

Annex G Haxby & Wigginton ward

G1

Location: Station Road & Hall Rise

Nature of problem and plan of advertised proposal.

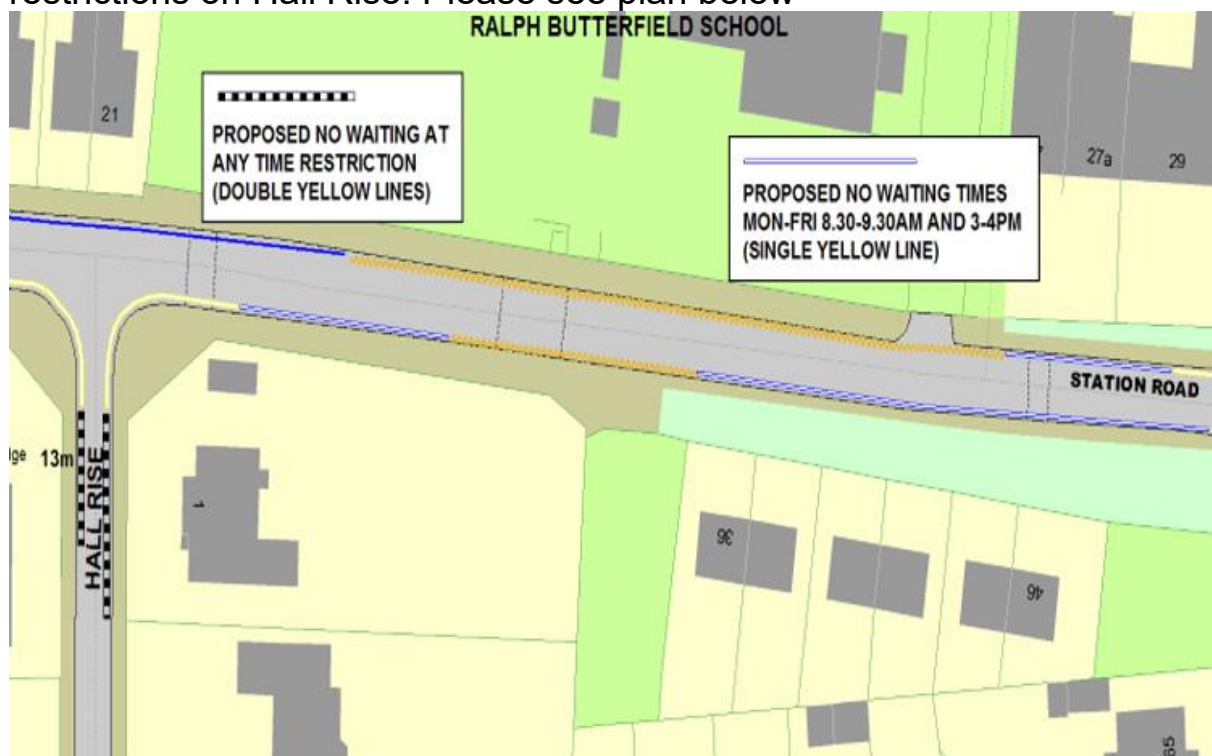
Details received on file were:

The issue of vehicles parking on Station Road and Hall Rise during peak school hours leading to restricted visibility for pedestrians on Station Road and preventing access to the footpaths on Hall Rise.

There is currently a timed restriction on the north side of Station Road, including school zigzags of 8.30-9.30am and 3-4pm. There are 6 bungalows on the southern side of Station Road with no parking restrictions in front of them currently.

During school peak times the section of Station Road in front of the school is heavily parked. This leads to vehicles rounding parked vehicles, approaching oncoming vehicles in the centre of the carriageway and restricting pedestrian visibility. There is also no School Crossing Patrol currently in place.

We advertised a timed restriction of Mon-Fri 8.30-9.30am and 3-4pm on Station Road and to extend the current no waiting at any time restrictions on Hall Rise. Please see plan below



Representations Received.

We received 1 objection and 2 representations in support of the proposal.

Objection:

- It's come to my attention that the City of York Council is about to apply parking restrictions to sections of Station Road and Hall Rise, Haxby. Whilst I appreciate the Council's recognition of the parking issues along Station Road and Hall Rise the application of these restrictions will have unintended consequences for the residents that live just outside the restricted areas.
As a resident of Station Road, how can I apply to the Council to have the restrictions widened to include a residents only area to prevent 'fly-parking' further down Station Road to Mallard Way?

In support:

- **Ralph Butterfield School**

We are writing to express our full support for the proposed amendments to the Traffic Regulation Order for Station Road, Haxby, as set out in the Notice of Proposals dated 31st October 2025, specifically point 4: the introduction of 'No Waiting' restrictions Monday to Friday, 8.30am - 9.30am and 3.00pm - 4.00pm.

As a primary school with over 300 pupils, we are acutely aware of the critical importance of road safety for our children, families, and staff, particularly during drop-off and pick-up times when traffic levels increase significantly. Station Road is a busy route and these peak times bring a high volume of vehicles and pedestrians into close proximity.

A key concern for us is the ability of the school crossing patrol to operate safely and effectively. At present, vehicles waiting or stopping on Station Road can severely restrict visibility in both directions, making it difficult for the crossing patrol to see oncoming traffic and assess when it is safe for children and parents to cross. Clear sightlines are essential for the safe operation of the crossing and the proposed 'No Waiting' restrictions would directly address this issue.

In addition, there is currently a live vacancy and has been for more than 5 years, for the school crossing patrol role covering Station Road. While we hope this City of York Council vacancy will be filled in the near future, it nonetheless represents an ongoing safety risk while it remains unfilled. During this period, families are required to cross Station Road without the support of a trained crossing patrol, at the busiest times of the day. Unobstructed visibility and reduced roadside parking are therefore especially critical in helping children and parents cross safely.

We are also mindful that the current lower level of traffic restrictions on Station Road may have a negative impact on those considering applying for the crossing patrol role. Reduced visibility caused by parked or waiting vehicles, together with the challenges posed by inconsiderate and illegal parking, can make the role more difficult and less attractive. Strengthening parking restrictions would not only improve day-to-day safety but may also support future recruitment and retention of a crossing patrol.

We recognise that school drop-off and pick-up periods are inherently busy; however, many road users have the option to park elsewhere and walk a short distance. Inconsiderate or illegal parking close to the school creates unnecessary risk and places both children and adults in danger. Parking restrictions immediately outside the school are therefore essential and should be implemented as far as practically possible to maintain a safe environment.

We strongly support the proposed 'No Waiting' sections on Station Road, as they provide a clear and easily understood message that parking is not permitted during school drop-off and pick-up times. This clarity will help improve compliance and significantly enhance safety for all road users.

