

Annex I

Holgate ward

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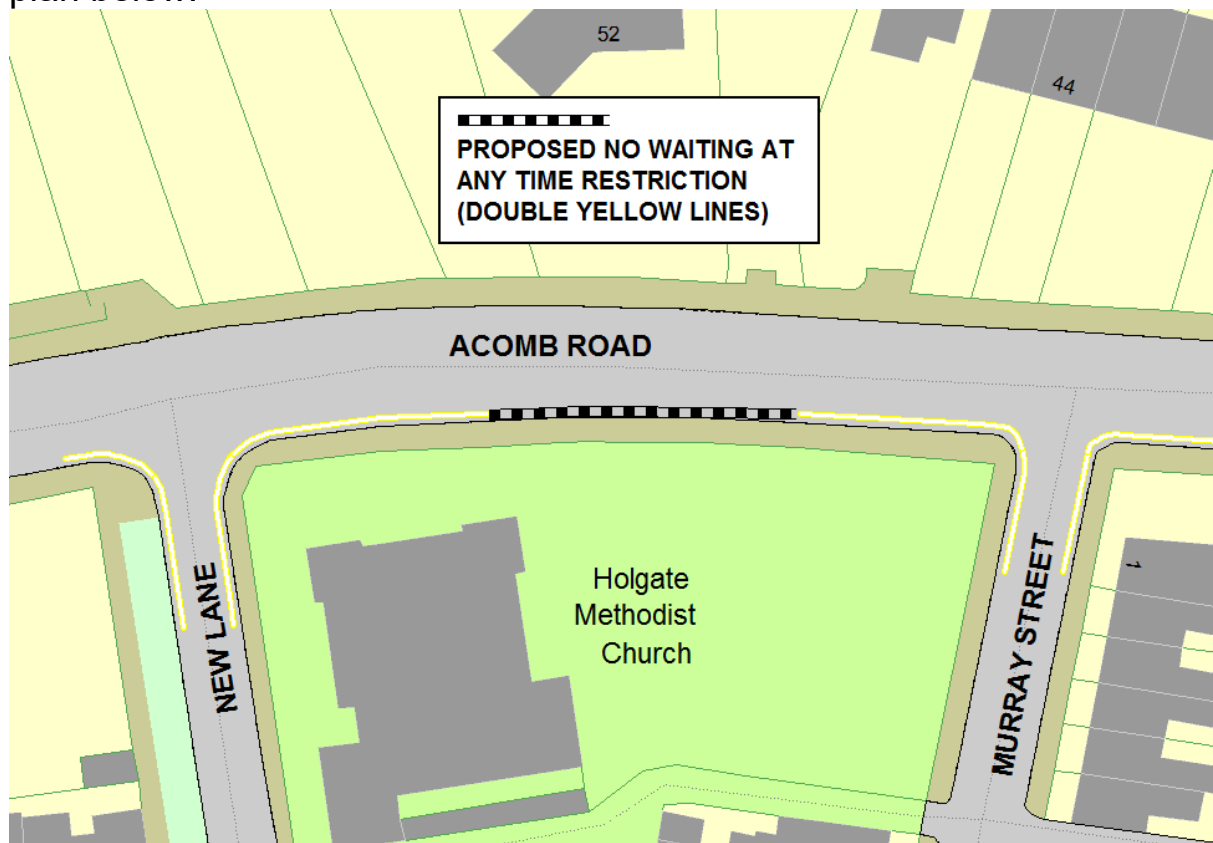
Location: Acomb Road

Nature of problem and plan of advertised proposal.

Details received on file were:

Cllr. Taylor raised an issue behalf of a resident that parked vehicles are restricting visibility when exiting Murray Street or New Lane. There is a 30m section of unrestricted parking on the south side of Acomb Road with no residential properties adjacent to it. Holgate Methodist Church is adjacent to this section, has off-street parking amenity and further parking availability on Murray Street and New Lane.

We proposed to implement no waiting at any time restrictions as per plan below.



Representations Received.

We received 34 objections to the proposed restriction.

Please find below a sample of the objections received with all objections in full found in Annex IA2

Objections:

- I am writing as a concerned parent and member of the community to formally object to the proposal to install double yellow lines on the church side of Acomb Road, extending from New Lane to Murray Street. While I understand the goal of regulating traffic, this

plan creates significant safety and operational issues for the hundreds of young people and elderly residents who use Holgate Methodist Church as a community hub.

My primary and most serious concern is the safety of pedestrians. The removal of the current drop-off space will force countless children attending Scouting, Guides, Playgroup, and other youth activities - as well as elderly church members - to be dropped off elsewhere, which could result in them having to cross a busy road unnecessarily. Given that there is currently no designated zebra crossing near the church entrance, this change will dramatically increase the necessity for pedestrians, many of whom are minors or less mobile, to cross Acomb Road unsafely.

Furthermore, removing this essential space will exacerbate the existing parking and congestion issues during peak drop-off and collection times. This traffic will simply be pushed onto the already busy surrounding residential streets, transferring the problem rather than solving it. Finally, the ability for volunteers to safely load and unload essential equipment for community activities and camps will be completely removed, creating an unnecessary hurdle for those who dedicate their time to supporting our young people. This area is also used to safely get the kids onto the minibuses. The removal will make it even more difficult to safely load up to 40 children onto two mini buses.

I urge the Council to reconsider this proposal based on the increased risk to pedestrian safety and the profound negative impact on local community activities.

Acomb Road is a very busy road; there are wider, more concerning issues with speed than introducing double yellow lines, which will negatively impact the community groups who use the church.

- I would like to raise strong objections to the proposals of adding double yellow lines to Acomb Road, next to Holgate Methodist Church. This proposals are totally unnecessary in my view. Holgate Methodist Church is a Holgate hub for various activities serving our community.

The space there is already very limited to park when dropping off and collecting children from school/clubs/ activities etc. The traffic would then be pushed to nearby streets which are already very busy.

Scout groups use that space to load and unload the vehicles on that side of the road - packing and unpacking equipment for the camps and other events for our young children and teenagers.

These groups rely on help from volunteers, not paid jobs at all. This is yet another hurdle for the volunteers to overcome. Most importantly, the safety of our young people - more young people, and elderly members of the community, will have to cross a busy road to access the meeting space and the church, whereas now they don't have to do that.

- I've been made aware through Holgate Methodist Church of the City of York Council's plan to add double yellow lines to the church side of Acomb Road all the way from New Lane down to Murray Street. We regularly park here to drop my son off at Beavers (scouts) each week, and i would like to share my objections. My son is awaiting an autism assessment and can be impulsive. Being able to park nearby helps us to keep him safe. My husband, who has chronic fatigue, does drop off my son, and would struggle to walk the additional distance if forced to park down one of the residential streets, particularly given the lack of parking nearby as the residential streets rarely have many spaces available during an evening.

I am also aware that the space in front of the church is used for loading and unloading scout transport (including a trailer) and that it is difficult to manage the sheer volume of small children and vehicles safely if not able to park directly in front of the church.

- I am writing to object to double lines all along the south side of Acomb Road from New Lane to Murray Street. My children often go on Scout Camp with 1st Holgate Scouts and load / unload equipment from Holgate Church to minibuses parked on the road. If they had to cross the road with heavy equipment this will increase the risk of an accident or injury. Please take this into consideration when making your judgement.

- Hello, I'd like to express my objection to the plans for double yellow lines outside Holgate Methodist Church for the following reasons:
 - 1) Safety concerns. Young people (Scouts and nursery attendees) and elderly members of the community will have to cross a busy road to access the meeting space and the church. The road is unchecked for speeding cars and there have already been a number of serious road traffic accidents on that stretch of road.
 - 2) Space for parking when dropping off at Scouts. Space is already tight, particularly when one section is finishing and another starting and this would ultimately push more traffic onto surrounding streets, which are already too busy.

3) Loading and unloading the Scout vehicles. The volunteer leaders frequently have to park vehicles on that side of the road to pack equipment for camps and events. This seems like an unnecessary hurdle for our volunteers to contend with.

- I'm writing in opposition to the proposed double yellow lines being installed on the church side of Acomb Road between New Lane and Murray Street. My two sons have been members of the 1st Holgate Scout Group that uses the Methodist Church hall as a meeting venue for the past 10 years. This plan causes the scout group - and other groups using the church and the hall - concern on several fronts:

1) Most importantly, the safety of our young people - more young people, and elderly members of the community, will have to cross a busy road to access our meeting space and the church.

2) Space for parking when dropping off - space is already tight, particularly when one section is finishing and another starting and this would ultimately push more traffic onto surrounding streets, which are already too busy.

3) Loading and unloading - we frequently have to park vehicles on that side of the road to pack equipment for our camps and events. This seems like an unnecessary hurdle for our volunteers to contend with. It would necessitate volunteers and young people repeatedly crossing a busy road carrying heavy and awkward camping kit and equipment - the potential for accidents would be very high indeed.

Please reconsider this decision!

- As an active member of 1st Holgate Scout Group, I not only a Beaver Leader but also a parent to four young children that are all active in the group. The Methodist Church is a community hub for so many and of the key aspects they have high standards for is safety. Extending the double yellow lines on a road as wide as this seems pointless. Families that travel further or who are bringing younger children would be pushed onto parking on the narrower residential roads. Not to mention the sheer difficulty you would be putting the group under when they do trips and camps as this is the closest place to park the mini-buses and trailer. Parking elsewhere would make the work of the volunteers even harder and potentially unsafe. This is before you even look at the logistical challenge of managing that number of children as they gather, with families, to go on these trips and how we use the Methodist enclosed space to keep them safe before they get on the mini-buses.

