

## Annex E Fulford & Heslington ward

**E1**

**Location: Crosslands Road & Garths End**

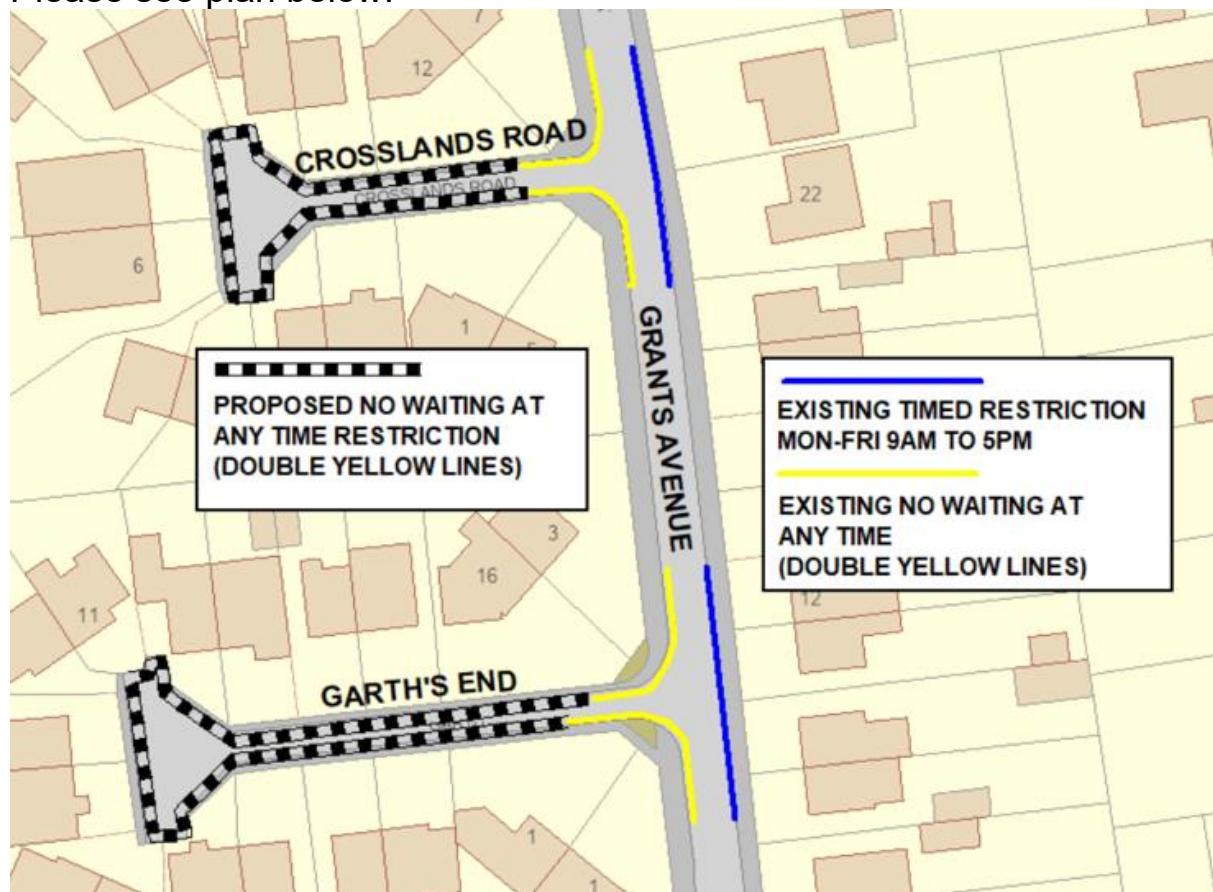
### **Nature of problem and plan of advertised proposal.**

Details received on file were:

An issue of vehicles parking on the footpaths of Garth's End leading to vehicles being unable to pass and pedestrians being unable to access the footpaths. A 2nd resident also raised an issue of vehicles parking in the turning heads and restricting access to their off-street parking amenity. Garth's End and Crossland Road are residential cul-de-sacs with very narrow carriageway and footpaths. There are 3 cul-de-sacs of this nature off Grants Avenue. The 3rd being Endfields Road, which has no waiting restrictions along its full length.

We advertised to implement no waiting restrictions to the full length of both cul-de-sacs.

Please see plan below.



### **Representations Received.**

We received 3 objections and 2 representations in support of the proposal.

Objections:

- i would like to object to the proposal for yellow lines in Garth's End

fulford , esp the at the end of the street , where a car can safely park

i feel that the residents park considerately , no ongoing obstructions or safety issues

for some neighbours with restrictive mobility this will effect them , for visitors , delivery and tradespeople ,

it will put more pressure on the Link Road for parking , which is already very busy ,

i do not think the yellow line at the top end of the street with enhance or help our street or residents

- I write in response to a notice of proposals that I received at 2 Garths End on 30 Oct (see pics ...348 page 1, ...345 page 2 & ...347 page 3).

Summary: i) the notice as issued doesn't define in writing changes to Garths End. ii) Changes to Garths End shown on diagram are impractical, but could achieve their presumed aim by being scaled back.

The diagram on page 3 implies that parking restrictions will be placed upon all kerbside of Garths End.

The notice given on page 2 discusses neither Garths End nor Crosslands Rd.

Can it then be clarified in writing what is being proposed for Garths End?

And if you are redrafting this to issue notice, then could you reconsider the extent to which double-yellow restrictions should be imposed upon Garths End?

See pic ...349 (diagram with my mark-up, apologies for my penmanship).

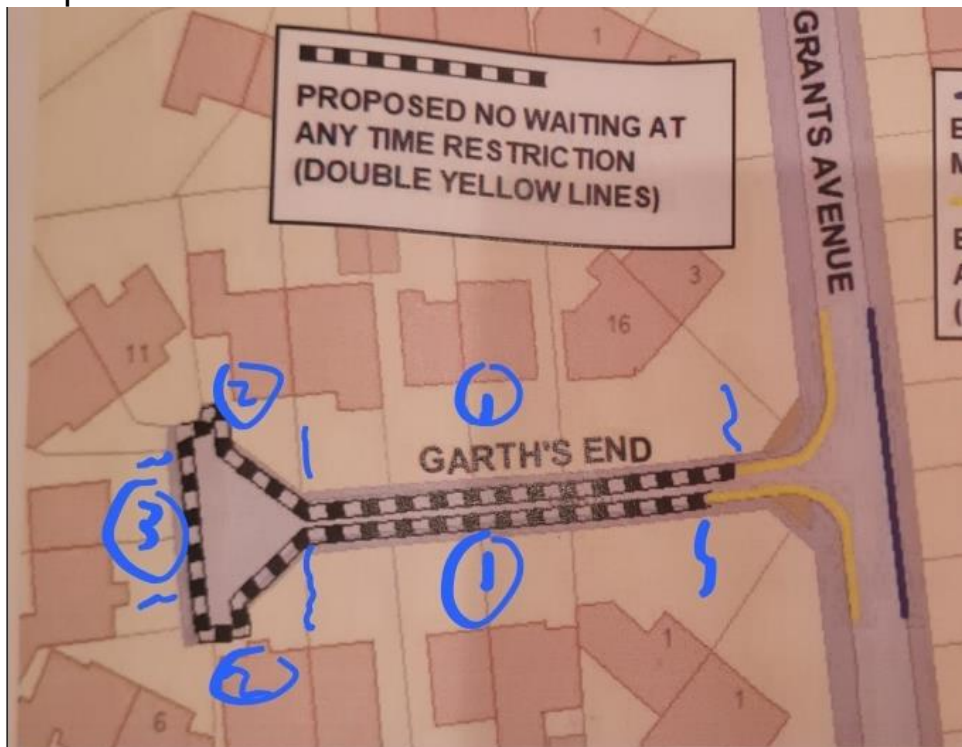
Section 1 - the bottleneck - is a good candidate for double yellows. Parking there can only be achieved by blocking the pavement or the road, often both.

