC AMENITY (D) CAR PARK	9
CHILDRENS PLAYGROUND (E)	9
NETWORK RAIL EMERGENCY 24/7 ACCESS GATES	10
CONCLUDE.	11
SOURCES OF EVIDENCE, REFERENCES, WITNESSES & THOSE CONTACTED	(12)

PROPOSED AMENDMENTS TO THE TRAFFIC (2)
REGULATION ORDER FOR NELSON LANE N°4/68

REPRESENTATION & PROPOSAL DECLARATION

FROM [REDACTED]

I [REDACTED] fully support the current proposals and additional regulation proposals.

I also declare to formally make representations to guarantee that the FULL LENGTH & WHOLE OF NELSON LANE HAS DOUBLE YELLOW LINES AT ALL TIMES 24/7 - as demanded by NETWORK RAIL

Herewith sound evidence, named witnesses and references to services & those I contacted.

Incidentally the NHS contacts professionalism beggared belief. The shameful staff still, even now, make "Blue Badges" ports on NELSON LANE!!

I declare none of the following is exaggerated. CYC Cancellors have endorsed the Traffic chaos on NELSON LANE recognising half measures are not an option.

INTRODUCTION TO NELSON LANE (3)

NELSON LANE was once a service road to Main Line Railway Lines and Railway Sidings. It was never designed, constructed or intended to support large residential housing estates, a busy NHS establishment & provide car parking to DELTA HOTEL guests and LITTLE GREEN RASCALS CHILDREN'S DAY NURSEY staff & parents. At very bottom of NELSON LANE NETWORK RAIL EMERGENCY ACCESS GATES WITH 24/7 INCIDENT DIRECTIONS

May I formally request The CITY OF YORK COUNCIL HIGHWAYS REGULATION DIRECTOR investigates & provides written statement on NETWORK RAIL EVACUATION CUSTOM & PRACTICE STRATEGY for map ref OS Grid SE 585501. The importance of those gates and if they're prime access for emergency vehicles.

TADCASTER ROAD.

(5) (5)

Tadcaster Road bus services are brilliant, served by the Park & Ride, Number 13 & East Line to name a few. Immediate vicinity of NELSON LANE is a pedestrian crossing & two bus stops. More bus stops 200 yards away. Frequent Bus Services satisfies CITY OF YORK COUNCIL'S TRANSPORT PLAN. There is no excuse for car parking on NELSON LANE.

Indeed Evans Jones Travel Mon commissioned, I genuinely believe, by LITTLE GREEN RASCALS NURSERY (ref AOD 24 00177 PROJECT 17454) is on up to date report (16 AUG 2024). An excellent & informative with vehicle analysis. Unfortunately NURSERY STAFF ignore instructions not to park nearby. Staff 'green' T shirts give the game away.

It beggars belief DELTA HOTEL STAFF / GUESTS are also parking on NELSON LANE. Surveys lead us to this conclusion

LITTLE GREEN RASCALS CHILDRENS DAY

NURSERY YOZK IHF

(6)

NB. Nursery staff are young ladies. Under such ^{whilst} circumstances their parking is thoughtless & contradicts planning application 14/00285/FUL. UGR every caution is employed not to frighten them. Pointing out parking on Nelson Lane, opposite BREAMY CLOSE, would cause difficulties was met with rudeness & abuse.

Little Green ^{RASCALS} Nursery staff park their cars thoughtlessly & carelessly causing congestion. Green T shirts identify them. The Original Planning Application 14/00285/FUL is breached by staffs numerous outward parking. Also 24/00401/FU Application to reduce cycle parking provision. Although REFUSED clearly contradicts original planning culture. However EVANS JONES ADD24 00177 produced a Travel Plan Project 17454 on 16 AUG. 2024. It is obvious the impact on neighbourhood is detrimental to the community. Over 10 staff could be parking on NELSON LANE. Because the 11 spaces & 1 Disabled space are vacant. Moreover catering for 100 children explains the chaos & congestion caused on Todcaster RD. The parents park on NELSON LANE (see map). EVANS JONES is a brilliant analysis of Public Transport reach.

NELSON LANE

(7)

POINT A. At the top of NELSON LANE (A) cars frequently park on the brow 25 paces from the junction. Suspicion is parents picking up from nursery but this needs TRAFFIC WARDEN intervention.