1st Holgate are one of the largest scout groups in York and in the county. The volunteers that lead this give their time and provide youth engagement that means children and young adults are positively engaged with the community. Creating barriers for this group, the Guides and the Church members does not resonate with the community focus that the council portrays. I would urge you to reconsider the need to extend the double yellow lines or any type of parking

restriction in that place which would create barriers and potential safety issues for such a large amount of the local and extended community.

- I am writing as a parent of children attending Scouts at Holgate Methodist Church, alongside many other families whose children participate in youth groups such as Rainbows, Brownies, Guides, and Playgroup, as well as church activities.

We have recently been made aware of the City of York Council's proposal to implement double yellow lines on the church side of Acomb Road, from New Lane down to Murray Street. This proposal raises several concerns for us as a community:

1. **Safety of Young and Elderly People**

The proposed restrictions would force more children and elderly members of the community to cross a busy road to access the church and its facilities. This significantly increases the risk of accidents and compromises the safety of vulnerable individuals.

2. **Parking and Drop-Off Challenges**

Parking space is already limited during drop-off and pick-up times, especially when multiple groups overlap. Removing the ability to park on the church side will push more traffic into surrounding residential streets, which are already congested and not designed to handle additional volume.

3. **Loading and Unloading for Events**

As a Scout Group, we regularly load and unload equipment for camps and events from vehicles parked on the church side of Acomb Road. The proposed restrictions would create unnecessary logistical challenges for our volunteers and hinder the smooth running of our activities.

I would appreciate it if the Council could reconsider this proposal or explore alternative solutions that balance traffic management with the needs and safety of the local community.

Thank you for your time and consideration. I hope you will take these concerns into account before finalizing the decision.

- I am writing as a local resident and volunteer Scout Leader at the Holgate Methodist church on Acomb Road, York, to raise my objection to the proposed "No Waiting at Any Time" parking restrictions recently published in the City of York Council traffic notice Amendment No 14/68.

While I appreciate the council's intention to improve safety and traffic flow, I am deeply concerned that this proposal will have the opposite effect for the many children, families, and elderly residents who use the church and its community spaces each week as well as local residents within the surrounding area.

1. **Safety of young people and vulnerable road users**

The church hosts several youth and community groups — Scouts, Rainbows, Brownies, Guides, and a playgroup — as well as regular worship and community activities. During drop-off and pick-up times, dozens of families arrive, many with young children or mobility needs. Removing the ability to briefly stop or park near the entrance would force far more people to cross a busy road, often in the dark during winter evenings. This significantly increases risk to pedestrians, especially children.

2. Limited space for drop-off and collection

Parking and waiting space is already tight, particularly when one session finishes and another begins. The proposed restrictions would displace this short-term activity onto surrounding residential streets that are already highly congested. This would not reduce traffic overall — it would simply move it elsewhere, as the community space would still continue to be used and enjoyed, therefore making the area less safe and less accessible for everyone.

3. Loading and unloading for community use

As a volunteer, I am often involved in loading and unloading equipment for community activities such as Scout camps and church events. The proposed “No Waiting” rule would remove any legal option for this, making it unnecessarily difficult for those of us who already give our time freely to support local young people.

4. Accessibility and inclusion

The church acts as a key local hub for families, children, and older residents. Making access more difficult could discourage attendance — especially among those with limited mobility or no easy walking route. I would ask that the council consider its duties under the Equality Act 2010 to ensure accessibility for all community members.

5. Environmental and behavioural impact

Restricting all waiting may lead to more drivers idling or circling nearby roads in search of a space, inadvertently increasing congestion and emissions — outcomes that run counter to the council’s sustainable transport goals and upsetting local residents who are currently not subjected to the traffic able to drop off and collect their loved ones from this important community hub.

6. Constructive alternatives

I would urge the council to consider more balanced alternatives, such as:

- Improved lighting and crossing options if parking is reduced.

These small adjustments could maintain both road safety and community accessibility.

Thank you for considering these points. Please confirm that my objection will be recorded as part of the formal consultation process for this Traffic Regulation Order.

Yours faithfully,

- **Objection to proposed amendments to the Traffic Regulation Order**

I write in response to a letter dated 31st October 2025 which I have been made aware of, advising of proposed amendments to the Traffic Regulation Order: 'The York Parking, Stopping and Waiting (Amendment) (No 14/68) Traffic Order 2025'.

My objection specifically relates to the proposal covered under 1(a)(ii) regarding the introduction of 'No Waiting at any time' restrictions to Acomb Road, on its south side, between points 81 metres (terminal points of existing 'No Waiting at any time' restrictions) and 110 metres (terminal points of existing 'No Waiting at any time' restrictions) west from the projected centreline of Lindley Street.

Having grown up in the vicinity prior to moving away for university, I have been actively involved in activities at Holgate Methodist Church, both spiritual and secular, for many years. This includes both as a participant and volunteer leader, such as my involvement with 1st Holgate Scout Group; one of the largest providers of scouting in the region, which is based at the premise. Given the scout group's popularity and size, it attracts young people and adult volunteers from all over the city, not just those within walking distance. I am also a trustee of Holgate Methodist Church, and whilst we have submitted an objection as a collective, I wish to also voice my personal objections. The premise is regularly used by a significant number of people of all ages, but particularly young people. This includes through Pre-School, Rainbows, Brownies, Guides, Beavers, Cubs and Scouts, YoYo, a Pilates group, community outreach events, Messy Church, Sunday worship, and ad-hoc children's birthday parties; likely several hundred individuals each week.

It is my understanding that the Highways Department's knowledge of the area is incompatible with my local knowledge of the area developed over several years of residing on Acomb Road. For instance, background notes state that Holgate Methodist Church "has off-street parking amenity", which I would challenge for multiple reasons. Firstly, the physical space for parking within the curtilage of the property is limited to an absolute maximum of four vehicles before proceeding to block other vehicles in. Given the multi-occupancy nature of the building, we often have different users of the premise concurrently (e.g. YoYo and Pre-School in together during the day or overlaps of adult volunteers for our uniformed groups in the evenings). It is not appropriate for users to block each other in, and circumstances which require multiple people from a group to step away for a period to play musical cars may cause safeguarding regulations, regarding ratios of adults to young people, to be breached. Secondly, it is also a very narrow gated entrance-way, with tricky multi-point turns required to get in and out of the limited parking available. Given a time this parking would likely need to be used would be by volunteers of our uniformed groups (who may need to unload resources for the session), which oftentimes can end up coinciding with changeovers between groups, there is likely to be increased foot traffic traversing the parking spaces at this time. This poses significant increased risk, and I

would like to hope the council does not want to be performing actions which would likely have the consequence of increasing the risk of accidents to young people. The background notes also indicate that further parking is available on Murray Street and New Lane, the roads running perpendicular to Acomb Road either side of Holgate Methodist Church. It would appear apparent that these notes were not formulated by an officer who has observed these streets during an evening and weekend, when activity at Holgate Methodist Church, and therefore demand for parking, is at its greatest. These peaks times also typically coincide with when most residents are at home and therefore parked too. This plan would almost certainly cause congestion and block these roads, much to the frustration of residents. Murray Street is predominantly terraced dwellinghouses which offer no parking facilities within their curtilages, resulting in cars being parked on both sides of the road and two-way vehicular traffic being unable to pass without finding a space to pull into. The removal of the on-street parking available outside Holgate Methodist Church will instead mean parents dropping off children for activities need to circle around the neighbouring streets in attempts to find parking, which they will occupy for longer so they can walk them in (instead of being able to quickly watch them from the car whilst dropping off). This increased traffic in the side streets will likely also cause increased noise and air pollution for the residents, particularly NO₂, PM₁₀ and PM_{2.5}, which your Public Protection team acknowledge already exceed World Health Organisation guidelines¹

1 2025 Air Quality Annual Status Report:

<https://www.york.gov.uk/downloads/file/10332/2025-air-quality-annual-status-report> ; at the nearest monitoring site to the location in question (A50, about 200 metres away) NO₂ levels for 2024 averaged 16.74 µg/m³ 2

2 Diffusion Tube Readings: <https://data.yorkopendata.org/dataset/45e3f391-9519-4e85-9b38-ce26a71eac71/resource/70bfcee5-c8df-4602-9318-5f277c699efa/download/tubesreadings.csv> , compared to the guidelines of 10 µg/m³ 3

3 WHO global air quality guidelines:

<https://iris.who.int/server/api/core/bitstreams/551b515e-2a32-4e1a-a58c-cdaecd395b19/content> , which equates to being 67.4% above the guidelines. This proposal on its own will only exasperate the issue. The only alternative to this will require crossing additional roads, with no pedestrian refuge island being available outside of Holgate Methodist Church – the nearest is over 100 metres away outside West Bank Park. This would increase the risk to individuals using the premise.