Section 2 - double yellows are redundant - 100% of the kerb is already access to people's front drives

Section 3 - double yellows would be unhelpful and wholly unnecessary. Parking there is safe and unobtrusive.

Please consider that making ALL of Garths End double-yellow will make it harder to get deliveries or trades to our street. It will displace parking onto Grants Ave, where parking is already strained by the nearby 6th Form and is likely to be further exacerbated by parking displaced by your new restrictions to Heslington Lane. It will also displace deliveries and trades vans to block through traffic on Grants Ave instead of occasional traffic on Garths End. Displacing kerbside parking to 1-2 streets away also

makes a switch to electric vehicles more difficult. You haven't stated what the aims of the new parking restrictions are, but I suspect it's none of the above.



- I'm contacting you regarding the proposed yellow lines for Garths End Fulford.

We use the space under the light; we have 2 elderly people in the household and someone one who has issues walking as has EB on their feet. Our house is the only house with 1 spot for a car parking on the drive. Parking at the end is impossible with all the people from Fulford school parking their. I agree lines should be down the narrow part of the street as people park their blocking it but not under the lamp.

In support:

- I am writing as a resident of Crosslands Road to express my full and unreserved support for the proposed traffic restrictions outlined in the 'Notice of Proposal' dated 31st October, 2025. These proposals are an essential solution to a long-standing and dangerous parking situation in our cul-de-sac and adjacent roads. I strongly support these changes for the following reasons:
  1. Essential Mobility Access: I am a resident with a disability (Lupus), which causes sporadic and significantly limited mobility. Access is critical for both my daughter and me, as we rely on my adapted mobility tricycle. On almost a daily basis, my driveway and pedestrian gate are completely blocked by parked cars. This

leaves me physically unable to leave or return to my home, effectively making me a prisoner. The proposed restrictions are the only way to guarantee the essential access I require.

2. Safety and "Close Misses": The volume of cars is overwhelming. Vehicles park on both sides, on bends, and across dropped kerbs, narrowing the road to a single-file passage. This forces drivers to reverse out of the cul-de-sac and onto the main road in a dangerous manner. We have witnessed numerous "close misses" involving both vehicles and pedestrians (who are forced to walk in the road as pavements are blocked).

3. Emergency Vehicle Access: My primary concern is that in an emergency, an ambulance or fire engine would be unable to reach our property or our neighbours. The current chaotic parking makes this a very real and frightening possibility.

4. Overflow Parking (School & Link Road): Our cul-de-sac is constantly used as an overflow car park for the nearby Link Road and for parents parking for the local school. This is an inappropriate use of a small residential street and places a huge strain on safety and resident access.

5. Inadequate Road Design for Vehicle Volume: I am well aware that parking is a common issue for all residents. Like many modern households, many properties in the cul-de-sac have (often by necessity) multiple cars or work vans. The road was simply not designed to accommodate this high volume of vehicles. This inevitably leads to difficult parking situations and obstructions for everyone. The proposed restrictions are therefore a vital and fair way to manage the limited road space, ensuring safety and essential access can be maintained for all.

The proposed restrictions are a necessary and proportionate solution. They will dramatically improve road safety, ensure vital access for mobility users and emergency services, and prevent our roads from being used as inappropriate car parks.

Yes, please, to approve and implement these proposals as quickly as possible.

- I fully support the proposal.

Having lived here for over 23 years I have seen a great deal of inconsiderate parking/driving causing obstructions to driveways and causing some vehicles to have to reverse out onto Grants Avenue because the turning head was obstructed with parked vehicles, none of which is ideal or safe.

#### **Officer analysis and recommendation**

The sections of carriageway that approach the turning heads of each street are too narrow to accommodate any parked vehicles. Garth's End

is 3.15m wide and Crosslands Road is 3.5m wide. Parking within the turning heads is restricting access to off-street parking and vehicles being unable to use the turning head for its intended use.

**Options:**

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

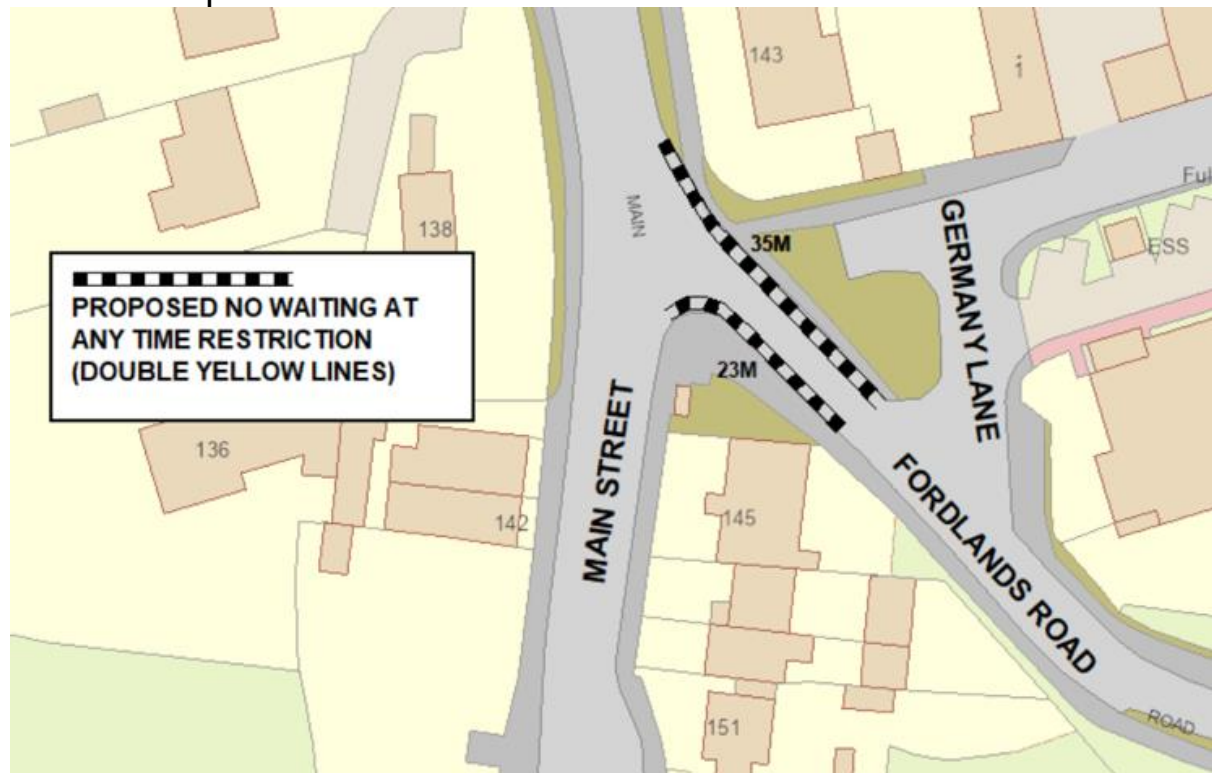
**E2****Location: Fordlands Road****Nature of problem and plan of advertised proposal.**