In particular, we support the proposed restrictions as follows:

(a) North side, between points 5 metres east from the projected western property boundary line of No. 27 Station Road (terminal point of existing School Keep Clear marking restrictions) and 8 metres west from the projected centreline of Cedar Court (terminal point of existing 'No Waiting at any time' restrictions);

Support for Proposed Amendments to the Traffic Regulation Order
(b) South side, between points 18 metres (terminal point of existing 'No Waiting at any time' restrictions) and 32 metres (terminal point of existing School Keep Clear marking restrictions) east from the projected centreline of Hall Rise;

(c) South side, between points 76 metres east from the projected centreline of Hall Rise (terminal point of existing School Keep Clear marking restrictions) and 3 metres west from the projected centreline of Cedar Court (terminal point of existing 'No Waiting at any time' restrictions).

We firmly believe that implementing these amendments is a very positive and necessary step that will improve road safety and help protect our pupils, their families and the wider community.

Thank you for considering our views. We appreciate the opportunity to comment on these proposals and strongly encourage their implementation.

- I am writing in support of proposals to extend double yellow line restrictions on Hall Rise, Haxby, York.

We received the below joint comment from Cllr. Cuthbertson, Cllr. Hollyer and Cllr. Watson.

'We are content with the proposals being made for restrictions in Hall Rise'

Officer analysis and recommendation

The proposed restrictions on Station Road would provide clear sightlines and improved road safety for families and children during the peak school hours, bringing the area in line with existing restrictions on the north side of Station Road. The proposed restriction to Hall Rise will remove any parking close to the junction at all times.

Restrictions in one area will lead to a displacement of parking to another but will remove the parking on Station Road during the busiest period of the school day.

Options:

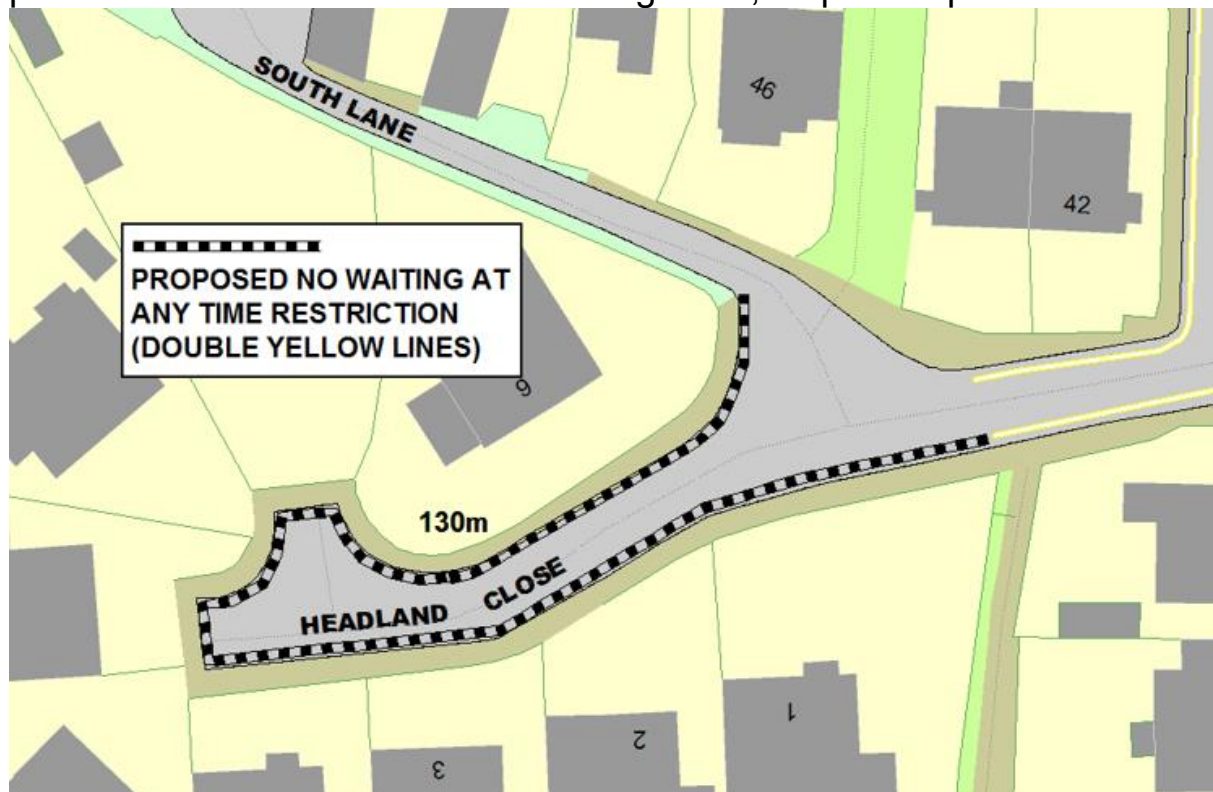
1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

G2**Location: Headland Close****Nature of problem and plan of advertised proposal.**

Details received on file were:

Requested restrictions due to parked vehicles preventing access to the close, the turning head and accessing/exiting residents driveways.

Headland Close is residential cul-de-sac with 9 properties. All properties have off street parking amenity for a minimum of two vehicles. It is located close to the local shops and businesses located on The Village. We proposed the implementation of no waiting at any time restrictions to provide access to the close and turning head, as per the plan below.

**Representations Received.**

We received 1 objections and 2 representations in support of the proposed restriction.

Objections:

- We are writing to object to the proposal to introduce a ' No Waiting at Any Time' restriction in Headland Close.
The grounds for our objection are:
1) the proposed change will have little, if any, beneficial impact. Headland Close is a cul-de-sac, so no through traffic can be impeded by parked vehicles, and residents are only occasionally mildly inconvenienced.

2) The change will greatly inconvenience residents. Visitors, carers and trade will not be able to park, and there is nowhere nearby as an alternative.

3) On a personal level, we have parked our second car outside our house without causing any issues to neighbours as we have space only for one car on our drive.

We would be very grateful if this proposal could be reconsidered.

We received the below joint comment from Cllr. Cuthbertson, Cllr. Hollyer and Cllr. Watson.

'Headland Close - here, we are aware of the knock-on effects of displacing parked vehicles from this part of the South Lane area, resulting in additional vehicles being funnelled into the limited space available in The Village. We would urge you to amend the 'blanket double yellow lines' proposed for this street to a less-complete set of lines which would both allow for some vehicles to be parked here away from driveway crossings in order to accommodate some of the load that would otherwise be displaced as mentioned above.'