POINT B NELSON COURT COMMUNITY REHAB UNIT

YOZK IHD Two Words having 39 Beds catering for Inpatients but perhaps outpatients too. CQC have been contacted (ref CAS/916165/LIDOL?) ^{about} _{scandalous} DISABLED VEHICLE PROVISION & congestion caused by BLUE BADGES parking on NELSON LANE (and the pavement). Contacted Community Liaison [REDACTED] claimed my complaints HAD NOT BEEN PASSED TO HER!! NELSON COURT has 19 car parking spaces & only TWO Disabled parking spaces. CQC claims adequate parking is available ONSITE for patients, relatives & visitors!! This is untrue & a lie. In reality staff have total priority. This borne out by visible Blue Badges parked on NELSON LANE. Parking opposite the NHS entrance including the pavement. I have

NELSON LANE cont

(8)

NELSON COURT cont i

witnessed scary moments where playground bound children are forced to step into the LANE!! Little green Rascal children take the same path & ultimately risk!! Unless DOUBLE YELLOW LINES both sides dangerous thoughtless parking will continue. My mum has a Blue Badge. I fully understand the Blue Badge Driver. A 100 yards walk is 1000 yards to my mum. It is natural to park as close to Nelson Court but with afternoon visiting & staff taking up visitors parking pavement parking will persist. I have found Nelson Court staff rude. NHS Manager there refuse to engage with residents and well practised at riding roughshod fobbing off complainants. Delivery Manager Laura blocked NELSON LANE whilst a 17 tonne delivered cages to the NHS for HALF HOUR. Traffic dangerously backed onto Tadcaster Road. Reason - parked cars prevented HGV manoeuvring into NELSON COURT.

To remove a fallen tree N°6 NELSON LANE PAID £20k whilst closing road. Safety reasons.

C) HOUSES 1-19 NELSON LANE

These houses benefit from private parking to the rear. Double Yellow Lines should be welcomed.

D) FISHERMANS/AMENITY CAR PARKING

Car parking spaces are rare on this unadopted road. The three car generators use it all the time.

E) CHILDRENS PLAYGROUND

Very popular with local children including Little Green Based Nursery children. However pavement parking & HGV's negotiating between cars, manoeuvring to deliver to Goodwood Grove/Lingfield has not always been achievable.

Observe the playground to appreciate the risks & dangers!!

NELSON LANE CONT.iii

(10)

NETWORK RAIL EMERGENCY ACCESS SAFETY GATES

YO24 IEP OS GRID SE585501

These important Emergency Gates MUST HAVE 24/7 all year round unobstructed access. Emergency Services are responsible for Down Main Line AND Down Leads Lines - 4 busy railway lines. Rescue Teams have to observe Electricity Risk Assessments specific Health & Safety Regulations. Indeed a rescue operation creates an exclusion zone unanswerable to one person in charge of engineering. Heaven forbid there is a Serious Incident would those KEY RESCUE PERSONNEL BE IMPEDED?

Indeed crucial ambulances would find it impossible for two way traffic on NELSON LANE. If every second counts lives are at risk. From personal experiences I know Emergency HGV Vehicles would struggle to negotiate down NELSON LANE.

CONCLUSION

(11)

Until City of York Council Highways Regulation Director releases NETWORK RAILS EVALUATION STRATEGY for map ref OS Grid SE 585501 I cannot have issue on my representations. Therefore I RESERVE THE RIGHT OF REPLY.

Meanwhile I Trust being conciliatory offering sensible solutions common sense will prevail.

Double Yellows Line 24/7. Erecting ACCESS ONLY POSTS strategically placed on Goodwood Grove, Lingfield Crescent, Holmoor Terrace, Breary Close & Weddall Close (see Map) will prevent car parking creep onto side roads

It is my contention Resident Parking Permits would be ineffective as houses have drives.

Please do not hesitate to contact me should you have any queries

Please cc to Councillors.