Details received on file were:

An issue of vehicles parking close to the junction leading to vehicles approaching the junction in the centre of the carriageway and unsighted to vehicles entering the junction from Main Street. Fordlands Road is a through road leading from Main Street to Thornton Road, which leads to the Germany Beck development. There are pedestrian tactile crossing points at the junction.

We advertised to implement no waiting at any time restrictions in the approach to the junction to restrict parking and to increase visibility for pedestrians and road users.

Please see plan below:

**Representations Received.**

We received 1 objection and 1 representation in support.

Objections:

- Currently those on the stretch of Fordlands Road and Main Street have very little parking currently, with the increase in parking charges leading to a surge in traffic and parking in our small local area. This is a direct result of the City of York Councils dramatic increase in parking charges (from an already high position!). Before this there was no issue with parking down the street, a few people would park there cars with no issues and far enough away from the junction to not cause any accidents.

However the major issue for us that the majority of people using this as a 'park and ride' are council employees. Bright orange coats, with city of york council on the back and looking to avoid parking charges. If you can send an internal memo to stop your staff from doing this, it would save a lot of time, energy and money in putting down double yellow lines.

As the house next to this, we do park our car here from time to time. It's a handy location for us as we both need vehicles for our day to day jobs. However it is crucial to other members of the street as it is the only parking within a short walk for those carrying babies (we have 3 little ones on the street) and small children. Single parents will now struggle to park if this implemented creating unnecessary problems in a quiet area.

Also as home owners in the area, we've spoken to our neighbours and all are not in favour of this. Regardless of any statutory power you hold, it should be up to the locals who have set up their lives in the area and should not be a direct reaction to the councils implementation of parking charges with no support for wider infrastructure to support the changes (no extra buses, no park and ride signage, no extra signs to say the car parks in york are full). We are also a local business, trying to help drive the economy in York, we are adding bicycle infrastructure to help support the Council's changes to a greener area, but the double yellows will place unnecessary squeeze to all in the local area. This strain has also been increased by the Council's approval and lack of foresight to the expansion of the nursing home over the road and the expansion of Germany Beck, both of which were passionately opposed by local residents.

It also seems ridiculous that every member of the street has asked for a drain to be repaired directly adjacent to the double yellow lines, causing noise pollution and damage to cars, but will spend the time adding double yellows where they aren't technically needed or wanted.

I can't speak for outside of Fordlands Road, but I'd kindly suggest you alter the plan for Fordlands Road as it is no longer necessary and please have a word with City of York Councils Staff to prevent any build up of parking.

In support:

- I have seen the plans for no waiting restriction yellow lines on Fordlands Road at the junction with Main Street and I fully agree with the need for having them installed after a few near misses in the vicinity due to cars parking in the mouth of the junction

### **Officer analysis and recommendation**

Vehicles parking close to the junction are leading to vehicles approaching the junction in the centre of the carriageway and into conflict with vehicles entering Fordlands Road from Main Street. The proposed restriction would remove parking close to the junction only. There are sections of unrestricted carriageway further along Fordlands Road away from the junction that would still remain unrestricted should we implement the proposal. Please see images below to illustrate the issue.



### **Options:**

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

**E3****Location: Heslington Lane****Nature of problem and plan of advertised proposal.**

Details received on file were:

An issue of vehicles parking close to the zebra crossing zig zags on the south side of the carriageway and vehicles parking on the north side leading to vehicles approaching oncoming vehicles in the centre of the carriageway. Residents have concerns regarding the safety of children using the crossing. A concern for cyclists coming into conflict with vehicles that are rounding the parked vehicles and travelling in the centre of the carriageway has also been raised.

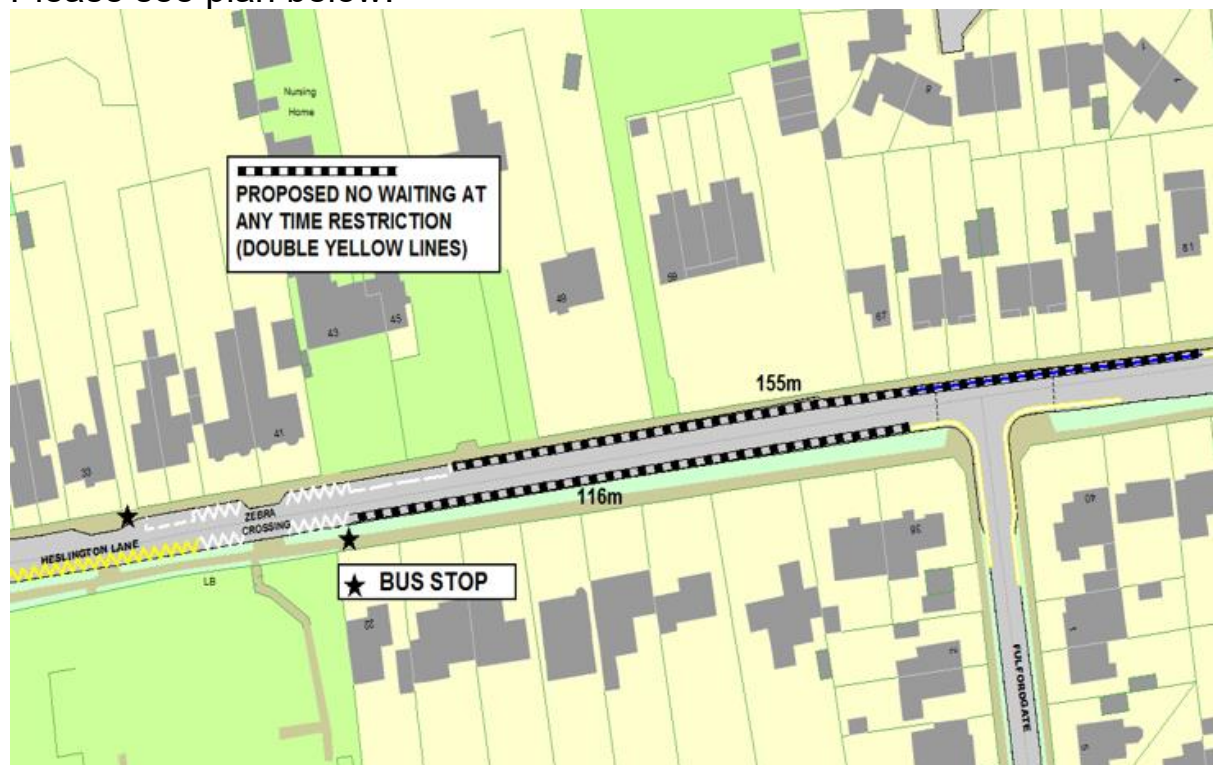
St.Oswald's School and Fulford School are in close proximity to the area raised as a concern. The zebra crossing is heavily used during school peak times.