In support:

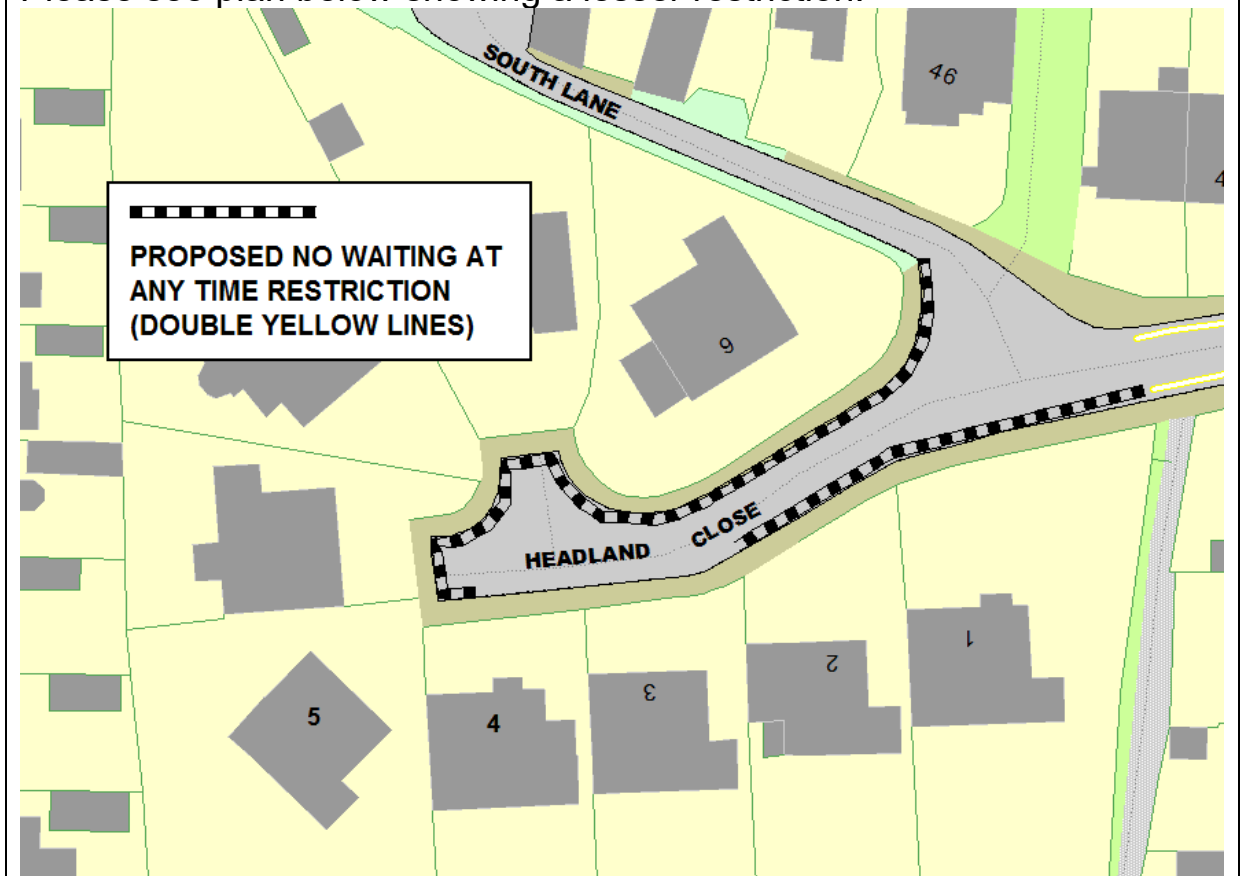
- I am fully in support of the installation of the no waiting at any time parking restriction in Headland Close, Haxby.
The current situation is intolerable with access to my property at Nr .. Headland Close severely restricted at times by cars parked in the street and also on the pavement.
Could I ask that the restriction be enforced because as I write this email there are currently numerous vehicles parked on the restricted areas along South Lane. This happens every day without fail and I have never seen a warden, or similar, patrolling the area to enforce the current restrictions.
- I personally have no objection to the proposal.
May I add that recently truck deliveries to Millers Fish Shop and the Pizza place have had difficulties in getting into Millers car park for unloading due to selfish parking.
I have marked the areas that cause the most problems and makes the road so narrow for any vehicles (as mentioned in my previous correspondence Ambulance, refuge wagons etc) trying to get into the close, therefore, in my opinion as a minimum this area I have makes is a must for yellow lines.
Thank you once again for taking the time to review this matter.



Officer analysis and recommendation

Providing a small section of unrestricted carriageway between the driveway accesses will provide some parking for residents and visitors and still provide full access to the turning head.

Please see plan below showing a lesser restriction:



Options:

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

G3**Location: Mill Lane****Nature of problem and plan of advertised proposal.**

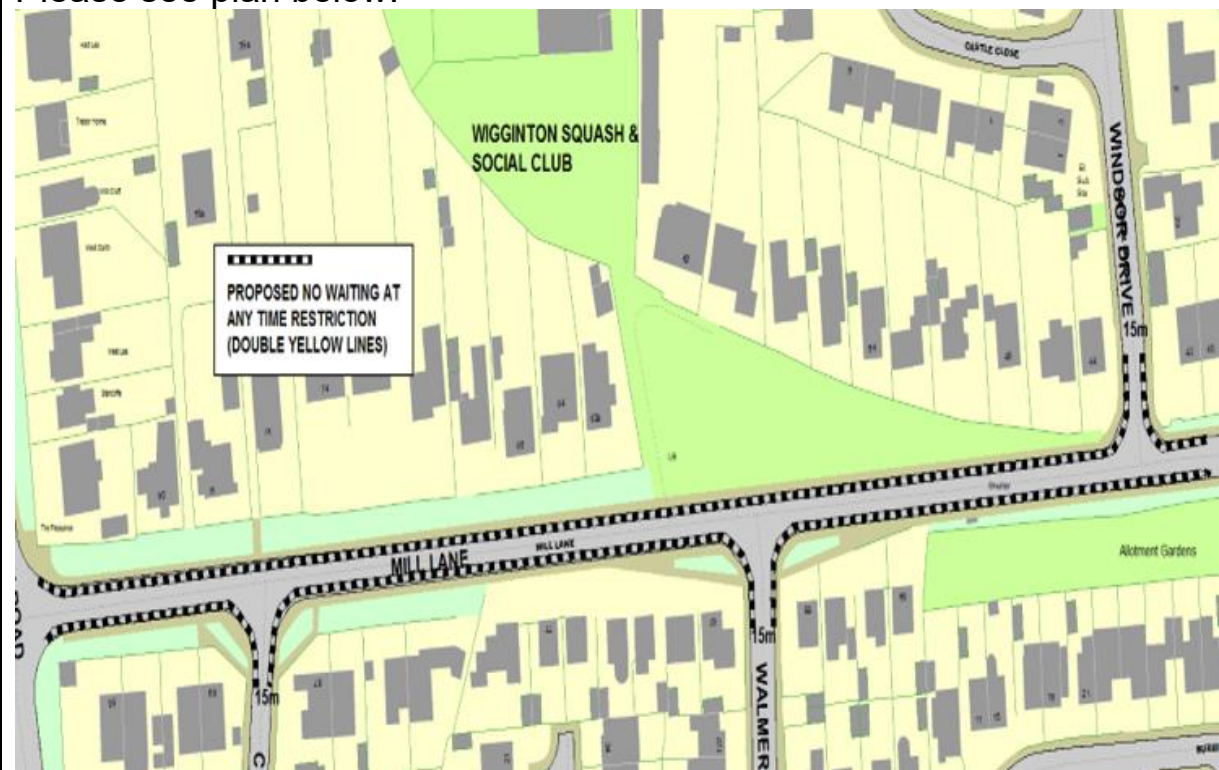
Details received on file were:

Cllr. Cuthbertson raised an issue of vehicles parking on the north side of Mill Lane, opposite the bus stop and close to the entrance of the Wigginton Squash and Social Club, leading to vehicles approaching oncoming vehicles in the centre of the carriageway and unable to pass when a bus is at the terminus.

The bus stop on the south side of Mill Lane is a terminus which requires buses to wait for periods of time. When there are significant fixtures at the sports and social club this leads to an overflow of parking on Mill Lane, which then leads to vehicles being unable to pass and repass.

We proposed to implement no waiting at any time restrictions from the junction of Sutton Road, including the junctions of Windsor Drive on the north side and Walmer Carr and Corner Close on the south side.

Please see plan below.

**Representations Received.**

We received 12 objections and 1 representation in support of the proposal.

Objections:

Dear Highway Regulation team

Re The introduction of double yellow lines on Mill Lane Wigginton.

I wish to strongly oppose to the introduction of double yellow lines on Mill Lane.

As a resident I do not believe there is a issue with parking on Mill Lane. It is mostly van delivery drivers who are delivering online shopping orders who park up and wait. I do not believe that double yellow lines will stop them doing this.

No waiting at any time would effect me when once a year I have the large hedge at the front of my garden trimmed and the clippings taken away. It is necessary for my gardener to park outside my house to do this as there is not enough room on my drive

for his vehicle and trailer. This would also be a issue for any other work I needed doing on my property. The introduction of double yellow lines would penalise my ability to maintain my property.

Mill Lane is an attractive route into the village and Haxby. The introduction of double yellow lines would completely change the appearance and feel of the area as they are so unsightly.

I do not want the area in which I live to be spoilt by having double yellow lines everywhere.

In my opinion double yellow lines would be a waste of time and money, and a inconvenience and a eyesore for residents.

Yours faithfully

- Hello I live in Wigginton and emailing to petition against the double yellow line proposal. All that is needed is the bus stop on Mill Lane to be inset a bit. There isn't an issue with parking down Mill Lane. I drive through it every day at different times.
- I put in writing my objection to the plans to amend traffic restrictions affecting .. Mill Lane, Wigginton, York, YO32 2PZ. I see no reason as to why these plans should go ahead. In the time that I have lived here, I have not been affected by people parking on Mill Lane apart from an occasional person parking when using the football fields near by but never affecting my access or causing danger to the area. I find it unbelievable that this is seen as an issue worth considering in the current state of some unsafe roads I witness when driving around other areas of York. I would certainly never have thought that this was an issue that required valuable financial resources to be used. I am very disappointed that this is seen as an issue.
I would always support necessary changes to be implemented if this was necessary, but find no reason currently for myself to agree to the proposed implementation.
- I wish to formally object to the proposal for the provision of “No Waiting at Any Time” restrictions on Mill Lane.
 1. Change in circumstances since the original decision
The original justification for introducing these restrictions was the volume of vehicles parking on Mill Lane by people using the playing fields. Since then, a dedicated car park has been provided within the playing fields area. As a result, parking on Mill Lane related to use of the playing fields is no longer an issue.
 2. Alternative measure to improve traffic flow
To further assist the flow of traffic on Mill Lane, it would be more beneficial to provide a lay-by adjacent to the allotments. This would allow buses that currently wait for their scheduled departure times to do so without obstructing the carriageway.
I therefore respectfully request that the proposed “No Waiting at Any Time” restrictions on Mill Lane be reconsidered in light of the above points
- I would very much like to understand who has suggested that the proposed enforcement is required and what circumstances created the need.
I have lived at Mill Lane for the past 26 years and at no time have I had any issue with the current status of the road. It is a fact that the terminus for the No1 bus could be improved by either creating a proper layby for the bus, but this would clearly cause some distress to the allotment holders that are adjacent. It is also a fact

that maybe once or twice a year the sports club hold a football tournament that results in some inconsiderate parking, of course the sports club should be requested to make sensible arrangements for visiting players, however this is only a very minor issue.

I would also point out that as with other enforcement measures around both Haxby and Wigginton I have never once seen any official writing parking tickets or trying to enforce the regulations, I would therefore suggest that the cost of providing these measures be better utilised enforcing those that exist already.

- I strongly object to the proposal to introduce double yellow line no parking restrictions on Mill Lane Wigginton.

I live at .. Mill Lane on the junction with Walmer Carr and have resided here for more than 40 years.

There are problems with illegal parking at times when large events take place on the Playing Fields and I support the introduction of the restrictions on and opposite the Walmer Carr junction.

Similarly, around the junctions at Corner Close and Windsor Drive, I support.

The proposal to introduce no parking at any time along the whole length of Mill Lane from Windsor Drive to the Traffic Lights on both sides of the road (with the above exceptions) makes no sense to me at all as it is will seriously inconvenience many of the residents. Proposals by the Council should be to the benefit of residents and these proposals are certainly not.

I do not believe that parking is a particular problem along Mill Lane apart from the exceptions stated above. So why is there a need to introduce no parking restrictions at any time on both sides of the road. I don't think traffic flow is a particular problem generally either so it's hard to understand the benefit.

Most of the properties along Mill Lane do not have long drives so they will have nowhere for visitors and tradesmen to park. This is going to cause problems for these residents and make it very difficult for tradesmen to work at the properties as they often need continual access to tools and equipment in their vehicles.

I sincerely hope that you will seriously rethink this proposal and amend it so that it of benefit to the residents of Mill Lane Wigginton.

- I am writing in respect of the proposed changes to parking on Mill Lane, Wigginton. I live at number .. and have done so for the past 25 years.