It is also worth noting that on election days Holgate Methodist Church acts as a Polling Place for 1,958 in-person voters⁴

4 Polling District, Place and Station review 2025, Annex 1 Final Recommendations:

<https://www.york.gov.uk/downloads/file/10172/final-recommendations> . In an Accessibility Audit conducted alongside the May 2024 Combined Authority Mayoral election⁵

5 Polling District, Place and Station review 2025, Annex 3 Accessibility audit summary -

May 2024 Polls: <https://www.york.gov.uk/downloads/file/10169/accessibility-audit-summary-may-2024-polls> , the Presiding Officer noted that whilst there is not accessible parking at Holgate Methodist Church, there is on-street parking less than 50 metres away. Whilst the recommendation is that the parking within the curtilage could be used as such, clearly the Presiding Officer did not believe this was adequate; based on my experience of being a Polling Station Inspector for multiple elections, I would question if the team making that recommendation fully understands the nature of the

parking at the venue. Given it takes drivers experienced with navigating the egress multiple-point turns to get out safely, those that are inexperienced with the venue are likely to struggle more so and take significantly longer to exit safely, all whilst blocking the free-flow of voters to and from their Polling Station. This proposal is in contradiction to the aims of the Polling District, Place and Station review conducted earlier in 2025 by the authority, as agreed by Full Council on 27th March 2025; namely “ensure that electors have reasonable and practical facilities for voting” and “ensure that polling places are accessible to all electors, as far as is reasonable and practical”. This is particularly important when it is considered that the Polling Place is located outside of the related Polling District (CFB)6

6 YorkView:

<https://cyc.maps.arcgis.com/apps/webappviewer/index.html?id=089c350ae7744418b96c5e4ff2bdb1ef> – voters on New Lane and Murray Street are voting at the York Railway Institute Club instead, not at Holgate Methodist Church. As such some voters at this Polling Station will need to travel 1.3 kilometres to the station. It is worth noting as well that this Polling District also covers a diverse socioeconomic range of households – ranging from areas in the 3rd to 9th deciles of the Indices of Multiple Deprivation 2025 7 English indices of deprivation 2025, File 7: All ranks, scores, deciles and population denominators for the Indices of Deprivation:

https://assets.publishing.service.gov.uk/media/691ded56d140bbbaa59a2a7d/File_7_1oD2025_All_Ranks_Scores_Deciles_Population_Denominators.csv . If you look just at the Health Deprivation and Disability domain as a proxy for how able-bodied people are, the Polling District covers from the 2nd to 8th deciles nationally – in other words Holgate Methodist Church serves as a place of democracy for those in the 20% most deprived & least able-bodied nationally.

When consideration is given to the demographics of the users at Holgate Methodist Church, there are also almost certainly going to be continued times throughout the week when several vehicles are still parked outside, utilising blue badge privileges. With this said however, not all people with mobility issues requiring close-by parking will have a blue badge; this includes temporary ailments, such as broken legs, and people that are waiting the “4 to 6 weeks”8

8 Apply for a Blue Badge: <https://www.york.gov.uk/accessible-parking-1/apply-blue-badge> for a blue badge after applying. Currently, most blue badge holders will try to avoid using their privileges of parking on double yellow lines outside Holgate Methodist Church and instead use the unmarked section that this proposal seeks to remove. With its removal, and therefore no guidance to drivers of where parking is preferable along that stretch, I worry that those utilising blue badges may end up parking closer to the junctions and the dropped kerb for Holgate Methodist Church.

Given I understand the basis of this proposal is to increase visibility at the junctions of New Lane and Murray Street with Acomb Road, I hope appropriate consideration is also given to the suitability of the bus stop adjacent to Holgate Methodist Church. Whilst these obstructions might be for a smaller overall duration, the vehicles increased sizes mean ability to see past them is nearly fully removed. Similarly, I hope due consideration will be given to the unrestricted kerbside parking between Murray Street and Lindey Street. Currently this feels very much like a selective proposal targeting just one direction of two neighbouring junctions, instead of considering both directions at these junctions.

Given the points raised in this letter regarding the safety, safeguarding and accessibility concerns of users of Holgate Methodist Church, used by a diverse cross-section of the local community, I sincerely hope you heed to the objections and discard this proposal. As an aside, I would also like to vocalise my disappointment that the council has not more widely advertised these proposals. Given the proposals covered by this amendment are spatially distributed across the city, it would appear strange that the proposal and background information has not been published (at least not readily searchable) on the website. I would suggest this severely impacts the public's opportunity to constructively engage with the proposals. Given there is a page on the website for current consultations⁹, which this annual review does not feature on, I would strongly recommend you review your ways of working and ensure it is included on here in future years.

- I'd like to register my opposition to the proposed change in traffic restrictions outside Holgate Methodist Church.

The introduction of no stopping as well as no loading at such a popular community space would only seem to frustrate users, and force longer routes on all (including those of limited mobility) not to mention the increase in strain and stress for the various scouting groups that use the church and often need to make use of the loading. Can you tell me what is gained from the restrictions please?

Does the proposed plan consider these problems, and have any suggestions of solutions?

- I am writing to object to the proposal of double yellow lines on Acomb road, which would affect the parking for Holgate Methodist church. We use the church twice a week for Brownies and Explorers, and space is already very tight for parking. We walk where we can but this is not always possible. I think this poses a safety risk for children needing to cross the road, not to mention the elderly and those less able to move or see.

Please consider this an objection to the plans.

- I'm one of the leaders at 1st Holgate Scout Group who meet at Holgate Methodist Church.

Would you be able to provide me with the reasons for the extension of the double yellows outside the church? I do appreciate that visibility isn't great from the side roads and witnessed a bus / car accident there some months ago as the bus was trying to get through too narrow a gap between parked cars and the traffic coming the other way.

There is, however, some frustration from my fellow leaders on the impact on the Group's ability to load and unload equipment before and after camps in to the church.

More information would certainly help a more reasonable response.

Many thanks and hope you are well.

- I am writing as someone who regularly works from. Holgate Methodist church as part of a team working for a charity. The space to park is an important reason why we choose to rent our rooms from the church. Please do not make that part of the road double yellowknrs.
- Further to the recent notice of proposed amendments to the traffic regulations on Acomb road - specifically double yellow lines outside of Holgate Methodist church, I am writing to express concerns and object to this proposed change.

Whilst not a local resident, I am a trustee of the 1st Holgate Scout Group. The scout group is based at the Methodist Church and is a thriving amenity for the local community, supported by many families dropping young children off for different sessions throughout the week. In addition to ourselves the church is used by other youth groups i.e. Rainbows, Brownies, Guides, Play groups and of course people attending church activities.

The proposed plan causes three primary concerns;

1) Most importantly, safety - the proposal means that more young people, and elderly members of the community, will have to unnecessarily cross a busy road to access our meeting space and the church.

2) Space for parking when dropping off - space is already tight, particularly when one section is finishing and another starting and this would ultimately push more traffic onto surrounding streets, which are already busy with limited parking causing likely inconvenience to local residents.

3) Loading and unloading - we frequently have to park vehicles on that side of the road to pack equipment for our camps and events. Preventing parking would present an unnecessary hurdle for our volunteers to contend with and lead to more adults and children crossing the road to load / unload vehicles, with the associated risks of doing so.

I hope that in your decision making you will consider the increased risk that preventing parking will bring to all that use the church and its facilities.

- I wish to object to the proposal to add double yellow lines to the church side of Acomb Road.
This plan causes us some concern on three fronts – mainly surrounding scouting activities.

1) Most importantly, the safety of our young people - more young people, and elderly members of the community, will have to cross a busy road to access the scouts meeting space and the church.

2) Space for parking when dropping off - space is already tight, particularly when one section is finishing and another starting and this would ultimately push more traffic onto surrounding streets, which are already too busy.

3) Loading and unloading – the scouts frequently have to park vehicles on that side of the road to pack equipment for their camps and events. This seems like an unnecessary hurdle for their volunteers to contend with.

Thank you

- I'm writing to express my concerns about the plan to put double yellow lines on Acomb road near the Methodist church.

As a Scout leader in the 1st Holgate scout group, we meet at this church and use this area for pick up and drop off of many dozens of children every week. If this is prevented it will mean longer journeys and dangerous crossings in other local streets, simply making congestion worse on these streets and upsetting local residents and creating animosity towards our group who work very hard to improve the lives of local children.

We also use this area for loading minibuses and trailers. It will make this job very difficult if we can no longer do it in front of the church.

- **I and my wife object to the proposed waiting restriction in the following location** south side, between points 81 metres (terminal points of existing 'No Waiting at any time' restrictions) and 110 metres (terminal points of existing 'No Waiting at any time' restrictions) west from the projected centreline of Lindley Street, **on Acomb Road York especially the section outside Holgate Methodist Church For the following reasons.**

!) The church is used by youth groups such as Scouts, Beavers Cubs, Rainbows, Brownies & guides and also Pre school who come from a wide area. this would affect dropping of by parents especially on dark nights.

2) It will restrict parking for people attending Church, Also there will be a knock on affect for Weddings and funerals in particular the parking of vehicles such as a hearse.

This will mean especially for point 1 of children having to cross a busy main road which will br more hazardous on dark nights also it will more dangerous for elderly people having to cross to get to the church.

- I would like to object to this proposal.
Firstly over 300 young people ranging from 4 years to 18 yrs and members of York 1st Holgate scouts use Methodist church as their safe place. The ability to drop off and pick up safely is paramount without having to cross a very busy main road.

Secondly the scouts have to park to load and unload scouting equipment and scouts during frequent trips with the scouts mustering in the forecourt of the church facing Acomb Road.

I thank you for your attention

- Please note my strong objections to this proposal. Holgate Methodist Church is a vital community hub for the people of Holgate and beyond.

It not only serves the Church community, it has lots of other groups active there, including a Pre School nursery, Scouts, Cubs, Guides Brownies, Choir, Pilates sessions, Baby Sensory sessions and holds many other communal events. My daughter in law takes my granddaughter to the Baby Sensory sessions. She lives off Tadcaster Road and travels by car to the church...it is too far to walk. How is she supposed, and all the other parents with young children who go there, to take their children into the building if they can't park outside?? They can't just drop off and pick up babies and toddlers, they have to be taken inside. What about people with mobility issues and seniors? How are they supposed to access the groups and events there....on their bikes??