There is school keep clear yellow zig zags on the south side of the carriageway west of the white zig zags of the zebra crossing. There are two parking bays on the north side of Heslington Lane. The carriageway is 6m in width when passing the bays. There is an existing timed restriction opposite the junction of Fulfordgate (Mon-Fri 8-9am and 3-4pm).

As there are currently no restrictions in place this section of Heslington Lane also attracts commuter parking.

We advertised to revoke the existing timed restriction and implement no waiting at any time restriction to both sides of the carriageway.

Please see plan below:



## **Representations Received.**

We received 2 objections and 1 representation in support of the proposal.

Objections:

- I am writing to formally object to the proposed implementation of double yellow lines (No Waiting At Any Time restrictions) on Heslington Lane, specifically outside or near the address .. Heslington Lane, YO10 4HN, as part of the current Traffic Regulation Order (TRO) consultation - sections (d) (i) and (iv). I believe this measure is disproportionate and will cause significant unnecessary hardship to residents, while providing no discernible safety or traffic flow benefit.

### **1. Lack of Necessity and Safety Justification**

The primary justification for No Waiting restrictions is typically to improve road safety or maintain the free flow of traffic. I contest that this proposal in relation to (d) (i) and (iv) does not meet either criterion sufficiently at this specific location, especially given the existence of current no waiting restrictions designed to improve visibility and access for buses to Fulford School. This current arrangement works well and provides sufficient visibility and maintains flow at peak times of traffic at the start and end of the school day. Where cars are parked, further along the north side of Heslington Lane (outside 59 Heslington Lane), there is sufficient width for most vehicles to pass each other and there are good sightlines. This part of the road is not significantly narrower than other sections of Heslington Lane (e.g. outside Fulford Nursing Home) where there are marked parking bays.

### **2. Adverse Impact on Residential Life and Accessibility**

The implementation of double yellow lines will severely and negatively impact the quality of life for the residents impacted by this proposal, including those living at .. Heslington Lane.

Loading and Unloading: Outside the current no waiting restrictions, I rely on the space directly outside my property for essential short-term activities, including:

Loading and unloading heavy groceries or luggage.

Dropping off passengers.

Temporary access for tradespeople (plumbers, electricians, removalists) who require immediate, brief access to deliver tools and materials.

The extent of the proposals also have a significant impact on visitor parking. Within the proposed area is safe parking which serves as necessary parking space for family members and visitors. Removing it will push parking demands further away,

creating significant issues both for those areas where parking is displaced to; and for my daughter who is a resident and works shifts, returning from work late in the evening or going out to work very early. She can currently park her car relatively close to the house, under this proposal that would no longer be possible.

Lack of Alternatives: Off-street parking at .. Heslington Lane exists and is used, but is limited to accommodating one vehicle. There insufficient alternative parking spaces nearby to accommodate the vehicles that will be displaced by this restriction.

### 3. Displacement of Parking to Other Locations

Restricting parking on Heslington Lane will not eliminate the need for it; it will merely displace the parking problem to adjacent streets or other parts of Fulford. This risks creating new, potentially more hazardous, parking concentrations elsewhere in side streets around Heslington Lane. Parking is very limited in the surrounding streets and these streets are often very narrow making parking difficult. Residents in these side streets would also be impacted by these proposals.

### 4. Suggested Alternative Solution - for the proposal outlined in the traffic order at (d)(i) and (iv)

Instead of a blanket 'No Waiting At Any Time' restriction, I propose a less restrictive solution that addresses any specific safety concerns while mitigating the severe impact on residents:

Extension of Single Yellow Lines: If restrictions are deemed absolutely necessary, I propose the existing single yellow lines are extended. These should have specific time restrictions , operational only during 8:00 AM to 9:00 AM; 3.00 PM to 4.00 PM, Monday to Friday. The lines could be extended on the north side from the existing lines to the west point of the driveway at 67 Heslington Lane. Single yellow lines with similar restrictions could be implemented instead of double yellow lines on the south side of Heslington Lane, in the area marked on the proposal under (d)(iv). This would maintain necessary visibility during busy hours but allow residents and visitors to park during evenings and weekends when traffic volume is minimal. On the north side of Heslington Lane I also propose that from the west point of the driveway at 67 Heslington Lane to the existing car parking bays outside Fulford Nursing Home, additional parking bays are marked out, leaving sufficient clearance for driveways. I believe that marked parking bays would assist drivers in understanding where it is safe to park and will avoid any potential for antisocial parking which could cause obstruction. I also propose that the current 20 mile an hour speed limit is more strictly enforced or measures taken to slow

traffic. If motorists going along Heslington Lane observed the speed limit, it would be possible for parked and moving cars to co-exist more safely.

I have asked for the reasoning behind the proposal and have been told that it is in response to resident requests. However, I am a resident and there are aspects of the proposal and introduction of double yellow lines which are an excessive response to the current parking situation. They will create significant logistical problems for residents without a clear and compelling safety improvement.

I urge the Council to reconsider this proposal and withdraw the plan for double yellow lines at this location.

Thank you for your time and consideration of my concerns.

- Having received information related to restrictions intended for parking changes on Heslington Lane, Fulford I wish to object to this proposal.

I have lived with my family at .. Heslington Lane for the past 25 years. While I completely agree with restriction times currently in place I see nothing gained, only lost for residents. Current restrictions are very necessary around school drop off and pick up, without a doubt. However, this road is quiet at all other times, including school holidays.

There is no explanation as to why these restrictions are proposed or the advantages of these changes. We, and others have family and friends visiting, including older people with mobility difficulties and family members with babies and young children. Being unable to park close to our address would be inconvenient at best and could be difficult or dangerous in respect of supporting mobility or dropping baby/children equipment off.

I would like to fully understand what the thinking is around this proposal and the benefits that are hoped to be gained and for whom.

In support:

- I just wished to email in support of the proposed no waiting restrictions on Heslington Lane .