SOURCES OF EVIDENCE, WITNESSES & REFERENCES (12) OF (12)

CITY OF YORK COUNCIL - Transport Plan 2024-2040
with the emphasis on BUS, CYCLE & PEDESTRIAN
Cllr KATE RAVILLIOUS LOCAL TRANSPORT STRATEGY
LITTLE RASCALS NURSERY YORK IHF

14/00285/FV3 LGR Original Planning Application
24/00401/FV Application to reduce cycle parking
A0D 24 00177 EVANS JONES TRAVEL PLAN
PROJECT 17454 16 AUG 2024

WITNESSES

Cllr ASHLEY MASON
STEVE FENTON Cllr
Cllr PAULA WILLOWSON } COUNCILLORS FOR WARD
well aware
NHS MANAGEMENT

HUMAN RESOURCES 01904 725318

CQC CAS/916165/LIDOL.

Officer analysis and recommendation

Introducing no waiting at any time restrictions to the north side and a small section on the south side would not address the issue of vehicles approaching each other in the centre of the carriageway. It would also still restrict visibility for pedestrians crossing from south to north side as parked vehicles would remain on the bends.

The proposed restriction will provide full visibility through the bends for all highway users.

We acknowledge concerns raised regarding access to the Network Rail site. The resident would need to contact Network Rail to discuss their evacuation policy. We have received no contact from Network Rail asking us to review the access to their site.

Implementing no waiting at any time restrictions to the full length of Nelson's Lane would be excessive and is not currently deemed required under highway safety grounds.

An access only restriction is a moving traffic offence and can only be enforced by North Yorkshire Police. This is very low on their list of priorities for enforcement and are not supported by NYP. North Yorkshire Police have previously stated that *"Compliance with the restrictions on ... have been problematic from inception. Police action, to varying degrees, has been provided over the years, but has always proved ineffective in the long term. The orders are difficult to enforce as they require the driver of any and every vehicle to be traced and interviewed as to why they require their vehicle in the street. It is not just a case of putting a ticket on a car, it is a highly labour intensive process."*

Options:

1. Implement as Advertised- **Recommended.**
2. Take no further action- Not recommended.
3. Implement a lesser restriction than advertised- Not recommended

D2**Location: Nidd Grove****Nature of problem and plan of advertised proposal.**

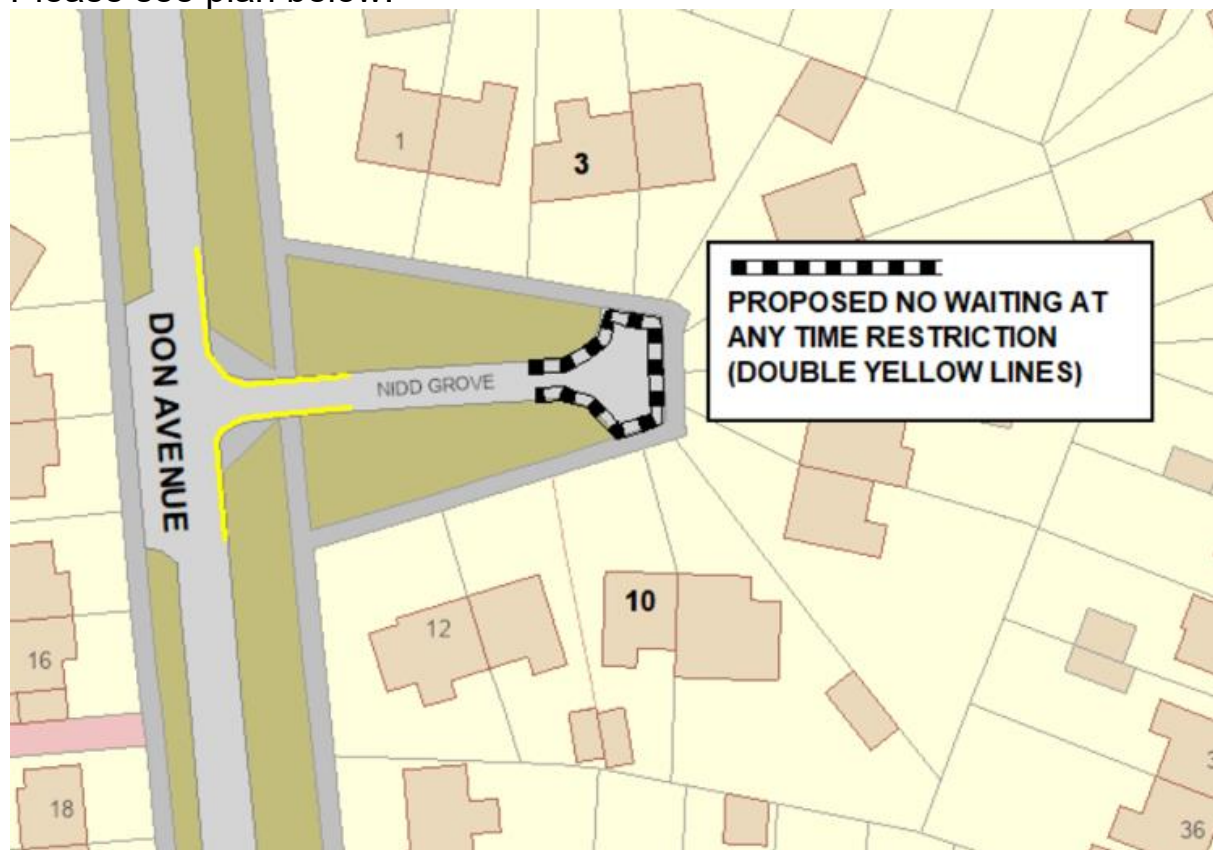
Details received on file were:

Cllr. Fenton raised an issue on behalf of a resident who states vehicles are parking in the turning head and restricting access to, and egress from driveways and off street parking amenity.

Nidd Grove is a small residential cul-de-sac. The entrance to the road has a narrow carriageway and is verged on both sides. The carriageway is 3.5m-3.9m in width. All properties within the Nidd Grove have off street parking amenity for a minimum of two vehicles. There is a tactile crossing point across the junction with Don Avenue and existing no waiting at any time restrictions on the junction.

We advertised to implement no waiting at any time restrictions in the turning head to restrict parking and provide access to all off street parking amenities.

Please see plan below.

**Representations Received.**

We received 2 objections to the proposal.

Objections:

- We have received your notification to Propose an amendment to the street Nidd Grove, regarding the no waiting at any time Restriction.

- We have lived at no ... Nidd Grove for 29 years, and we have never had any problems with anyone parking at the above. Our drive is not big enough to hold enough cars for our family and friends to all park on our drive at the same time. If your Proposed no waiting at any time does go ahead, then we need an alternative place to be able to park our cars near our property.
The Proposed area you are stating does not block anyone's entrance or departure from any drive in the 12 houses on Nidd Grove.
- I'm in receipt of the proposed amendments to the traffic regulation order for Nidd Grove. My house is number ... & I have lived here since May 2008. I'm confused why double yellows will be painted directly outside my driveway? There is no dropped curb or curb of any description between the road/pavement to my driveway. The proposed double yellow lines will not only prevent 8 houses from receiving services. they will also lead to the narrow section of the street (one car width) becoming a bottle neck or in fact blocking the entry & exit of the street as that will become the waiting zone for such services? I have noted below what services have visited each property in a space of 3 days. Not to mention where any visiting family members are meant to park.
Royal mail deliveries all houses
Sainsbury's home delivery
Tree surgeons
Wren kitchen delivery , plumbers/electricians
Plumbers/carpet fitters
Tesco/Ocado/Iceland home delivery
School minibus taxis x2
Amazon deliveries all houses
Our refuse collections happen on 3 separate occasions. Does this mean these won't take place at my property boundary?
This proposal seems ill thought through

Officer analysis and recommendation

Parked vehicles are restricting access to, and use of, the turning head. The services provided to the properties will be unaffected as loading/unloading is permitted from double yellow lines providing the activity is continuous. When trades materials are unloaded, vehicles would need to park elsewhere.