Get real....in the real 21st century world, parents with young children and Seniors cannot use bikes or walk long distances..They have to use cars.....

The obsessive unrealistic ideology of York Council's anti car policy is what this prohibition is about.

Holgate Methodist Church had always served the communities in this area and provided opportunities and vital services for many and this proposal is petty, vindictive and anti community.

I strongly object to it.

- I am writing to object strongly to the proposed installation of double yellow lines outside **Holgate Methodist Church on Acomb Road**.

My primary concern is safety.

I am the Unit Leader of 12th York Guides and our meetings are held at Holgate Methodist Church on a weekday evening. Our unit comprises around 40 Guides and 7 volunteer Leaders.

The proposal would severely impact parents' ability to safely drop off and collect their children. Acomb Road is a busy main road with a bus stop both opposite and adjacent to the church, and traffic often travels faster than it should when heading into Acomb. If double yellow lines are introduced, parents will be forced to park further away, meaning that children will need to cross a busy road in the dark or in low sunlight, as our meetings run between 7pm and 9pm. This presents a significant safety risk to both children and volunteers.

In addition, the proposal would push more vehicles into the surrounding residential streets, increasing congestion and reducing visibility. These streets are already narrow and difficult to navigate; adding extra traffic will only make conditions worse — and I doubt local residents would welcome this change.

It is important to note that this issue affects far more than just our Guide unit. Holgate Methodist Church hosts a large community of uniformed organisations. Within Girlguiding alone, there is one Rainbow unit, two Brownie units, and one Guide unit. Scouting also runs groups for Squirrels, Beavers, Cubs, Scouts, and Explorers. These groups meet on different evenings throughout the week, so the impact of this proposal would be felt every night.

These activities rely entirely on volunteers, who already give so much of their time to support local young people. This proposal would put those volunteers — and the children in their care — at unnecessary risk while simply trying to arrive and leave safely.

Beyond weekly meetings, our unit often organises events and trips where the pick up point is outside church, where the proposed double yellow lines would be. This ensures we can register the Guides safely and board transport without anyone needing to cross the road. We also use vans and trailers to load and unload equipment; removing safe access to the church frontage would make this extremely difficult and potentially dangerous.

As an active member of Holgate Methodist Church myself — having sung in the choir since childhood and attended church parades — I am also concerned about the wider impact on the congregation. Many members are elderly and rely on being able to park close by. The church also hosts baptisms, weddings and funerals. Under the proposed restrictions, even hearses would be unable to stop directly outside, which would be deeply inappropriate and distressing for families.

Although this is a short stretch of road, the proposed double yellow lines would have a disproportionately large and negative impact on the safety, accessibility, and community life of Holgate Methodist Church.

I therefore urge the Council to reconsider this proposal to ensure the safety and inclusivity of community users.

- I would like to express my concerns about this happening. By doing these double yellow lines you are forcing people to park further away from the church, with no area for a safe crossing. This is an extremely busy road, and by putting double yellows right outside the church, puts many people at risk. Can this please be thought about carefully before making this decision. There is no safe area for crossing at all.

I worry about this, when there doesn't seem to be a problem with it as it is? The road is wide enough for buses to drive either way, so why add double yellow lines. If you do this, then please add a safe crossing for children.

- I am writing to object to the proposed **No Waiting restriction outside Holgate Methodist Church** as outlined in the recent consultation letter.

My concerns are as follows:

1. **Safety of children, young people and elderly members of the community**

The current ability to briefly park outside the church allows parents, carers and relatives to safely drop off and collect children, young people, and older members of the congregation close to the entrance. If parking is removed, many of these people will have no choice but to cross a busy road, often in poor weather or darkness, which will increase the risk of accidents and make access significantly more difficult for those with limited mobility.

2. **Lack of safe drop-off and pick-up space**

Space is already very tight at key times, particularly when one group or activity is finishing and another is beginning. Removing the ability to wait outside the church will push more vehicles onto the surrounding residential streets, which are already heavily used and often congested. This will not remove traffic; it will simply displace it and create additional safety and access issues for local residents and road users.

3. **Impact on loading and unloading for church and community activities**

Holgate Methodist Church and its associated groups frequently need to load and unload equipment for camps, events, and regular activities. This often requires vehicles to park temporarily on that side of the road to move larger items safely. A No Waiting restriction here would create an unnecessary barrier for volunteers who give their time to support these activities, and would make it much harder to run events that benefit the local community.

For these reasons, I believe the proposed restriction would have a **negative impact on safety, accessibility, and community activity** at Holgate Methodist Church and in the surrounding area. I therefore respectfully request that the Council reconsider this proposal.

Thank you for taking my comments into account.

- I am writing to object to the proposed double yellow lines outside Holgate Methodist Church, Acomb Road.

I work for York Schools and Youth Trust which rents office space from Holgate Methodist Church.

The church building is well used by many different community groups. Restricting the parking on the road outside the church will impact my colleagues along with other church users.

Please could you explain the reason for the proposed change?

- I'm writing to object to the proposed double yellow lines stretching down to Murray street from New Lane. Parking is already very tight to drop scouts off at their venue at the church safely. When picking/dropping my son up off at scouts or for scout trips away around the church it's extremely tricky. To stop parents

parking there in order to help with events as well as dropping/picking up will mean that there will be less opportunity for us to do this.

Acomb is also becoming harder and harder to park in and accessing the shops is difficult from that side of Westbank park.

I'm not sure what benefits there will be to stop cars parking there to the general public? The road is wide enough for the cars to be parked and other traffic/cycles to get round it.

The scout association have lots of groups from rainbows up-to explorers, children from 5-18 yrs old. It would be a shame if these groups and the children are placed at a disadvantage due to parking restrictions that aren't needed. They've not been required for years and I'm not sure what's changed to make them needed now?

Many thanks for taking the time to read this.

- Referring to your letter dated 31st October 2025, we wish to object to the introduction of "No Waiting at any time" restrictions on Acomb Road on its south side listed as proposal 1 (a) (ii). This is the length of highway outside Holgate Methodist Church on Acomb Road.

Holgate Methodist Church is very much a community building serving the wider local community, as well as a place of worship, used by several Scouting and Guiding groups attended weekly by children and young people from as young as 5 up to teenage. All these youngsters need parents/carers to safely bring them to meetings and collect again, often by car. If many of these parents/carers have to cross a busy Acomb Road, at one of its widest points, and in the early evening rush hour, this will represent a serious road safety issue. Some parents/carers will undoubtedly try to park in New Lane, Murray Street or Lindley Street, already heavily used for street parking. Bearing in mind that these Scouting and Guiding groups have between 20 and 35 children or young people attending in each group, this is a considerable amount of people needing access to the building each evening. The dangers would be particularly evident for the many parents/carers dropping very young toddlers and children to Holgate Pre-school, which offers child care in the building every weekday from 9am. Imagine a parent/carer trying to gain safe access to the Church to attend Holgate Pre-School, quite possibly holding a small baby who cannot be left in their car, in order to drop off their young toddler, and negotiating crossing the busy Acomb Road at this point, or searching for a parking space on a nearby street.

In addition to the Scouting and Guiding groups who use the building each week, and Holgate Pre-School, the Church building is used by a Pilates group, NCT meetings, youth meetings and booked parties, not to mention its primary use as a place of worship each Sunday, meetings through the week, fundraising events and Messy Church meetings each month. Obviously, some of the congregation have mobility issues or are wheelchair users, being brought to Church by family or friends in cars. In addition, the Church is used for Christenings, Weddings and Funerals from time to

time, and the very limited parking within the Church boundary is not suitable for the parking of hearses or wedding cars.

All in all, Holgate Methodist Church building has a vital role in the community, and we don't feel that its usage has been properly assessed when proposing this "No Waiting Zone" restrictions.

We therefore strongly object to the restrictions being imposed on this short stretch of highway on Acomb Road, and would ask you to reconsider the proposal.

- I'd like to write as a local resident to object to changing the area in front of Holgate Methodist Church on Acomb Road to double yellow lines.

This is a very active community venue- both as a church, a Preschool nursery and hosting lots of events involving young people. Giving no place to drop these young people off at these events is asking for accidents.

This road is host to fast moving vehicles and already overcrowded resident parking areas- making this change can only increase risk of accidents and inflame issues with local neighbours.

- I am writing this email as a concerned parent after hearing about York Council's plan to add double yellow lines to the church side of Acomb Road all the way from New Lane down to Murray Street.

Both of my children attend Cubs and Rainbows at the church. These sessions are difficult enough for us to get to with working full time so we have to drive and rely on parking close to the church.

With the proposed double yellow lines this would cause a lot of safety issues as we will have to cross a busy road to access the meeting space at the Church. Space for parking when dropping off is already tight and would end up moving the parking issues on to nearby streets.

It is incredibly important for children to have safe access to these out of school clubs and to not be put in danger when attending. I would have thought the council would want to support the volunteers not to make their lives and the families lives more difficult.

I object to the proposed double yellow lines and urge you to rethink the decision.

- We are part of the community that regularly uses Holgate Methodist Church.

The area of permitted parking outside the church gates is used regularly by church and hall users, some of whom are elderly or frail. Having double lines in this area would make access to the church more challenging, and presumably push more parking on to side roads and on the opposite side of Acomb Road.