During all this time I have never witnessed traffic jams that would be eased by having double yellow lines. There are a few occasions

when traffic builds for for short periods. These are when traffic waits for the traffic lights, when they cannot pass a parked bus and occasionally when there is a football tournament with many drivers looking for a parking space . Most residents have a driveway so visitors rarely need to park on the road, so they rarely cause a problem

I feel the real issues is the bus parking. Clearly this the terminus and drivers need to take a break. While they do, traffic often has problems getting past. Surely some space could be found in the allotments, meaning the bus can wait off the main highway.

I would be grateful to find out who had suggested the plan for yellow lines and what their reasoning is as most residents seem to feel it an unnecessary change and a waste of money!

- I am sending this email to highlight my concern should double yellow lines be put on Mill Lane ,Wigginton.

The allotments on Mill Lane have no provision of water .

Even though we have 2 water butts and another container to catch rainwater in the summer we often need to take containers of water and drop them off.

We pull up at the gate as they are extremely heavy and as my husband is over 70 they are impossible to carry far.

We also need to pull up outside to load garden rubbish into the car boot to take home for recycling.

We dont park on Mill Lane but we park on Windsor Drive so as not to impede the traffic, we live a good 15 minutes walk away.

If double yellow lines run the full length of Mill Lane we would have no access to the allotment which we love. It is good for us and keeps us healthy and motivated. It would be very sad if we couldn't continue with it.

- I understand that parking on some days can cause traffic problems on Mill Lane for cars passing through whose drivers seem to need to rush everywhere but for me, as a resident, I do not see the need for such a regulation.

I cannot believe that friends will no longer be able to park outside my house, No .., where they can leave plenty of room to pass and stay awhile without picking up a parking ticket.

Friends often collect me. Will they be allowed to wait long enough for me to come out this house and get into the car?

The bus only causes a problem to those who do not use the buses. Despite objections from non users it is fine where it is, especially after spending a fortune reinforcing the road to take the weight of the bus.

Before you go to the expense of yellow lines are you going to resurface the road? I have visited places around the country where roads in better condition than the ones in Wigginton are going to be closed for resurfacing. Most of the roads in York are a disgrace.

- The congestion issue on Mill Lane is not caused by cars parking on the roadside but by having the bus terminus on the road. There is a bus blocking the flow of traffic several times a day which causes significant congestion during peak periods.

Before causing more issues by painting double yellow lines everywhere, it would be easier (and cheaper) to move the bus terminus round the corner to Walmer Carr and see if things improve.

We received the below joint comment from Cllr. Cuthbertson, Cllr. Hollyer and Cllr. Watson.

'currently, problems arising from parked vehicles on the north side of Mill Lane come from any vehicles parked on the north side of Mill Lane opposite the bus terminus at the west end of the allotments, this including one or two vehicle's length before and after the terminus. If, as shown on the map, the proposed restriction on the south side of Mill Lane is to include the area allocated to the bus terminus, this would make it an offence for a bus to wait there between the end of a journey and the start of the next one. Ward councillors would suggest that this proposal is suitably amended to restrict parking opposite the terminus and to allow buses to wait at the terminus between journeys. Lastly, the 'blanket double yellow lines' approach which seems to be proposed along Mill Lane would simply displace both visitors' and residents' vehicles either further towards allotments and The Old School or (worse) into Sutton Road. Ward councillors feel that, besides addressing the parking problem opposite the terminus, any other restrictions along this length should be aimed only at protecting the junctions at Corner Close, Walmer Carr and Windsor Drive by installing 15m of double yellow line to each side of the corners at each junction.'

In support:

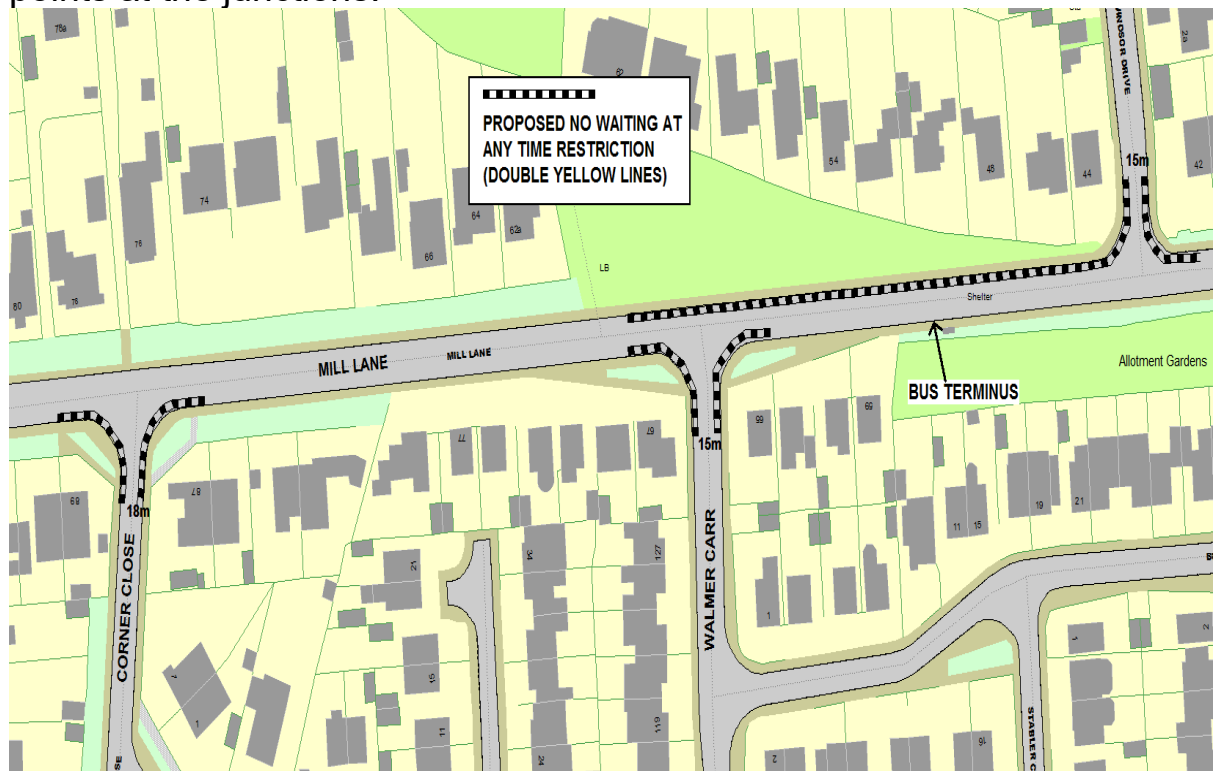
- I refer to your letter dated 31 October in connection with the proposed traffic restrictions relating to Mill Lane, Wigginton. I can confirm that my wife and I are happy to support these proposals on what is an extremely busy stretch of road. The only thing I would add is that this might also be a good opportunity to provide a lay-by for the bus stop as it does cause significant problems during peak periods.