Options:

1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

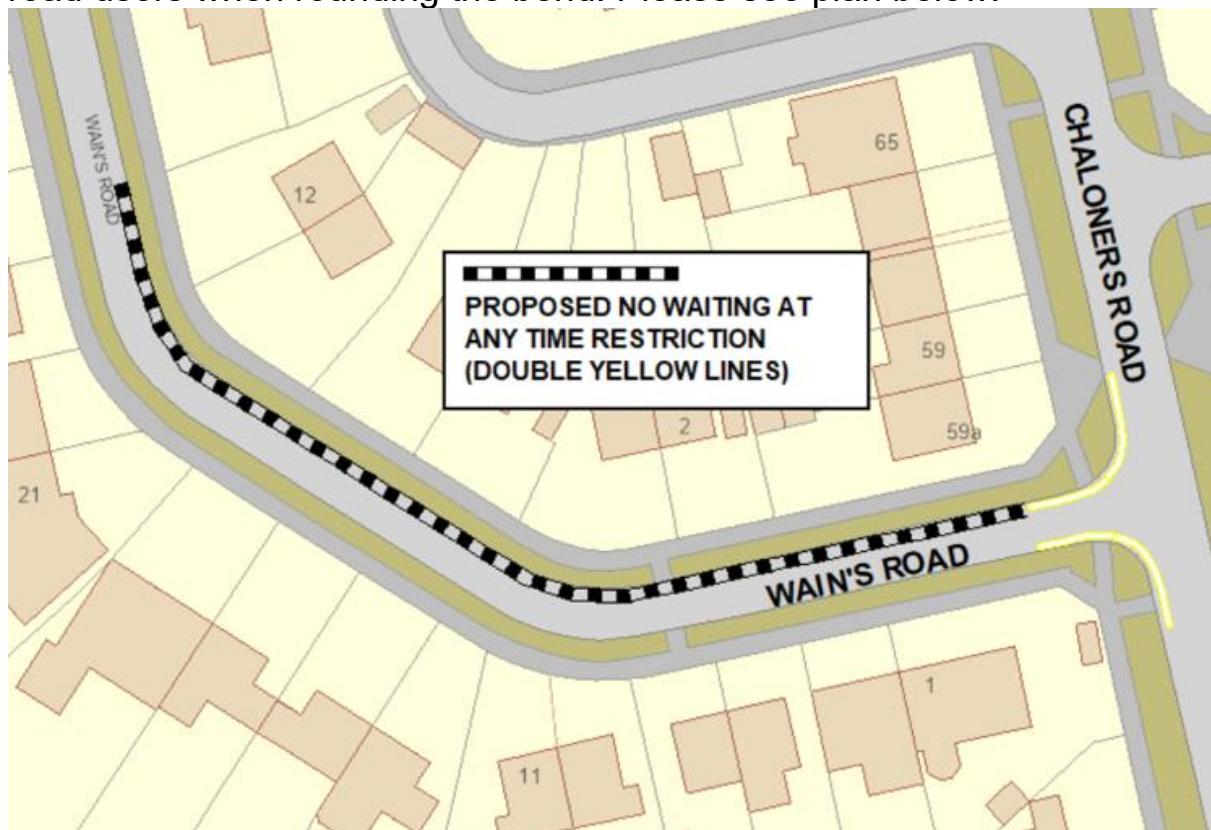
D3**Location: Wains Road****Nature of problem and plan of advertised proposal.**

Details received on file were:

An issue of vehicles parking on the bends of Wain's Road leading to vehicles and cyclists being unsighted when approaching in opposite direction.

Wain's Road is a residential street with grass verges on both sides of the carriageway. 2 of the 6 properties on the north side do not have off street parking amenity. Parking on the verges has caused quite significant damage to them.

We advertised to implement no waiting at any time restrictions to the north side of the carriageway to restrict parking and increase visibility for road users when rounding the bend. Please see plan below.

**Representations Received.**

We received 1 objection and 1 representation in support of the proposal.

Objection:

- The Wains Road (1h) restrictions affect us.
This change is not ideal for us. We have no driveway so our only choice is street parking. Where are we to park if the proposals take place?
We would formally like to object to the proposed changes.

I would suggest moving the "no waiting at any time" restrictions to the end of 10 Wains road property. This would still allow us to continue parking in front of our house. Number 10 has a drive so would not be adversely affected by this.