I don't know anything about the recommendations over lines of sight and visibility from roads turning on to Acomb Road, but if the new yellow lines are not necessary for safety it seems an unnecessary loss of access to users of the church to place them here.

Many thanks for taking the time to consider further comments.

- I would like to object to removing the parking on Acomb Road outside the Holgate Methodist Church. My son attends Cubs there every week and it's already a dangerous road when parking on the other side. Why is it necessary to restrict the parking spaces even further?
- We are residents of Fir Tree Close, West Bank in Holgate and regular users and Members of Holgate Methodist Church for worship and weekday activities. We would like to register our strong objection to the proposed introduction of parking restrictions to Acomb Road on its south side, between points 81 metres (terminal points of existing 'No Waiting at any time' restrictions) and 110 metres (terminal points of existing 'No Waiting at any time' restrictions) west from the projected centreline of Lindley Street.

Holgate Methodist Church is a very well used community building - not only for worship but for numerous activities throughout the week, including regular Pre-School, multiple uniformed organisations across the age spectrum from 5 to 18 and Pilates groups together with many ad hoc events and (often children's) parties. The very nature of these services and events means that there are a significant number of vulnerable members of society making their way to and from the building, including the very youngest and oldest, and on occasions not so mobile, in our community.

The church grounds contain very limited parking within them and there is no parking elsewhere that does not involve the crossing of roads, other than these few spaces immediately outside of the church gates – an area currently very heavily used as children are taken to and collected from meetings, as well as by churchgoers.

If there is No Waiting outside of the church, cars will be forced into the already congested Lindley Street and New Lane for dropping off and collecting, as well as parking – streets that are already busy areas with residents trying to find space to park themselves. There's also the issue of potential additional noise and pollution that would result from this scenario, as parents etc drive slowly and idle, searching for a place to wait. (Not an ideal situation for the Council?)

Please also note that a number of the more elderly and infirm churchgoers hold Blue Badges therefore it is unlikely that this stretch of kerbside would become completely free of parked cars anyway. And the church conducts funerals and is licenced for weddings for which there would be a major problem if hearses and wedding cars had nowhere to park outside of the church. And the same would apply for delivery vehicles.

The uniformed organisations thrive at Holgate Methodist Church and deliver excellent programs of activities to hundreds of young people from the Holgate area every week. With any day trips or residential trips, the space outside of the church provides a meeting and safe loading space for the children and young people on leaving and returning. For residential trips it also serves as a space for loading equipment which is

stored at the church. We would hope that the Council's intention would not be to hinder the work carried out by so many volunteer adults in the community.

A number of years ago, a churchgoer was knocked down by a car as she crossed the road in the dark outside of the church. At that time, the church applied for a pedestrian refuge/ island to be installed due to the width of the road; however, the Council decided that footfall at the times they assessed it did not warrant this and instead made provision outside of West Bank Park. We understand that part of the Council's argument at the time was that there was no need for such provision to be made outside of the church as there was parking in front of the church on the same side of the road.

It is disappointing to learn of this intention at a time when society is trying to avoid exclusion and to make meeting with people more accessible and it does seem somewhat illogical to enact such proposals that would make that very objective harder to achieve.

- I live locally at .. Acomb Road, I also volunteer weekly at a Brownie unit at Holgate Methodist Church.

I am writing to object to the plans to change the road use from parking to no waiting at any time.

This change would make drop of and pick up from various groups using the hall very difficult and push congestion onto new lane and Murray Street.

As most of the groups include children. From a safeguarding point of view, we must have the parent collect children from the front door, meaning waiting in the car isn't an option.

Holgate church encourages uses from the wide acomb area and many patrons are reliant on vehicles.

By making this area double yellows it encourages people to park further up the road towards west bank park. Which only shift the situation and means more road crossing for children.

It may also encourage people to pull into the small parking area at the front of the church, which would risk collision between vehicles and children.

The parking area in general around holgate methodist church is quite competitive from residents and people parking to commute into town or to the train station. Recently planning permission for a HMO (house of multiple occupancy) was rejected partly due to the neighbours concerns about pressure on local parking. It would seem counter productive to reduce parking availability.

Thank you for taking the time to read my email. I hope my concerns are clear and will be considered in further discussions.

- I am writing to object to the proposed introduction of double yellow lines outside Holgate Methodist Church on Acomb Road.

As a parent whose children attend activities at the church, I am very concerned about the impact this will have on families and the wider community. The ability to safely drop off and pick up children is essential, and removing the limited parking and waiting space currently available would make this extremely difficult.

Parking in the surrounding streets, such as Murray Street and New Lane, is already very restricted. If families are forced to park further away, it will lead to increased congestion in those areas and create additional safety risk, particularly for children and elderly people crossing the road, especially in poor light or bad weather.

The church is a busy community hub, used throughout the week for children's groups, social events, weddings, and funerals. These all rely on short-term access for cars, deliveries, and those with mobility needs. Double yellow lines along this stretch would make that almost impossible.

I urge the Council to reconsider this proposal and look at alternative solutions that maintain safety while allowing essential access to the church and its community.

- I have just written to you in my capacity as the Church Council Secretary at Holgate Methodist Church, but I would now like to submit a personal objection to the proposal of a 'no waiting' zone in front of Holgate Methodist Church.

As a church member and a parent of two children who attend the uniformed organisations at the church, we make use of those on-street parking spaces frequently throughout the week.

We are also very much supporters of active travel, regularly walking and cycling to the church despite living 2 miles away, but often there is a necessity to drive. In my role as a leader of Messy Church and organising the church community's food bank donations, for example, I am regularly loading and unloading my vehicle using those spaces. Whilst there is parking within the church grounds, it is extremely difficult to access, with a tight opening and much maneuvering needed to get in and out, and very limited (at the most, 4 cars can park there but only if all the drivers have parked extremely carefully and are prepared to move their cars around when others want to leave). If the proposal goes ahead, I will either have to park across the road, trying to dash across carrying heavy items in between the heavy traffic, or park on the side streets which are already very full.

I am even more concerned about the impact it might have on the uniformed organisations who provide such a wonderful programme to the youngsters of Holgate. The leaders of those will have similar issues to me, having extra complications and difficulties in loading and unloading their vehicles. As volunteers, they especially don't need that extra hassle and indeed danger regarding having to cross the road carrying all their resources and equipment.

Then of course there's the extra danger to the hundreds of children and young people who attend the said organisations: they will either need to cross the busy road or clog up the side streets during drop off and pick up times. I'm sure the local residents won't appreciate that! Even now, there's a lot of that going on as the on-street parking currently available isn't sufficient for the numbers of people using the church, but removing it will only exasperate the situation.

I feel the Scouts especially will suffer from double yellows being placed in front of the church as they have two mini buses. I don't think it would even be possible for those to get through the church gates. I really don't know what they'd do if they couldn't therefore park in front of the church as they are regularly loading both heavy equipment and children into those mini buses. Not being able to park there would not only be inconvenient but dangerous for the youngsters of Holgate.

Many thanks for listening to my concerns and I hope these are taken on board, along with the many other objections I know you are receiving on the same matter.

Officer analysis and recommendation

The existing no waiting restrictions on the junctions of New Lane and Murray Street provide sufficient visibility when exiting the junctions. Taking into account the many objections raised from the church, volunteers and parents we recommend taking no further action.

Options:

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

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Location: Berkeley Terrace/ Amberley Street/ Linton Street/ Garland Street and Chatsworth Terrace.

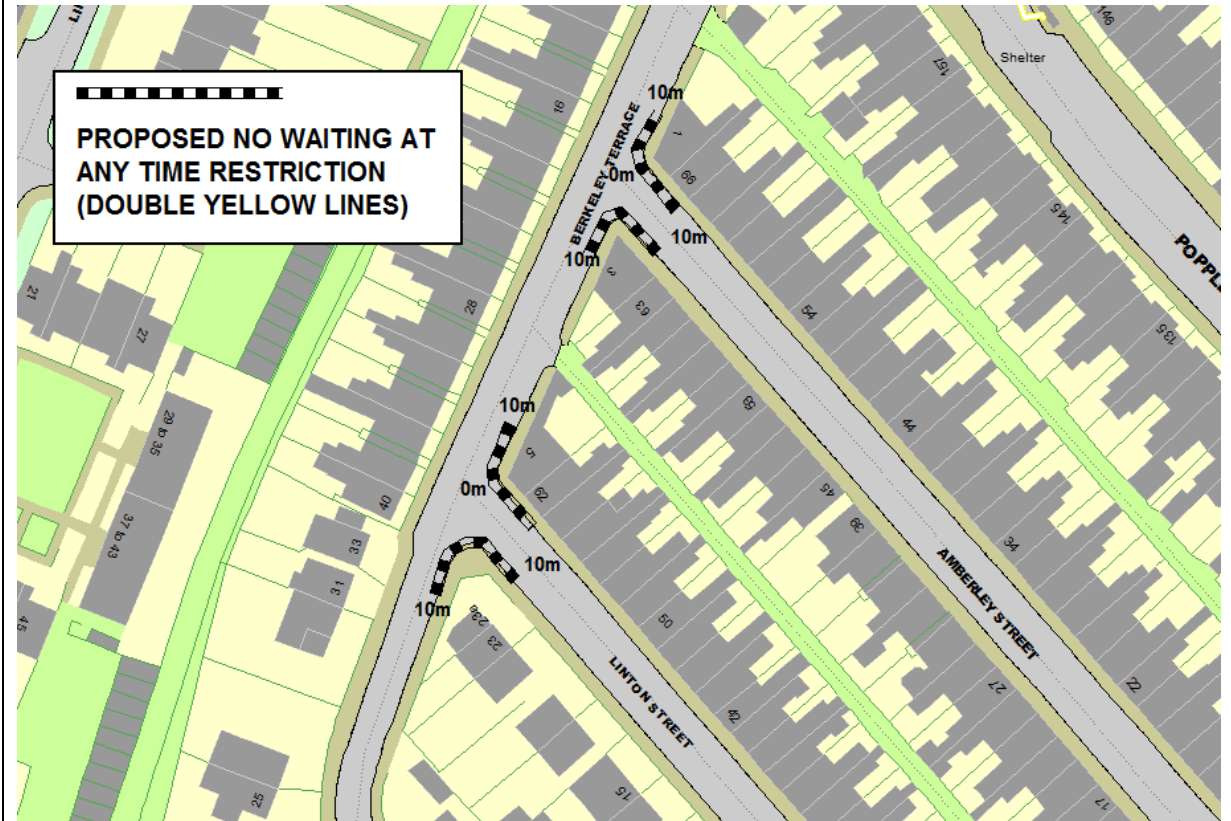
Nature of problem and plan of advertised proposal.