Officer analysis and recommendation

The issue of parking associated with the sports and social club has been resolved since the original request was received. A lot of the representations received highlighted the ongoing issue of the carriageway being obstructed by vehicles parked opposite the terminus when buses are waiting at the terminus. Some of the comments also supported restrictions at the junctions.

Please see below a plan showing a lesser restriction to address parking near to the bus terminus and junctions.

The revised restrictions will also protect access to the tactile crossing points at the junctions.



Options:

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

G4**Location: Moor Lane/ Southlands****Nature of problem and plan of advertised proposal.**

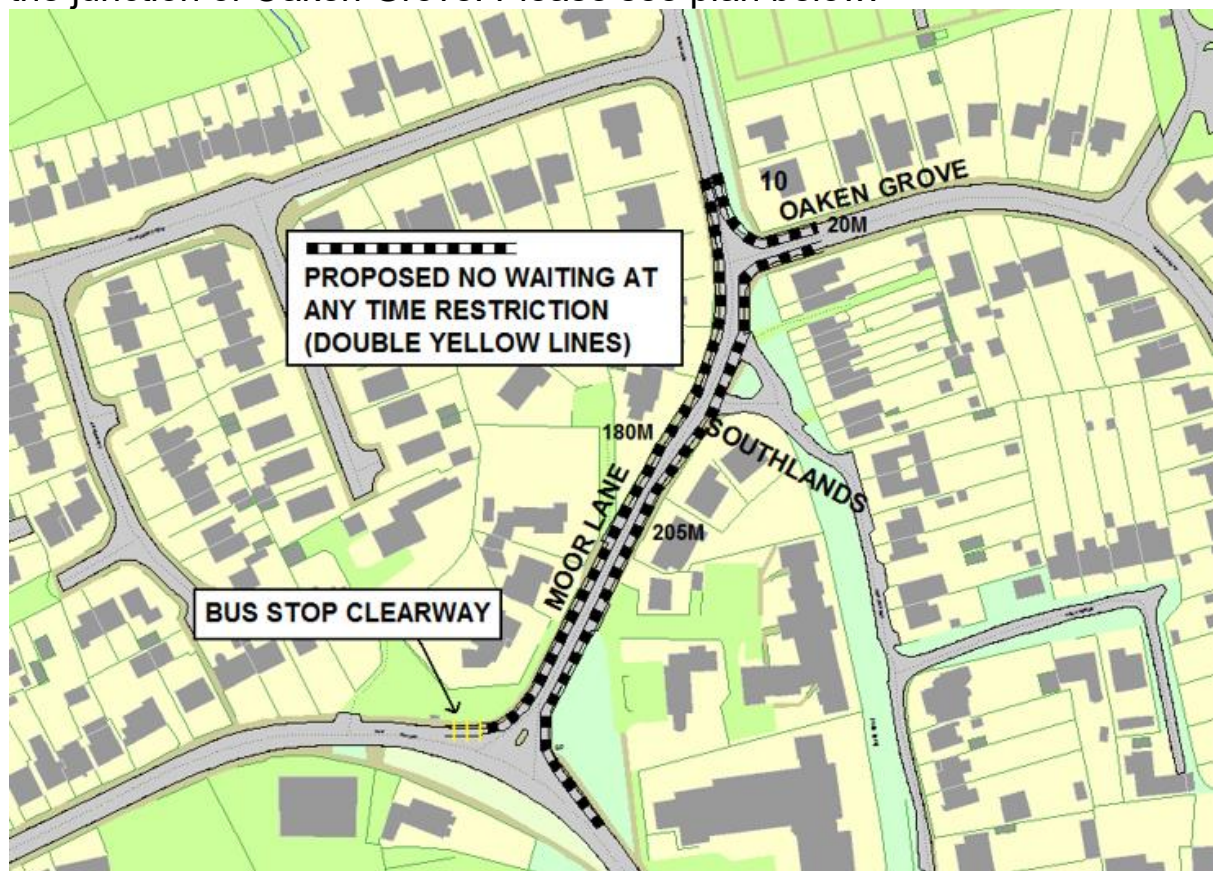
Details received on file were:

Cllr. Hollyer raised the issue of vehicles parking on Moor Lane and close to the junctions of Southlands and Oaken Grove.

Southlands is a private unadopted road and is maintained at the cost of the residents of Southlands and The Avenue.

There is a tactile pedestrian crossing at the entrance to Moor Lane, which is a 50m wide junction.

We proposed to implement no waiting at any time restrictions on Moor Lane from the junction of The Village. To include restrictions 20m from the junction of Oaken Grove. Please see plan below.

**Representations Received.**

We received 1 objection and 5 representations in support of the proposal.

Objections:

- I refer to mailed receipt of the above proposed amendments dated 31st October 2025 (map attached) and seek clarification/comment as follows with particular reference to Moor Lane, Haxby:
 - 1) Can you please advise of the reasons behind the proposal for Moor Lane. My view on the current situation is that street parking on Moor Lane is sporadic and not a particular problem.

Indeed, the occasional parked vehicle has a calming effect on through traffic along Moor Lane and partially reduces excess speeding. Making Moor Lane a clearway would only allow/encourage through traffic to take advantage along this stretch, including around the partially blind bend in Moor Lane at the junction of Oaken Grove.

A large number of pedestrians/dog walkers currently cross Moor Lane adjacent to Oaken Grove and Southlands/Sandy Lane - especially early mornings and evenings – when through traffic is at its busiest.

The current main causes of street parking on Moor Lane relates to the housing construction site (currently suspended) off The Village and overflow from restricted parking arrangements at Birchlands Care Home.

It would seem to be more effective to address these two issues independently than to impose a blanket yellow line restriction on the entire length of Moor Lane.

2) Can you please confirm that Delivery Vans (Tesco; Sainsbury's, Retailers etc.) are able to temporarily park on any Moor Lane double yellow lines whilst making deliveries.

3) Can you please confirm similar arrangements for Tradesmen's vehicles (British Gas, Plumbers etc.) both for off-loading materials and equipment and also for an extended stay whilst fitting utilities and hardware and carrying out repairs. Please note that many drives on Moor Lane are not adequate for some Tradesmen's vehicles.

4) Given the above objections/need for clarification, please note my great concern that the imposition of double yellow lines will potentially encourage and increase traffic speeding along Moor Lane and that these measures should not in any case be put in place without an accompanying 20mph REGULATED speed restriction (in both directions) between the junction of Moor Lane/The Village and the current de-restriction sign at the Strensall end of Moor Lane.

The currently proposed unrestricted section will only further increase the potential for speeding.

I trust that you will give the matters above your earnest consideration and look forward to an acceptable response.