In support:

- My partner and I have lived at number 10 Wains Road for the last three years and are fully in favour of the addition of the parking limitations, the road is overcrowded with cars parked on the verge, which makes it difficult and dangerous to navigate for cars and bikes, let alone emergency services should they be required. Furthermore, we would be keen to see an addition to the restrictions imposed on the South side of the road, from the junction with Chaloner's Road. Currently the parking restrictions limit parking on the very corner of the road, however the parking that is permitted makes it impossible to gain a view down the road prior to turning in from Chaloner's road, as well as to see any cars, bikes or pedestrians coming from the right as you reach the end of Wains Road to move onto Chaloner's Road. We have witnessed far too many 'near misses' at this junction and the frustration of residents is further exacerbated by the fact that the two vehicles parked most frequently in this dangerous zone are council vans



Officer analysis and recommendation

Implementing the restriction on the north side will remove parking but could lead to an increase of parking on the south and lead to vehicles approaching each other in the centre of the carriageway.

The recommendation is to take no further action at this time and re-introduce the area to the next review to further investigate the parking issues with a view to propose a lesser amount of restrictions to both sides of the carriageway

Options:

1. Implement as Advertised- Not recommended
2. Take no further action- **Recommended**
3. Implement a lesser restriction than advertised-Not recommended

D4**Location: Hunters Way/ Middlethorpe Grove****Nature of problem and plan of advertised proposal.**

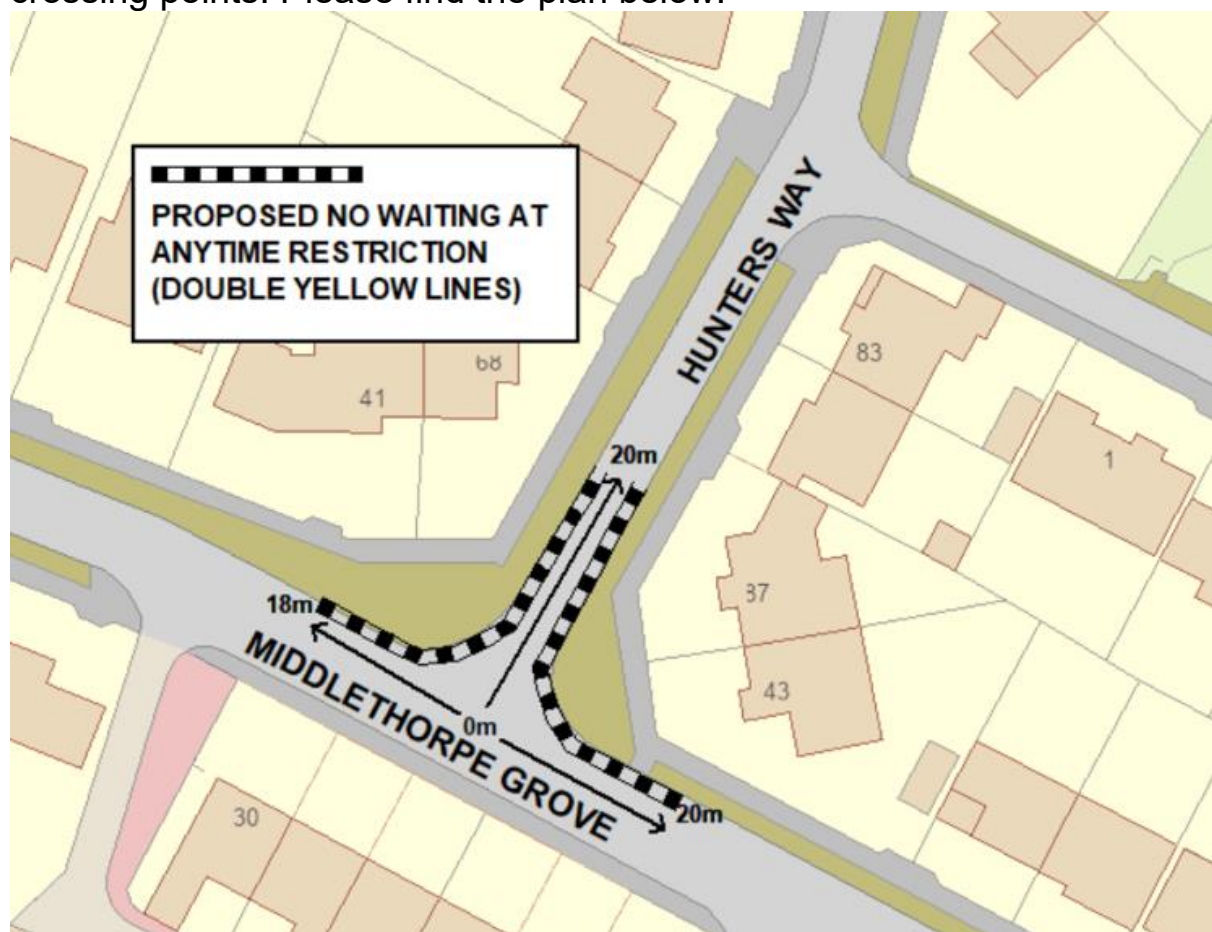
Details received on file were:

Cllr. Fenton raised the issue of vehicles parking close to the junction and restricting access to the pedestrian tactile crossing points.

The junction is opposite a parade of shops and residential properties.

The junction has 3 pedestrian tactile crossing points leading across the junction and to the shops.

We advertised to implement no waiting at any time restrictions to restrict vehicles parking close to the junction and provide access to the tactile crossing points. Please find the plan below:

**Representations Received.**

We received 4 objections and 1 representation in support of the proposal.

Objections:

- I am writing to object to the proposed “No Waiting at Any Time” (double yellow line) restrictions at the junction of Hunters Way and Middlethorpe Grove, as part of the Annual Review of Traffic Regulation Orders. I reside at ... Hunters Way and am directly

affected by the proposal.

My main concern is that prohibiting parking at this corner would displace vehicles further along Middlethorpe Grove, which is already a busy and constrained road. Cars frequently park close to bends on Middlethorpe Grove, creating tighter pinch-points and reduced visibility. Adding more displaced vehicles to these areas would increase the risk of collisions, particularly for drivers navigating the bends or emerging from side roads.

Please see the attached photographs (taken safely from a parked position), which show how parking behaviour on Middlethorpe Grove can already create hazardous situations. The proposal would worsen this by pushing more vehicles into locations where visibility is limited and road width is already narrowed by parked cars.

The solution here is for motorists to park sensibly and cooperatively, following the guidance already set out in the Highway Code regarding safe distances from junctions and bends. Introducing a blanket ban on parking outside residents' homes is disproportionate, unnecessary, and ultimately counter-productive, as it simply moves the problem elsewhere and makes Middlethorpe Grove more dangerous, not less.

For these reasons, I respectfully request that the proposed restrictions be withdrawn.



- I am writing to formally object to the proposed “No Waiting at Any Time” (double yellow line) restrictions at the junction of Hunters Way and Middlethorpe Grove, as shown in the Notice of Proposals for the Annual Review of Traffic Regulation Orders. While I appreciate the Council’s intention to maintain safety and visibility at junctions, I believe this proposal is disproportionate and

unnecessary for the following reasons:

1. Lack of evidence of obstruction or safety issues: I am relatively new to the area, but from my short time at Hunters Way (since May 2025) I have seen nothing that could justify these restrictions. The only thing I can think of is that the previous residents of my property kept many cars—six in total, I am led to believe—outside the house. This situation is now resolved since they moved away; we keep two cars on the driveway, causing no inconvenience to local residents.

Furthermore, from my research, there have been no known collisions, access problems, or reports of obstruction at this junction. Residents have parked responsibly here for many years without causing difficulty for emergency or refuse vehicles. I therefore question the evidential basis for the restriction and request that any supporting data (collision records, visibility assessments, or complaints logs) be disclosed in line with Regulation 6 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. If these supporting materials are not routinely provided under Regulation 6, please treat this as a request under the Freedom of Information Act 2000. I would be grateful if the information could be supplied by email.

2. Excessive length of restriction: The plan shows yellow lines extending approximately 18–20 metres along each arm of the junction. Highway Code Rule 243 advises motorists not to park within 10 metres (32 feet) of a junction (except in an authorised bay). That distance is widely accepted by highway authorities as adequate to preserve visibility. The current proposal goes far beyond what is advised and would remove several valuable parking spaces.

3. Loss of essential on-street parking amenity: On-street parking in this area is already under pressure, and many households rely on it for day-to-day use, visitors, and deliveries. The proposed restriction would remove the only convenient parking adjacent to my property, causing genuine hardship and displacement onto narrower nearby sections of Middlethorpe Grove.