We reside at .. Heslington Lane . We have witnessed a child being knocked of a bike and countless near misses due to cars being parked where the restrictions are proposed .

Current parking on Heslington Lane is hazardous for cyclists , school children , pedestrians and other road users being able to move around safely . This area is often congested and creates access issues for emergency vehicles, delivery drivers and our own driveway .

We feel that the introduction of yellow lines would improve safety , maintain clear sightlines and reduce the risk of accidents. It would also help with traffic flow .

We are aware that others have raised objections. This is because they keep multiple vehicles on the street . Up to three / four at a time . They contribute to the congestion and safety issues I fully support this proposal and believe it would make a very positive difference to safety on Heslington Lane .

**Officer analysis and recommendation**

Currently vehicles are approaching each other in the centre of the carriageway due to parked vehicles. This also brings them into conflict with cyclists.

The restrictions would provide a free flow of traffic in each direction along a bus route and ensure adequate carriageway width to also accommodate cyclists safely along an advisory route for cyclists.

The proposed restrictions opposite the junction of Fulfordgate would provide greater accessibility and visibility, and will bring this junction in line with other proposals for all junctions on Heslington Lane.

**Options:**

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

**E4**

**Location: Heslington Lane/ Nevinson Grove/ Stirling Grove/ Heathmoor Drive and Wilsthorpe Grove**

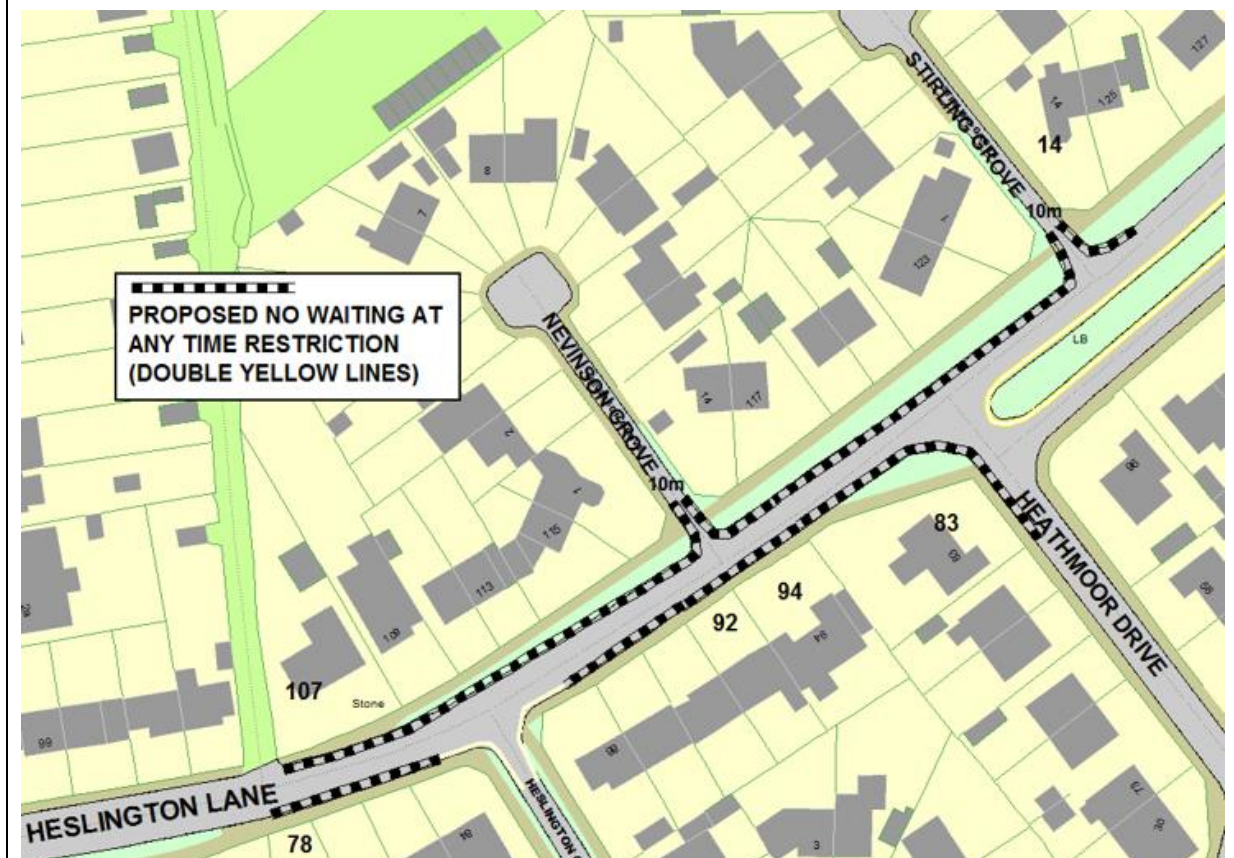
**Nature of problem and plan of advertised proposal.**

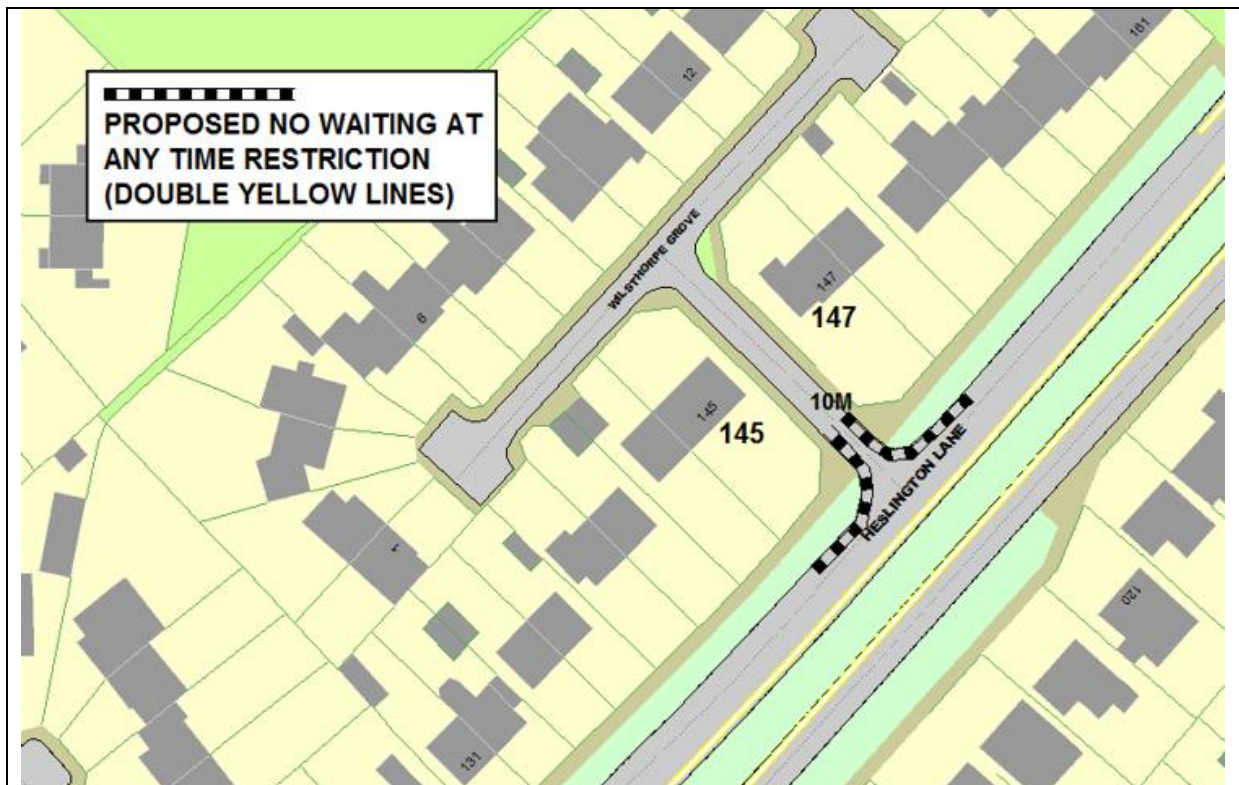
Details received on file were:

An issue of vehicles parking opposite the junction of Heslington Croft. The parked vehicles are leading to proceeding vehicles having to move to the centre of the carriageway when rounding the bend on Heslington Lane. We also received a request for restrictions due to vehicles parking close to the junction of Nevinson Grove.

Heslington Lane is a residential through road that leads from Fulford Road to Heslington village, with a direct road then leading to Hull Road. Due to this the road is heavily used during peak times. Each of the junctions have tactile pedestrian crossing points.

We advertised for the implementation of no waiting at any time restrictions opposite the junction of Heslington Croft. To include the junctions of Nevinson Grove, Heathmoor Drive, Stirling Grove and Wilsthorpe Grove. This should lead to increased visibility, safety for pedestrians crossing the junctions and free flow of traffic through the bend. This will also prevent parking close to, and opposite the junctions. Please see plans below.





### **Representations Received.**

We received 5 objections and 2 representations in support of the proposal.

Objections:

- I wish to object to your proposal to introduce “No waiting at any time” restrictions to the south west side of Heathmoor Drive, in front of no. ..., which is my parents’ house. I note from the diagram which you enclosed with your letter to my parents that you propose to encircle their property with double yellow lines, thus leaving them, and their visitors, with no possibility of parking at their own home.

My parents have lived happily at .. Heathmoor Drive since 1984 and they are now in their mid seventies. It is very distressing for them to suddenly receive these proposals from you, without being told the reasons why you want to introduce a measure which would be detrimental to their day-to-day lives. Your proposal is causing them considerable concern, especially to my father who suffers from cancer and really doesn’t need any more worry than he already has.

My parents play a key role in helping with family childcare responsibilities. In particular, they help with childcare during school holidays and help with day-to-day school pick-ups and they have a car specially fitted with child seats for this purpose. These duties would be considerably more difficult if they were unable to park their car.

It is very clear to me from the diagram you sent, that your proposal would isolate two elderly people from contact with friends and family, given that they are unlikely to receive visitors when those visitors have nowhere to park. I sincerely hope you will decide not to go ahead with this proposal.

- I am writing to formally and strongly object to the proposal set out in the recently issued draft Traffic Regulation Order and accompanying map, which seeks to impose a “no waiting at any time” restriction directly outside my property at .. Heslington Lane, YO10 4HS.

The introduction of this restriction would remove all on-street parking available to residents at this location. My household relies entirely on the ability to park outside or near our home. The proposal therefore represents a significant and unreasonable impact on our daily life, particularly given that no alternative parking arrangements are available in the vicinity.

Having reviewed the draft order, I am extremely concerned that no clear evidence or justification has been provided to support the imposition of such a restrictive measure. Although a school exists further up the street, its presence has never generated congestion, safety issues, or parking pressures outside my property. The section of road affected by this proposal has been free from obstruction problems, visibility concerns, traffic flow issues, or any incidents that would warrant a “no waiting at any time” restriction.

As you will be aware, when promoting a TRO the council has a statutory obligation to ensure that any restrictions introduced are:

- Necessary,
- Proportionate,
- Evidence-based, and
- Targeted to a clearly identified problem.

This proposal appears to meet none of these criteria. Instead, it applies a blanket restriction to an area where no traffic or parking problems exist, while creating a new and unnecessary hardship for residents. Such an approach risks being both disproportionate and inconsistent with the council’s duties under the Road Traffic Regulation Act 1984.

I therefore request that the council reconsider this proposal in its entirety or, at the very least, reassess whether this part of the road should be excluded from the restriction.

Please confirm in writing that my objection has been received and that it will be given full consideration as part of the statutory consultation process.

- We are writing with regard to your letter dated 31st October 2025

giving notice of the proposed amendments to the Traffic Regulation Order, which would introduce “no waiting at any time” restrictions in Fulford. We are the occupiers of .. Heathmoor Drive and we strongly object to your proposal to introduce double yellow lines in front of our home, which would have a detrimental impact on our lives.

In your letter you do not tell us why you wish to prevent us from parking at our own property; nor do you direct us to any evidence showing that there is a problem here. In accordance with your letter, we contacted you to ask for your reasons for this proposal, but at the time of writing this letter we have had no response from you. If you had allowed us to know your reasons, we would have been able to address them in this letter; as things stand, we shall have to try to guess. We feel that this puts us at a significant disadvantage. We understand that we could have made our way to the council offices, sought out your report, read through it, and attempted to deduce what your reasons might be, but we are not experts in your field of work and could not guarantee to draw accurate deductions. Thus, those who make the decisions regarding your proposals will not see the objections we could have raised, but only those we can make whilst not possessing the full information. We feel this is unfair.

We object to the introduction of double yellow lines in Heathmoor Drive at the front of our property, thus making us the only people on the Lawfield Estate to be isolated in this way. We are now in our mid seventies and have lived at this address for 41 years. In all that time we have never been made aware of any problem or objection to our parking in front of our own home. The traffic moves smoothly along Heathmoor Drive, and the junction with Heslington Lane is clear. We cannot understand why, suddenly after 41 years, the council wishes to introduce these unnecessary measures.

We note that you propose to put double yellow lines at the junctions of Nevinson Grove, Stirling Grove and Wilsthorpe Grove with Heslington Lane, but only for a stretch of 10 metres. If you were to do the same in Heathmoor Drive, this would reach the northern boundary of our property and leave the front of our property clear. If 10 metres are sufficient for Nevinson, Stirling and Wilsthorpe Groves, that should be sufficient for Heathmoor Drive, given that the only other road in the vicinity is a small access road. I have a VW Polo fitted with child seats, which I park outside my home between the dropped kerb and the boundary with .. Heathmoor Drive, a considerable distance from the junction with

Heslington Lane. As an elderly person unable to balance on a bicycle, I need my car to maintain my independence, but most of all to enable me to pick my grandchildren up from school and drive them to their home in Riccall. We are an important part of our grandchildren's lives and all parties would be adversely affected if this was prevented. If I couldn't park my car at my own property, I would have to try to find someone else's house to park outside, thus potentially causing conflict with my neighbours.