Details received on file were:

An issue of vehicles parking close to the junctions and restricting visibility for pedestrians and vehicles.

Each junction has pedestrian tactile crossing points. All streets are residential terraced streets. The estate is in close proximity to Poppleton Road Primary School.

We proposed to implement no waiting at any time restrictions 10m from the projected centre lines of all junctions to improve visibility for all road users. To also implement 33m of no waiting restriction to the bend of Chatsworth Terrace to restrict any double parking. Please see plans below.





Representations Received.

We received a petition with 25 signatories objecting to the proposal. We also received a further 4 individual representations in objection.

Please find below the issues raised in the petition:

Re: Strong Objection to Proposed Double Yellow Lines on Garland Street and Winchester Avenue

We, the undersigned residents of Garland Street and Winchester Avenue, are writing to register our formal and strong objection to the proposed addition of double yellow lines on these streets.

We urge the Council to reconsider this proposal in light of the significant and disproportionate impact it will have on local residents and the wider community.

1. Severe Impact on Local Parking Availability Le

Parking in this area is already under considerable pressure. The proposed changes would remove at least four parking spaces from Garland Street alone, which will have a substantial knock-on effect on local parking availability. Almost all households on both Garland Street and Winchester Avenue rely on on-street parking, often with more than one vehicle due to multiple adults living at many addresses.

2. Winchester Grove Residents Rely on These Streets for Parking

As Winchester Grove has no on-street parking provision, residents from that street are already dependent on Garland Street and Winchester Avenue. Removing spaces will exacerbate an already strained situation and push parking congestion into neighbouring streets, creating unnecessary frustration and disruption.

3. No Evidence of Access or Safety Issues

There is no history of access issues caused by current parking arrangements. Garland Street is not used by heavy goods vehicles or refuse collection lorries; therefore, there is no operational need for additional yellow lines. Furthermore, there have been no reported incidents or safety concerns relating to vehicles parked at the ends of either Garland Street or Winchester Avenue.

4. Community Harmony and Neighbourliness at Risk

Our streets have a strong sense of community and cooperation. Residents park considerately and communicate well with one another. Introducing unnecessary restrictions will undermine this positive neighbourly relationship and is likely to foster tension where none currently exists.

5. Potential Misuse of Disabled Bay and Other Spaces

There is a designated disabled parking space on Garland Street which is well respected by local residents. If general parking becomes scarcer, there is an increased risk that this bay will be misused by drivers unable to find alternative spaces near their homes.

6. Impact on Poppleton Road Primary School and Child Safety

The proposed yellow lines near Poppleton Road will remove essential spaces currently used by parents collecting children from Poppleton Road Primary School. These parents park responsibly away from the school gates and walk to collect their children, helping to keep traffic around the school safe and manageable. Reducing available parking will likely lead to less considerate parking closer to the school, posing a potential safety risk for children.

7. Failure to Consider Residents' Rights and Local Impact

Under the Traffic Management Act 2004 and Section 122 of the Road Traffic Regulation Act 1984, local authorities are required to secure the expeditious movement of traffic while also considering

the needs and convenience of local residents and businesses. These proposals fail to strike that balance and show a lack of regard for those most directly affected - the residents who park responsibly and live here every day.

8. Displacement and Wider Congestion

The reduction in parking spaces will inevitably displace vehicles into surrounding streets, creating parking chaos elsewhere. This is not a solution - it merely moves the problem and increases strain across the wider area.

Conclusion

We strongly urge York City Council to reconsider these proposed double yellow lines and instead

engage in meaningful consultation with local residents to find a balanced, evidence-based solution

that reflects the needs of our community.

We would welcome a site visit And resident consultation meeting before any further action is

taken.

Objections:

- I am writing in response to a letter I received today regarding the proposed changes around Garland Street.

The proposed double yellow lines are taking away a significant portion of parking on the surrounding streets when already parking can be an issue with most houses requiring on street parking.

There are frequently times when people cannot park directly on their street as it is.

Secondly, the proposed lines will cover the entirety of the outside of my property, effectively leaving me with no space to park as everyone else will still need space. This is not only going to create an inconvenience but make it effectively impossible to have visitors and parking will be squeezed.

Finally, this appears to be a solution to a problem that I do not encounter in the surrounding streets. Very rarely, if ever, do I find people parking too close to the corners, and if they do they cover dropped curbs which is an offence in itself. The only areas of these streets that should have double yellows should be the ends adjoining the main road. Further to this, I have never seen any car ticketed for parking on the existing double yellows or over the dropped curbs, so why should this be any different?

I am seeking to understand the thought process behind this as the letter indicates no reasonable grounds for this change. I also wish

to know when these changes would be happening, and would like some clarification as to if the lines will cover the whole front of my property.

- To follow up, I wish to state my firm objection to these proposals.
- As a family living at number 3, Amberley Street, our house is positioned very close to the south east end of the street, where we rely on space to park our family car. At present, the residential parking availability on Chatsworth Terrace, Amberley Street and Linton Street is already at complete capacity. We have frequently returned home on an evening to find no parking availability within a reasonable proximity to our house. I have attached a recent picture to help demonstrate this - Our car is not present in this picture as Linton Street was the closest we are able to park to our home.
- These proposals, however, would seek to exacerbate this issue significantly, when we are already at residential parking capacity. Introduction of double yellow lines as outlined in the proposals would completely remove currently available parking space for no less than 40 cars, given that each 10m stretch of double lines could (and currently does) accommodate 2 cars. I'm extremely keen to know where it is you anticipate these 40 cars are going to park if these proposals are approved, given capacity to accommodate these cars has already been reached. If you also factor in the proposed double yellow lines on Garland Street and Winchester Avenue, this increases from 40 spaces lost in the surrounding neighbourhood to 54 spaces lost.

My strongest objection, however, comes from the fact that a 10m stretch of double yellow lines from the corner of Chatsworth Terrace and Amberley Street, would cover the entire front of our house at number 3, completely removing the availability of a parking spot outside our own house. If a parking spot is no longer available directly outside our house, where do you propose that we park our car? We have young children and being able to get to them to and from our house and car safely is of paramount importance. Leaving us in a situation where we will almost always have to park more than 50 metres away from our home (if even that is possible), and cross multiple roads to travel between our car and home, needlessly impacts on their safety and increases the risk of them being involved in a traffic incident.

To help me understand how these proposals can have possibly been robustly considered with all possible implications factored in, I'd be grateful if you could respond to the following questions and requests:

- The statement of reasons outline that this action is being taken due to 'locations being adversely affected by indiscriminate/obstructive parking', what data or evidence do you have to support this?
- How many incidents of indiscriminate/obstructive parking have been reported to the council in the past 3 years for Amberley Street, Chatsworth Terrace, Linton Street and Berkely Street?
- Has a full assessment been carried out to reliably establish the impact and scale of 'indiscriminate/obstructive parking' Amberley Street, Chatsworth Terrace, Linton Street and Berkely Street? How was this assessment conducted, what times of day were considered, were residents asked to input into the assessment?
- Has an impact assessment been completed to establish and understand the detriment to residents who rely on these areas for residential parking, and what were the findings of that assessment?
- What proposals are in place to ensure future safe and reliable parking access for residents who would be affected by these proposals?
- What other considerations to alleviate the impact of 'indiscriminate/obstructive parking' have been explored, and why were they rejected in favour of this proposal?
- Why is the proposed length of double yellow lines 10m, is there evidence, data or analysis to suggest this is the optimal size to eradicate concerns while minimising impact to residents? What does that analysis look like?
- I am writing to express my strong objection and concern regarding the proposed installation of 10-metre double yellow lines in front of my property at .. Linton Street, Holgate. Which is due to take effect in the near future.

I only recently received notice of these changes, giving residents less than a month's warning to give grounds as to why I object to these proposals. This lack of consultation and short notice period is extremely disappointing, as the proposed restrictions will have a significant negative impact my household, my work, and the value of my home.

Firstly, parking in our area is already very limited, and the introduction of double yellow lines will remove at least two additional parking spaces around each corner. This will make it increasingly difficult for residents, visitors, and service vehicles to park safely near their homes.

Secondly, on occasions I care for both my disabled father and grandson, who I regularly assist in and out of my vehicle directly outside my home. If I am unable to park there, I will be forced to carry them—over a distance to my car, which is neither safe nor practical.