4. Displacement and unintended consequences: Removing parking from this section will inevitably push vehicles further along the road where sightlines are poorer, paradoxically increasing safety risk and congestion.

For these reasons, I respectfully request that this proposal be withdrawn.

- I am writing to object to the proposed traffic restrictions for “no waiting at any time” on Hunters Way and Middlethorpe Grove.

I am quite sure the reason for the proposal was well meaning, and possibly in response to a problem that is no longer there. I ask you to save public money and use the funds elsewhere where there are dangers to children and cyclists on the roads. Make a dangerous road in York safer with the money - this corner is not one of them.

For several years the family at 87 Hunters Way owned 7 cars that they persistently parked up to the junction and on the grass verge causing a hazard for cyclists and pedestrians. This family have now moved and taking the excessive number of vehicles with them. Whilst the previous family breached the highway code and law persistently not once did the council or police issue them with a parking fine. It feels as though you are now using the proverbial sledgehammer to crack a nut. Since the family have left the junction is clear.

The law states that cars should not be parked within 10 metres of a junction. This is adequate and nothing more is needed for this junction.

The section you are proposing to add yellow lines to on Middlethorpe grove is more than the minimum legal distance for parking of 10 metres from the junction. The section is also the widest point of the street. Your proposals take away several reasonable and safe places to park outside of the 10 metre zone. This would in turn push parking of customers to the butchers and hairdressers further down Middlethorpe Grove, where the road narrows and it is a dangerous place to park. Further down Middlethorpe Grove parked cars have in the past and, will even more so, obstruct the gritters, number 21 bus and most concerningly - emergency service vehicles of getting down the road.

When there are days when there are very few or no parked cars on Middlethorpe Grove, traffic is noticeably faster, and people speed down with no natural obstacles. This is the problem on the adjacent Middlethorpe DRIVE where double yellow lines have created a dangerous free-flowing road that allows speeding. Parked cars create natural speed barriers slowing the traffic and thereby making it safer for children crossing and cyclists.

I have a concern that this part of York (wealthy with little social housing) sees a disproportionate amount of highway funding spent on our road, pavement and grass verges. Since living here (from 2013) I have seen the road re-surfaced, the pavements re-laid, the drop kerbs installed, new trees being planted in the verges. All the while, when I drive down streets in Tang Hall where it is social

housing, I see churned up verges, roads with potholes and pavements that are in desperate need of being re-laid. Yellow lines may not cost much, but with councils working with less money than ever before in increasingly challenging times, it is a complete waste of public money.

There is no justification for this proposal, it is wasteful and unnecessary. I do not need the parking spaces that will be removed, I own a car but have a driveway, I mostly cycle everywhere, so I am not objecting on selfish grounds, I am objecting because this is a proposal to solve a non-existent problem.

- I am the owner of the hair salon opposite the proposed "no waiting at anytime "

I believe this will cause many problems with parking for customers and residents

In support:

- I've seen the plans for double yellow lines on middlethorpe grove and they are fine as far as they go. But we really really really really need them on the bend at the top of the hill i.e coming off tadcaster road (BT on left) theres a right hand bend. Cars park on the bend (no need as all houses have massive driveways) and forces people on wrong side of the road on the bend. Nightmare.

Officer analysis and recommendation

The reasoning for extending the proposed restriction beyond the minimum of 10m at the junction is due to the parked vehicles restricting access to the tactile crossing points. We appreciate the previous issue of one property parking many vehicles close to this junction has been removed but visitors to properties and local businesses opposite the junction can also park in this location. We have also received requests to review other junctions in the area, namely Middlethorpe Grove/ The Spinney, the bends on Middlethorpe Grove and Hunters Way/ Tadcaster Road. These areas have been added to the next annual review.

Implementing the proposed restriction will provide access to, and visibility from, the tactile crossing points and junction.

No collision data is available for this location. Collision data is recorded following an accident if it results in an injury or is reported to the police within 30 days. Visibility assessments have taken place during site visits by officers which have led to the proposed restrictions being advertised and recommended.



Options:

1. Implement as Advertised- **Recommended**
2. Take no further action- Not Recommended
3. Implement a lesser restriction than advertised- Not recommended