I refer you to the City of York Council's website, which highlights the council's Age Friendly York initiative, which in turn signposts to the Live Well York website. This website stresses the importance of social contact and explicitly advises people to "invite friends and family over". In our case, all our family and friends live outside the Fulford area, so need to park at our property when they visit us. These visits are essential to our wellbeing. My husband suffers from cancer, and we now need more help from our family. We also sometimes need grocery deliveries. All these things are threatened if people cannot park at our property.

A flippant response to our concerns might be to suggest that people can park elsewhere when they visit us. However, another of your proposals is to put double yellow lines along Heslington Lane, which will obviously force the cars which currently park there to move instead to the narrow roads of the Lawfield Estate to park. Thus, if we and our visitors cannot park at our property, we are very unlikely indeed to find anywhere else to park.

We understand that there has recently been a slight increase in people parking along Heslington Lane, and we guess this is due to people working or studying at the university seeking an off-campus parking space. We do not feel that double yellow lines are the answer, as this is a measure that punishes residents and forces the parked cars on to other, narrower roads. The solution to the problem is for the council to request that the university provides its staff and students with adequate low cost parking facilities.

Your letter is not clear who our objections should be sent to. On one page it says the Director of City Development and on the other page it says the Director of Economy and Transport. We are sure this confusion is entirely accidental, so we will take the precaution of sending letters to both of them, in the hope of reaching the right person.

We conclude our letter by repeating that we strongly object to your proposal to prevent us from parking at our own property, thus isolating us from family and friends. We hope that the points we have made will be given full consideration.

- I am writing to object to your proposal to place double yellow lines around my parents' home, leaving them with nowhere to park. My parents live at .. Heathmoor Drive in Fulford, and have done so for the last 41 years. As you know, the Lawfield Estate comprises Heathmoor Drive, Heath Croft, Low Moor Avenue and Tilmire Close. It is a quiet, neighbourly estate, and my parents have never in the last 41 years received any complaint about parking at their property. Your proposal would make them the only people on the Lawfield Estate who were banned from parking outside their own house. My parents are now in their seventies and my father suffers from cancer. They now need more help than in their younger days, and it is important for family members to be able to access their property in order to provide whatever help they may need. It is also very important for them to have contact with friends and family members, but I think any visitors will be deterred from visiting them if they cannot park. I understand that you propose to restrict parking on Heslington Lane. This will not stop the parking; it will just encourage people to park on the Lawfield Estate instead of Heslington Lane, making it exceedingly difficult for us to find an alternative parking space.

My children will be very distressed if their contact with their grandparents is diminished. My parents play a vital childcare role, not only with school pick-ups, but also during school holidays. They have a car, parked outside their property, kitted out with child seats so that they can help in this way. This help means a great deal to us.

I do hope you will reconsider your proposal, and allow my parents to continue living happily at .. Heathmoor Drive without being isolated by double yellow lines.

- Please clarify , where my family members /or friends can park ? On the yellow lines or would I need a permit , if a permit is required - would this require a fee ?

If anything has a fee incurred , I will oppose .

It is more important to as much relevance should be given to the types and loads of vehicle driving along the full stretch of Heslington lane .

I would like to know

1. Will there be any restrictions in front of my house
2. If there is restrictions - will that mean my friends and family who come to my house cannot park on the street in from of my house due to the restrictions (which ever one that is)
3. If a restriction applies as such per the above I've mentioned - I strongly object and I need more specifics of these restrictions asap

!

4. When is the meeting and where is it held ?

5. How do I object ?

6. Who do I need to speak to because I'm not happy emailing back and forth your reply is far from reasonable in timescale of replies

In support:

- In respect of the Proposals in your letter dated 31st October 2025 I fully support them in their entirety based on them being in addition to the existing (already placed) Double Yellow Lines.

In respect of the additional Lines on Heslington Lane I support them all in their entirety in the interests of Road Safety including the fact Heslington Lane around Heslington Croft is a bend in the road and causes enormous safety issues both West and East of Heslington Croft. This makes the requirement of the lines more than justified.

I would also emphasize that in addition to the lineage:

Enforcement is frequently carried out especially (although not limited to) School Closing Times. The Heslington Lane Lines will go along way to alleviating existing parking problems.

Further Urgent Consideration to additional Double Yellow Lines and enforcement both currently and in the future are required for all of Broadway west of its junction with Heslington Lane.

Also Urgent Consideration and implementation of a 'Respark' zone in the Fulford area bounded by Heslington Lane and Broadway.

Also including the side roads to the south of Heslington Lane. This being to cut back on the hazards caused by the regular daily parking of non-residents cars.

- We are wholly supportive of the proposal and hope it will bring an end to the anti-social and, sometimes, dangerous parking which has been taking place increasingly of late.