In support:

- Fully support the proposed no waiting at any time on Moor Lane, Haxby as this Road is a main access road to the Oaken Grove Estate and Windsor Drive, also one of two routes to Strensall and

has considerable large farm machinery traffic. Needs the lines putting down before the construction work on the Churchill Retirement home restarts as their subcontractors use Moor Lane as their place to park as do employees of the nursing home on Moor Lane.

- I wish to wholeheartedly support this proposal to ensure the safety of both pedestrians and motorists at this very busy junction and ensure future users are safeguarded as this junction, over time, is bound to become more busy as housing developments proceed.
- May I congratulate you in implementing this long overdue safety measure. Perhaps a slow down illuminated sign before the 30mph speed restriction further North on this road would help. There is a lot of speeding into the village from the Strensall direction and the parked cars do slow them down when they approach after Oaken Grove at present. With double yellow lines to improve traffic flow there may be less inclination to slow down.
- Just wanted to email in support of your plans to put a no waiting at any time restriction in Moor Lane Haxby. We live at number .. Moor Lane and it can be dangerous trying to get in and out of our drive when cars are parked outside our house.
- I live just off Moor Lane and I am in full support of all the plans. The road has become increasingly dangerous, with cars parking continuously on Moor Lane. I have witnessed and experienced near misses and close call collisions. Cars also park very close to the junction and as you turn from Western Terrace you are often not able to see because of them.
Whilst double yellow lines are an excellent idea, one benefit of the parked cars is that cars coming into the village are often speeding and this slows them down. Would traffic calming measures be considered as children and dog walkers often use this area?

Officer analysis and recommendation

Overflow parking from the care home would be subject to the same restrictions as all other vehicles.

Loading and unloading is permitted from double yellow lines providing the activity is continuous and does not cause an obstruction.

There would be no access to a tradesmen permit as there is currently no Respark zone in place. They would be expected to park in the first available unrestricted area.

The recommendation is to implement as advertised with Speed Data Radar survey conducted prior to implementation and 3-6 months following with the data assessed.

Options:

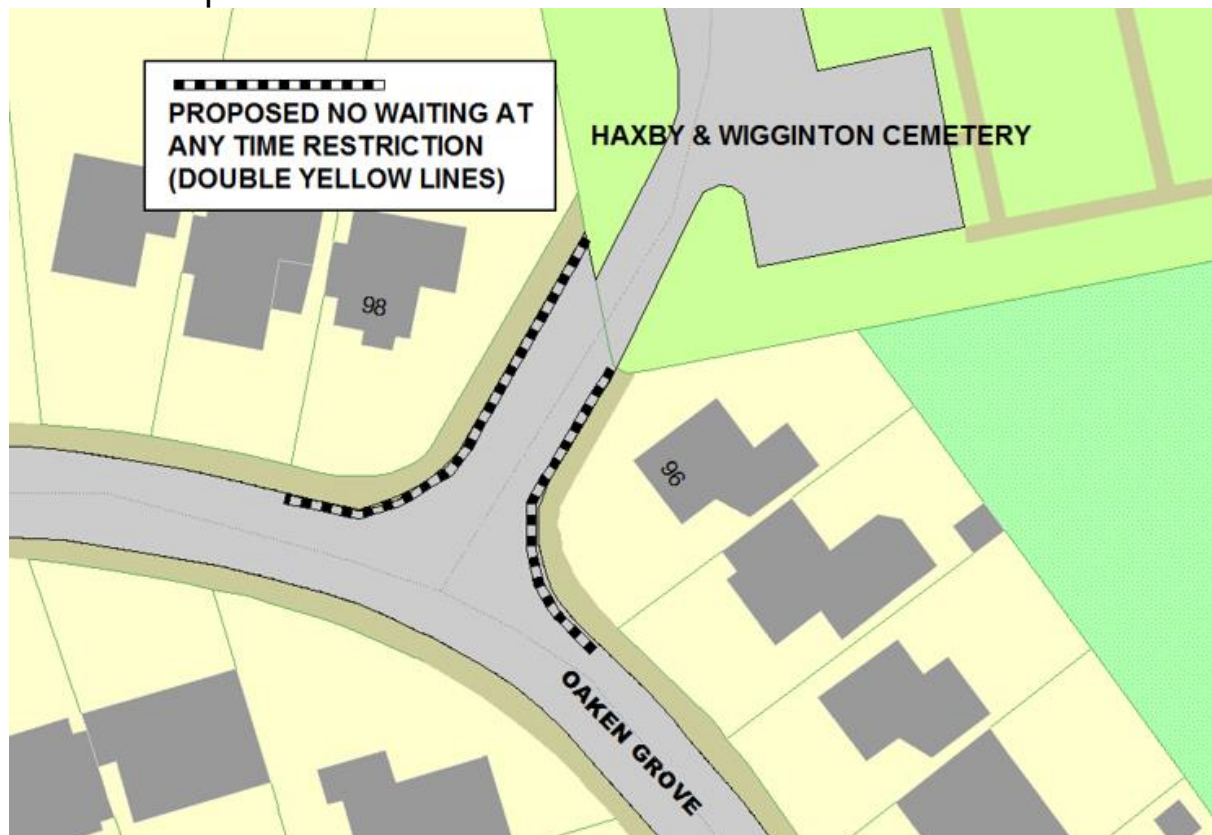
1. Implement as Advertised-**Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

G5**Location: Oaken Grove****Nature of problem and plan of advertised proposal.**

Details received on file were:

Haxby Town Council requested we consider restrictions in the entrance to the cemetery as parked vehicles are restricting access, particularly for funeral vehicles. There is a small section of unrestricted carriageway in the approach to the entrance of the cemetery. Vehicles parking in this section are reducing the available width of carriageway for vehicles entering the cemetery. 96 & 98 Oaken Grove also have vehicle accesses (dropped kerbs) very close to the junction.

Please see plan below:

**Representations Received.**

We received 3 objections and 1 representation in support of the proposal.

Objections:

- I would like to give my opinion about the proposed 'No waiting at any time' restrictions on the entrance to Haxby cemetery, between 96/98 Oaken Grove.

I live at .. Oaken Grove Haxby.

It is my opinion that the lines should only be put on one side of the entrance (next to 96 Oaken Grove, right hand side when entering the cemetery). I have lived here for 22 years and as far as I know

there has never been any problem with cars being parked on the left hand side of the entrance (next to 98 oaken grove.)The road can easily accommodate a row of parked cars and still not cause any difficulty of going in or out of the cemetery. The only time when it becomes more difficult (although never a 'problem' is if someone parks on the other side (next to 96 Oaken Grove) If lines are put on both sides, it will result in those same cars being parked on the main Oaken Grove road which is far more problematic as this is a fairly busy road with many parked cars already.

The cars being parked on the left hand side of the cemetery access road (which is plenty big enough) do not cause any problem at all.