Additionally, I operate a ironing business from home, which involves loading and unloading large quantities of laundry. Not being able to park outside my house will make this extremely difficult, potentially affecting my livelihood.

Finally, I am deeply concerned that these parking restrictions will reduce the value and appeal of my property, as the ability to park nearby is an important factor for homeowners and visitors alike.

I respectfully ask that you review and reconsider the placement of these double yellow lines and take into account the practical needs of those who rely on accessible parking outside their homes. At the very least, I request a site visit or consultation to explore possible alternatives, such as shorter restrictions or a residents' parking exemption.

Thank you for taking the time to read my concerns. I look forward to your response and hope that a reasonable solution can be reached before any permanent changes are made.

- I am writing to make a strong and formal objection to the proposed double yellow lines / no waiting restrictions which will significantly impact my property .. Berkeley Terrace.

I also wish to complain about the manner in which this has been done , with no explanation or context given to the proposal in the information sent out.

It is disappointing if the information has only been given to properties immediately impacted as it will affect everyone in the neighbourhood.

Parking on the street is already a serious issue.

Even now it is often challenging to park outside or even near to my property particularly as school pick up / drop off times.

People with mobility issues or a disability will be negatively impacted by this if they cannot access their home easily and safely.

If access to on street parking is compromised in this way it could negatively impact the value of our property.

I think there are wider factors at play here which have contributed to the parking problems.

1. The proliferation of Air B and B 'S in the immediate area , 2 at the top of the street which attract multiple cars.

2 . The closure of the long stay car park at York station means people are parking on side streets like ours often for long periods. Recently 2 cars have parked outside my house for a week at a time.

It seems grossly unfair that local residents are inconvenienced and penalised for matters which are totally outside our control.

Hopefully some compromise can be reached, eg a reduction in the restricted area to 5m or residents parking permits .

Officer analysis and recommendation

We acknowledge the concerns raised in the petition and objections. Vehicles parking close to the junctions are obstructing access to, and visibility from, the tactile crossing points at each junction. This is also leading to pedestrians being unsighted when using the crossing points, particularly pedestrians using mobility aids and children. We acknowledge the proposed restrictions will reduce available parking, however the highway code states that vehicles should not park within 10m of a junction.

Our Waste Services team have confirmed they experience access issues on the junctions within the estate and support the introduction of the proposed restrictions. The disabled parking bay is currently an advisory bay but if the bay becomes misused by non-blue badge holders we can formalise the bay in the Traffic Regulation Order and issue Penalty Charge Notices.

Restrictions in one area will likely lead to a displacement of parking but the proposed restrictions will provide access to the junctions and increased safety for all highway users using the tactile crossing points.

Options:

- 1. Implement as Advertised- Recommended**
- 2. Take no further action- Not recommended**
- 3. Implement a lesser restriction than advertised of 8m at each junction - Not recommended**

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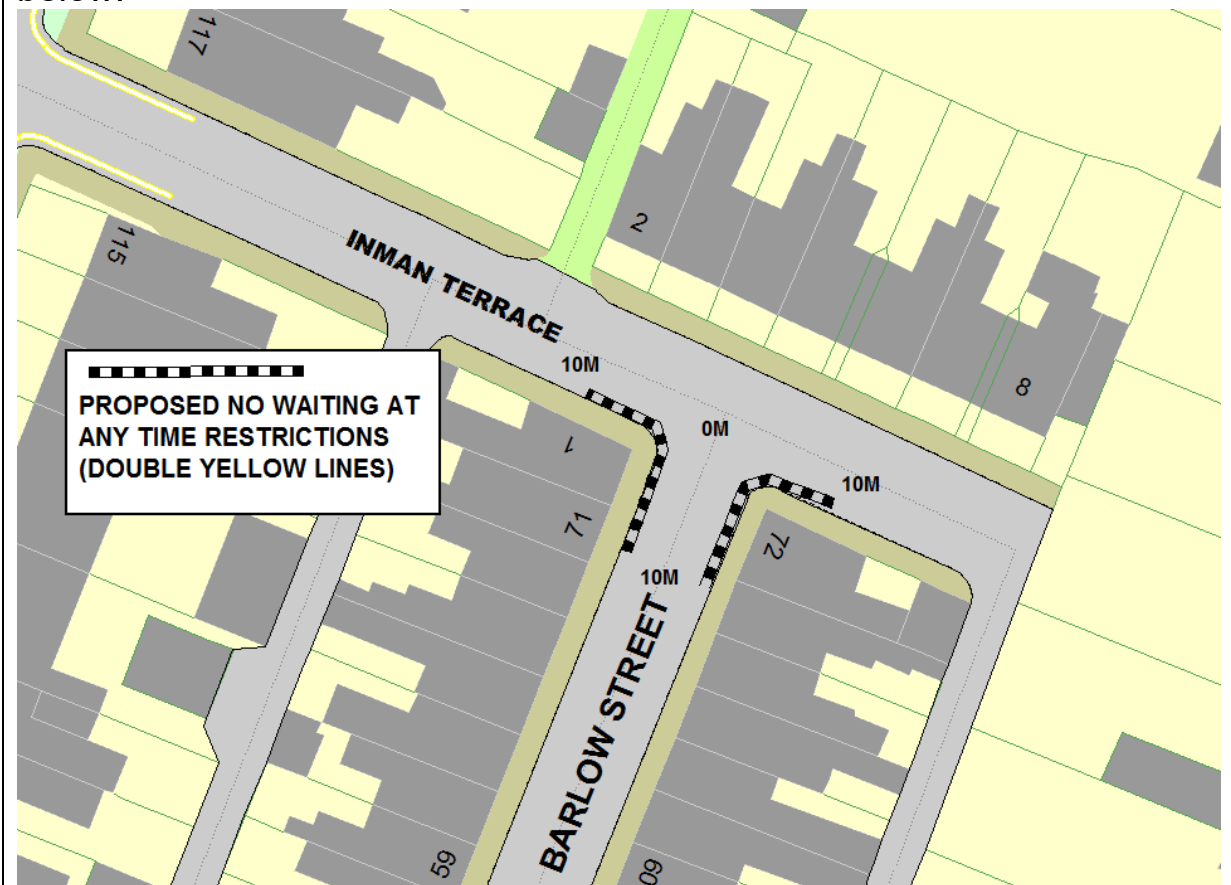
Location: Barlow Street/ Dodgson Terrace and Barlow Street/Inman Terrace

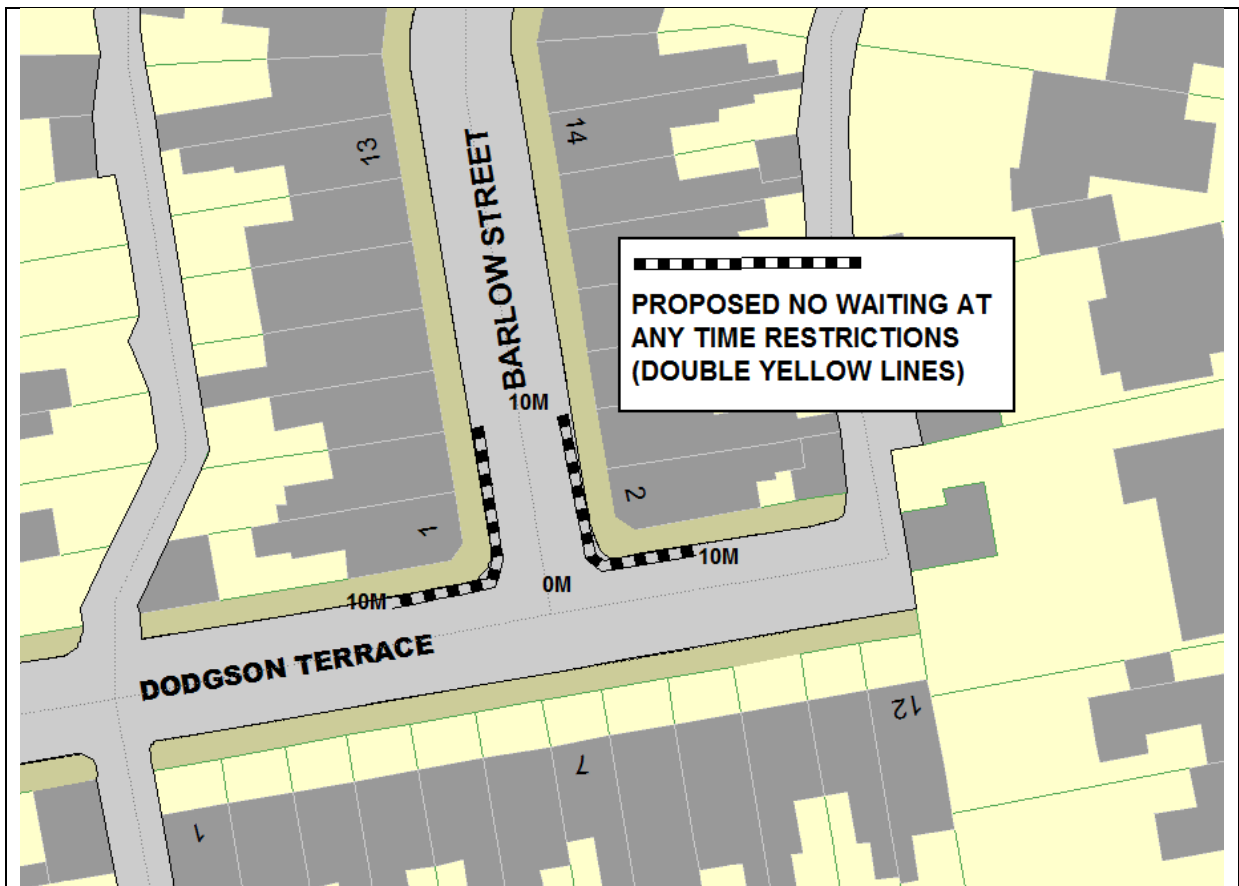
Nature of problem and plan of advertised proposal.