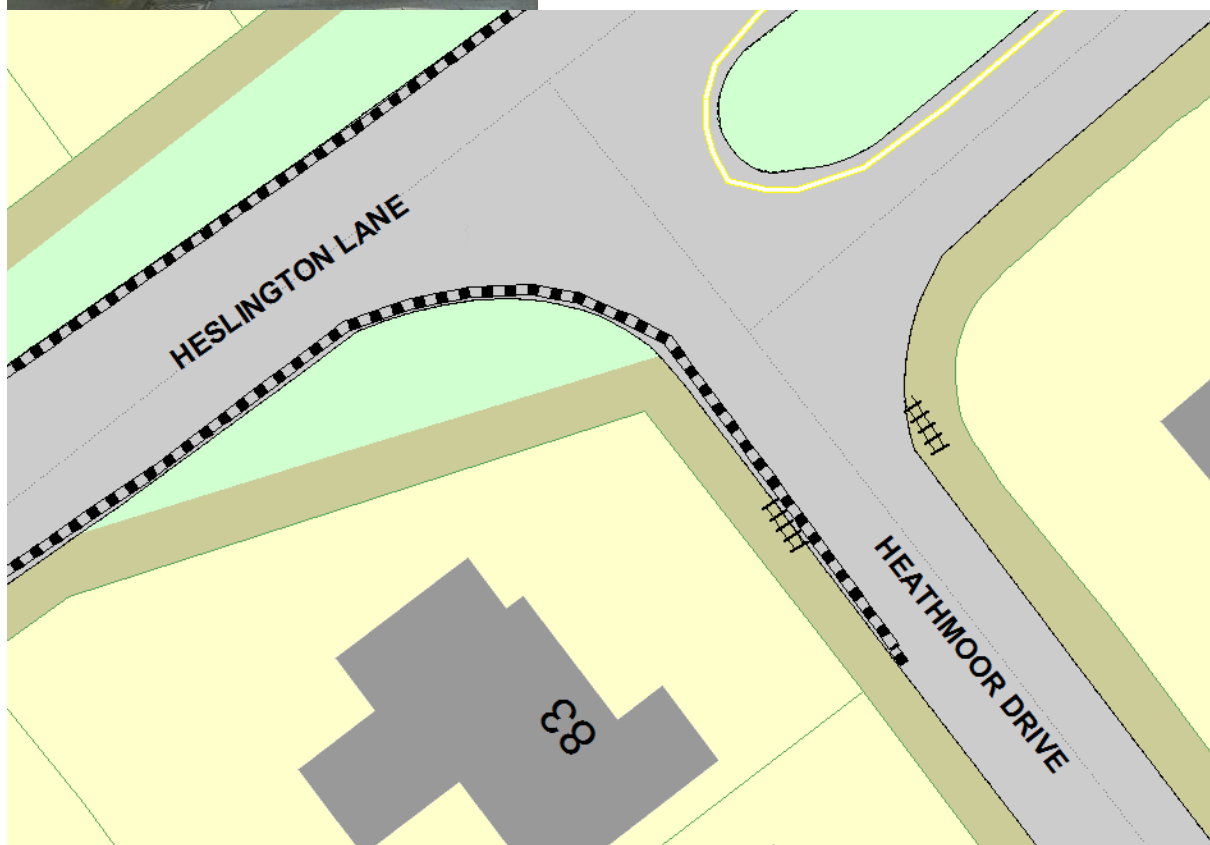
Our only concern is that some people will now decide to park on the grass verges along the affected no parking areas which would swop one lot of anti- social parking with another! It will also make a horrible, unsightly muddy mess. Is there any way of avoiding this? If you can think of a solution we'd be grateful.

#### **Officer analysis and recommendation**

Parked vehicles on the north side of the Heslington Lane are leading to vehicles rounding the bend in the centre of the carriageway and into conflict with cyclists passing the parked vehicles and vehicles travelling in the opposite direction.

Consideration was given to a lesser restriction on Heathmoor Drive

however any parked vehicle between 81/83 Heathmoor Drive is restricting access to, and visibility from, the tactile crossing point. All properties adjacent to the proposed restrictions have off-street parking amenity for a minimum of two vehicles. Please see below an image of vehicles parking on the bend with an oncoming vehicle approaching and a plan showing the location of the tactile crossing point on Heathmoor Drive.



**Options:**

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

**E5****Location: Fulfordgate****Nature of problem and plan of advertised proposal.**

Details received on file were:

An issue of vehicles parking opposite the junction of Eastward Avenue and on the residents H-Bar marking leading to vehicles being restricted when exiting the junction and the resident being unable to exit their driveway. Fulfordgate leads to the entrance of Fulford School and is very busy with vehicles and pedestrians during peak school hours.

There are existing no waiting at any time restrictions (double yellow lines) on the exit of the Eastward Avenue junction and for 12m on Fulfordgate. There are no restrictions opposite the junction. There is also an existing H-Bar marking across the dropped kerbs of 12-14 Fulfordgate.

We advertised to implement no waiting at any time restrictions opposite the junction. Please see plan below.

**Representations Received.**

We received 2 objections to the proposal.

Objections:

- I wish to object to the proposed York Parking, Stopping and Waiting (Amendment) (No. 14/68) Traffic Order 2025 on the grounds that it will cause significant parking displacement onto Eastward Avenue, which has not been assessed or addressed within the proposal.

The new "No Waiting at Any Time" restrictions on the surrounding

roads will remove a substantial amount of currently-available on-street parking. This parking will inevitably be displaced onto the nearest unrestricted road, which is Eastward Avenue.

This raises several serious concerns:

1. Increased parking congestion

Eastward Avenue will become the natural overflow area, making it difficult for local residents to park near their homes.

2. Highway safety risks, especially in a cul-de-sac

Eastward Avenue is a cul-de-sac and already experiences heavy congestion during school drop-off and pick-up times. Additional displaced parking will:

- Increase traffic volume in a confined space
- Create more turning movements at the dead-end
- Reduce visibility for children crossing
- Force vehicles to mount pavements or reverse unsafely

This significantly increases the risk of accidents, especially involving children.

3. Lack of adequate risk assessment

The Council's proposal does not appear to consider:

- Cul-de-sac geometry
- Peak-hour school traffic
- Limited turning space
- Existing congestion levels
- The increased collision risk created by pushing more parking into this closed street

It is unclear why these factors were not included in the risk assessment, despite being well-known local issues.

4. Unintended impacts not considered

Under the Traffic Regulation Act, the Council must consider whether the scheme will displace parking problems to other areas. This has not been addressed for Eastward Avenue.

5. Lack of consultation

Although Eastward Avenue is not included in the Order, it will be directly affected by its consequences. Residents have not been consulted on this impact.

Requested action

I respectfully request that the Council:

1. Review the displacement and safety impacts on Eastward Avenue before proceeding;
2. Factor the cul-de-sac layout and school-time congestion into the risk assessment;
3. Consider appropriate mitigations (limited waiting, junction protection, or residents' parking measures);

4. Engage with Eastward Avenue residents regarding the secondary impacts of the proposal.

Thank you for considering this objection.

- We write as the owners of .. Fulfordgate and although we are in the process of selling the house we still feel that our views should be taken into account as well as our local knowledge.

The above proposals are unacceptable and should not be carried out. They are poorly thought out and will not alleviate traffic problems.

Double yellow lines outside three houses will cause a great deal of inconvenience.

If residents are unable to park in this area they will have to park outside other properties in the street or further afield. There is already a shortage of parking space at certain times so reducing it further will cause problems.

We have witnessed traffic chaos on Fulfordgate on many occasions but can confidently state that the proposed yellow lines would not have made any difference whatsoever. Double parking at either end of Fulfordgate causes problems for school buses but not in the area of the proposed new yellow lines

Parked cars in Fulfordgate are only a problem when the school is open. There are no problems outside school hours. Double yellow lines will inconvenience local residents at all times.

A resident's only parking scheme should be considered as should turning the Germany Beck access point to the School into the main entrance.

Fulfordgate is too narrow for the volume of traffic including large school buses that are using it at certain times. A workable solution to the traffic problems should be sought. This proposal is not that solution.

We hope that our objection is not ignored and that local residents are not ignored

#### **Officer analysis and recommendation**

No further action is recommended at this time.

Fulfordgate and Eastward Avenue have been added to the Resident's Priority Parking(Respark) waiting list for consultation on implementing a scheme in this area. Permit and parking restrictions will be considered for both streets during the consultation.

15m of the proposed 25m restriction currently has H-Bar marking in front of 12 & 14 Fulfordgate and the junction of Eastward Avenue has no waiting at any time restrictions. This provides full visibility from the junction.

**Options:**

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