Please consider only putting the lines on the side next to 96 Oaken grove.

If you insist on putting them on both sides you will be creating a lot bigger problem especially as the cars will no doubt park on the bend of the road which in my opinion would be a dangerous situation.

Please give this your consideration.

- I am writing to formally register my objection to the proposed parking restriction at the entrance to Haxby Cemetery, between 96 and 98 Oaken Grove.

I have been a resident at .. Oaken Grove for over 20 years and, during this time, I have not observed any parking-related issues in this section of the road. The proposed restriction is, in my view, unnecessary and an inappropriate use of taxpayers' money. Moreover, implementing such a restriction may create additional hazards, as vehicles currently parking in that area would be displaced further along Oaken Grove. Our driveway is situated close to a bend in the road, and on occasions when vehicles are parked outside or near our property, reversing onto Oaken Grove becomes dangerous due to limited visibility of oncoming traffic until the vehicle is already partway into the road.

I respectfully request that taxpayers' funds be directed toward areas where genuine safety or parking issues exist.

- I object to the proposed double yellow lines at the junction with Oaken Grove and the entrance road to the cemetery.

Whether vehicles are parked their or not it has no impact on vehicular access to the cemetery in anyway shape or form.

The access opening is just over 2 metres.

To suggest otherwise is simply not true.

The car park at the cemetery is not big enough to cope with mourners and relatives hence they park just outside.

By applying double yellows this will impact the housing in the immediate vicinity i:e creating a genuine problem when there was no issues' in the first place.

What will now happen is they are displaced and will park outside other properties in Oaken Grove and their drives causing new issues.

Can I respectfully suggest Haxby Cemetery make their car park fit for purpose rather than yourselves kicking the can down the road. The main issue is your perpetual approval of planning permission at .. Oaken Grove, year in year out and every year.

He can do what he wants with impunity so it seems.

10-15 trade vehicles parked every day , the noise 8-10 hrs a day every day and the unlit skips contrary the the Road Traffic Act.

That isn't an issue so it seems or even the two giant motorhomes hired by no .. Oaken Grove parked in the access road to the cemetery for over a week.

They didn't block access in any way shape or form..

The access issue is complete nonsense and more likely a complaint from the councillor opposite who has contacts and has your ears.

The same also applies to Moor Lane and Oaken Grove.

Churchill Developments allowing dozens of their staff to park all up Moor Lane to the detriment of the occupants on that stretch of road whilst they build another planning permission approved eyesore.

You grant planning permissions, their staff cause the misery and the locals pay the price.

In support:

- We fully support your proposals are very keen for them to go ahead.

We have lived at the property since 2007. We have two cars and have made provision on our drive so that both can park and move in and out of the drive without disturbing the other. Over the years, many of our neighbours have acquired second cars or have children who now have cars and have not made provision for them.

As such, there are always cars parked along the entrance road to the Cemetery, which, at times can cause a disturbance to users of the Cemetery but can also result in our driveway becoming difficult to enter and leave. This situation is only becoming worse with one or two neighbours adding cars to the ones that frequently park there.

Their parking creates a nuisance for us but also difficulties for people entering and leaving the Cemetery carpark.
As such, we are very keen for you to proceed with the "no Waiting" restrictions.

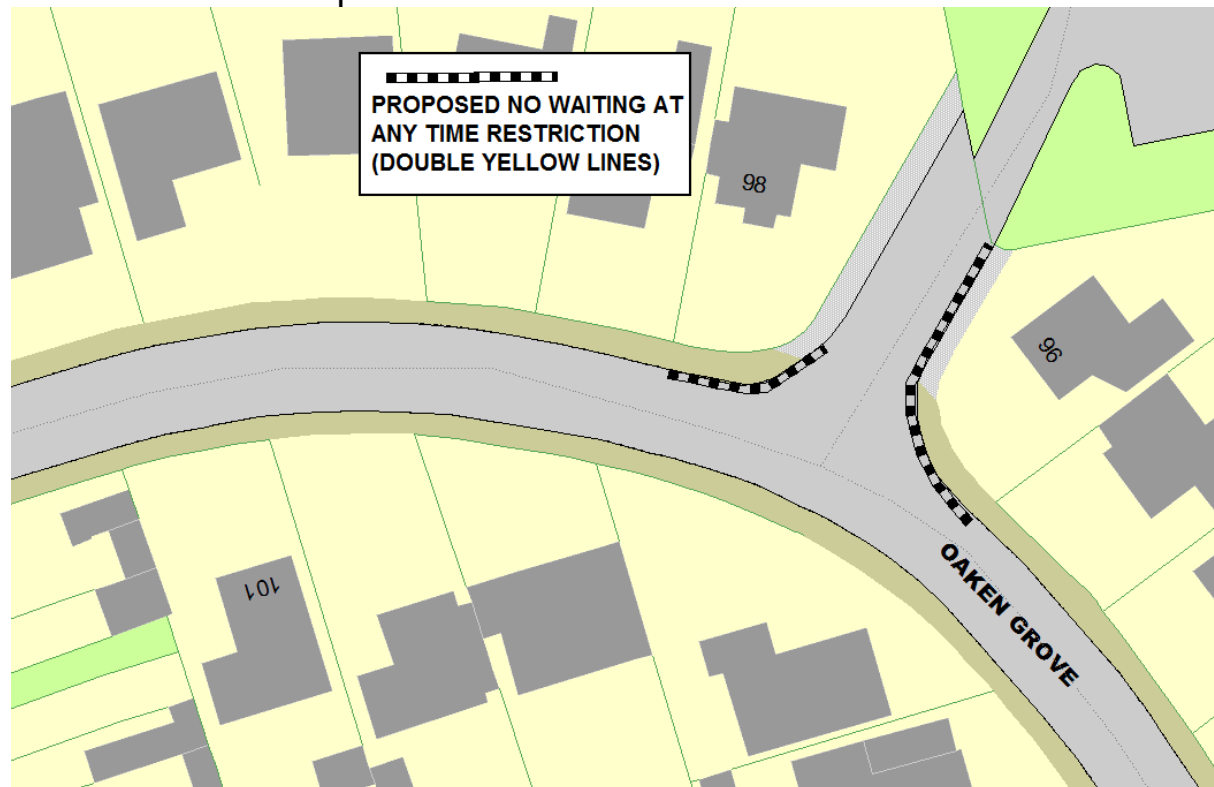
We received the below joint comment from Cllr. Cuthbertson, Cllr. Hollyer and Cllr. Watson.

'We are content with the proposals being made for restrictions in Moor Lane.'

Officer analysis and recommendation

A lesser restriction at the junction of the entrance to the cemetery and on the right side will provide access to the entrance with a section of parking still available.

Please see revised plan below.



Options:

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