Details received on file were:

Cllr. Taylor and Cllr Heaton raised the issue of vehicles parking close to the junctions and restricting visibility and occasionally access to the street. All streets are residential terraced streets with no restrictions currently in place on either junction. Dodgson Terrace and Inman Terrace lead onto Carr Lane.

We proposed to implement no waiting at any time restrictions 10m in each direction from the centreline of both junctions. Please see plans below.





Representations Received.

We received 4 objections to the proposal.

Objections:

- With regards to the above proposal, I object to above proposal in its current form.
 - Barlow Street / Dodgson Terrace is a terrace street with very busy overnight parking without enough spaces
 - The addition of double yellow lines will take away 8 parking spaces (3 outside my house) from the available parking.
 - I live at the end of the terrace and even with 'H' bar that I paid for outside my garage, I still get people blocking my garage sometimes, so obviously any loss of spaces is only going to make this worse, I have to park my car in the garage because that is the only way I can charge my EV at home
 - I agree that some cars are parked very inconsiderately on the corner outside my house on a night blocking easy access to Barlow street. A possible solution to this would be to have double yellow lines for only 5m either side of the corner on my side only (limiting the loss of parking), double yellow lines on the other side of the street will little affect as that end of Dodgson terrace is a dead end.

- i wish to object to the proposed traffic restrictions of Barlow Street/Inman Terrace and Dodgson Terrace, i have grandad duties several times a week which i need my car for, i don't get home from until around 7 pm to 8 pm ish by this time there are more often than not no parking spaces available in Barlow Street, sometimes there is a odd space at the cul de sac end of Inman that i can manage to squeeze into which would no longer be available if the proposal is passed, most of the problem i think is the properties that have two or more vehicles i know some residents have two cars and a transit van which i think is most unfair and wish something could be done about and now after receiving the letter i am very worried and stressed wondering where i will be able to park when i get home . thankyou
- Having read the notification for new parking restrictions in the above streets in Acomb I would like to put forward my concerns. If these restrictions are approved there will be at least eight (8) , if not more , less car parking spaces and the parking is at its maximum already and will cause even more frustration and aggravation amongst the residents .
It is not only the residents of the above streets that park here but residents from Carr Lane also park - due to parking restrictions on Carr Lane.
Also, how will these restrictions be enforced ? It is mainly after 18:00 hrs and Weekends that the streets are full .
I am assuming these restrictions are for the purpose of Emergency services and Refuse collections which I fully understand but they will cause aggravation and chaos.
- The aims of the proposal remain unclear as to the gains. I remain, as to previous plans in 2018, with serious reservations and therefore objections to the proposals on Barlow Street.
The loss of all proposed parking, which includes outside my property boundary will significantly reduce the number of parking spaces available to residents. As a resident I predict this to be 8-12 cars on Barlow Street/Dodgson Terrace/Inman Terrace. These cars will need to find alternative locations where I already witness Carr Lane residents parking on these roads so parking is in shortage and as previously, will add considerable stress to an already strained scenario in our neighbourhood.
If it remains necessary to impose restrictions, as a resident I believe you would see ease of say emergency services being able to travel down Barlow Street if you only restricted minimally the corner of Barlow Street into Inman terrace on one side, Dodgson

Terrace is particularly wider. Or by perhaps halving the restrictions on opposing sides.

If poor parking skills and choices are an issue, could fines or safety notifications be given to those offenders rather than restricting necessary parking for residents.

I remain grateful for the consideration of my concerns.

Officer analysis and recommendation

Vehicles parking close to the junctions are restricting visibility and accessibility for all road users. Our Waste Services team have confirmed vehicles parking within the areas of proposed restrictions do cause access issues for our refuse collection vehicles while collecting waste.

Options:

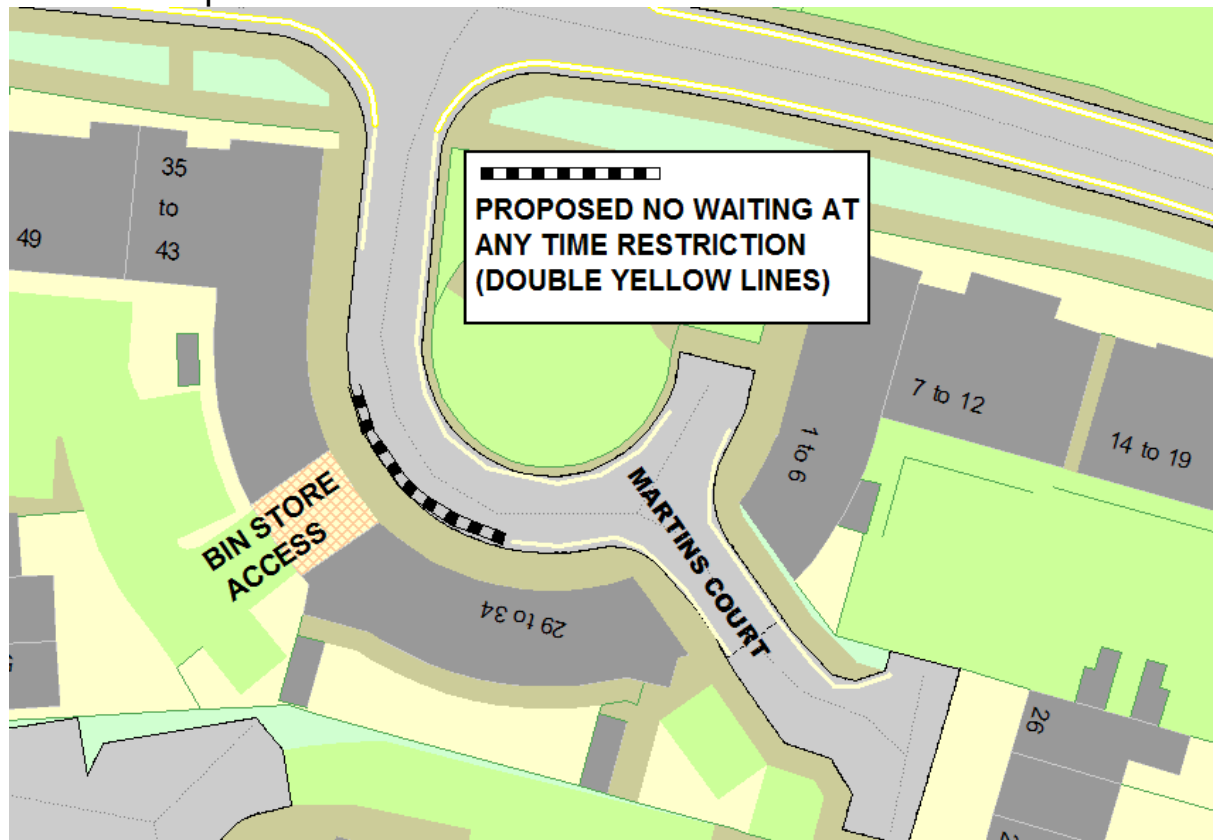
- 1. Implement as Advertised- Recommended**
- 2. Take no further action- Not recommended**
- 3. Implement a lesser restriction than advertised of 8m at each junction- Not recommended.**

14**Location: Martins Court****Nature of problem and plan of advertised proposal.**

Details received on file were:

Our Waste Services team requested further restrictions as parked vehicles are preventing them for accessing the bin store areas. Vehicles parking close to the access are restricting the available width and preventing our refuse trucks from completing their collections. We proposed to implement no waiting at any time restrictions.

Please see plan below:

**Representations Received.**

We received 1 objection to the proposal.

Objections:

- I am writing on behalf of myself and my partner, residents of ~~34~~ Martins Court, to object to the proposal of amended traffic restrictions near our property. Our grounds for objection are:
The proposed changes (Additional no waiting at any time restrictions added to Martins Court) will cause us significant negative impact to quality of life.
There has already been a huge reduction in available parking / waiting spaces in this area introduced in previous years by the addition of these kind of restrictions. This makes receiving

deliveries, having guests visit, or any kind of work done (e.g. plumber / electrician visits) difficult. Vehicles end up having to stop in inconvenient or dangerous areas blocking other cars, when perfectly good spaces can't be used because of existing restrictions. Further reducing the areas without restrictions will only make the situation worse.

Additionally, my partner Catherine has M.E. and this greatly restricts the distances she can walk without severe negative effects. Because of this she is reliant on friends and family being able to visit her, and taxi services being able to wait to pick her up in order for her to attend health appointments etc. The proposed additional restrictions will make this difficult, and provide a real risk of her being isolated.

There has also been no justification provided on why these additional restrictions are being proposed. I have lived on Martins Court for 24 years, and things worked fine without the proposed additional restrictions. I cannot see the benefits of these changes. I hope you will take the above into consideration and will reconsider this harmful amendment to traffic restrictions at Martins Court,

Officer analysis and recommendation

The proposed restriction permits the dropping off and collecting off passengers from the double yellow lines.

Our Waste Services team have confirmed the access issue remains and support the proposed restriction.

Options:

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