

Annex K

Micklegate ward

K1

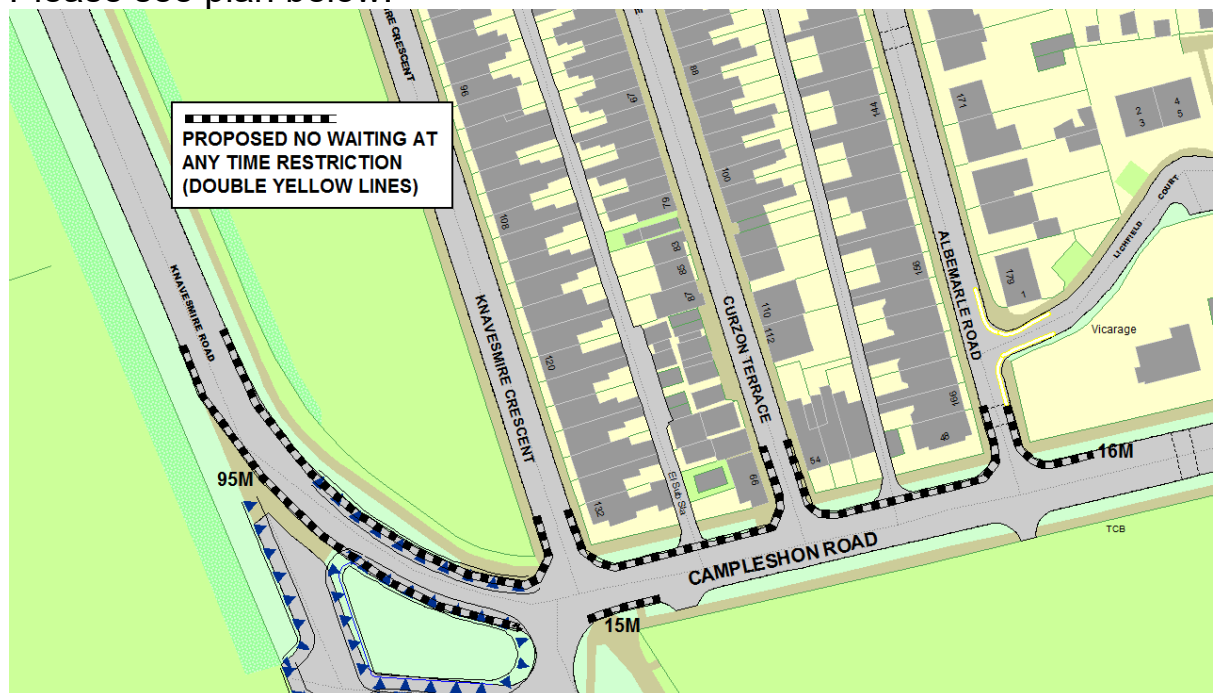
Location: Albemarle Road/ Curzon Terrace/ Knavesmire Crescent/ Campleshon Road and Knavesmire Road.

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 when exiting the junctions and approaching in the centre of the carriageway. We have received further reports of vehicles parking on the bend of Campleshon Road/Knavesmire Road restricting visibility of oncoming vehicles and approaching in the centre of the carriageway. Albemarle Road and Curzon Terrace have narrow junction entrances. Knavesmire Road is heavily parked with commuter vehicles during work hours. All roads and streets are in very close proximity to the racecourse and experience additional parking pressures close to the junctions during race days.

There are currently no restrictions in place on the south side of Campleshon Road. Residents can park in this area and the restrictions will improve the visibility issues and remove the issue of vehicles approaching the junctions and bend in the centre of the carriageways. Please see plan below.



Representations Received.

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

Objections:

- I would like to object to the notice of proposal specifically and only relating to the "No Waiting at anytime" restrictions , outside of 50,

52 & 54 Campleshon Road and down the side of Curzon Terrace adjoining our house.

Our Neighbours have very young families and for us all to have to cross to the other side of the road is dangerous , as this would be the only option left to park.

The parking down Curzon Terrace is completely full and on the weekend the opposite side of the road to our house is full of parked cars and camper vans for most of the day .

We have lived here for 9 years and there has never been any incident or accidents, but by having to cross the road to unload the car or for our neighbours children to cross their undoubtedly would be.

Despite to 20 mph speed limit cars come around the bend from Knavesmire road exceeding this limit and its dangerous.

I agree with the Knavesmire Road restrictions as they make absolute sense and the part of Campleshon Road, from Knavesmire Crescent to Curzon Terrace .

If you could please review the restrictions from Curzon Terrace to Albermarle Road then I would be grateful.

If you have to have restrictions on Campleshon Road, it makes more sense to have them on the opposite side of Campleshon Road to our house. The city tour bus parks there and cars always block the bus stop.

Another suggestion is permit parking, which we would be very happy with.

- We are contacting you concerning the proposed amendments to the traffic regulation order (no 14/68) for the proposed "no waiting at any time restriction" (double yellow lines) at the area of Knavesmire York, Campleshon Road, YO231EY. At Campleshon Road where you have proposed to place the double yellow lines, there is currently a road for bicycles (white lines) so that bicycles can drive safely considering the turning of the road and the traffic of the area. Many people use these lines when cycling — which is important considering the environmental friendly approach of mobility as well as other benefits. My children use this bicycle lines to go to school with their bicycles. We and many others also use this path, and may be very helpful to avoid accidents (please see attached). If the current lines will be replaced with double yellow lines, this may make it unsafe for those who are cycling to go to their destination. This may cause serious accidents, which may be why the bicycle lines were placed at the position they are currently. Thus, we object the proposed amendments. We kindly request to consider canceling the proposed "no waiting at any time

restriction" in the specific area, and to make no changes to the current lines so that to ensure safety for those who are cycling. We ask you to consider our concern, as the replacement of the cycling lines may cause significant accidents.

In support:

- Overall, we will support these proposed changes as they will address problem parking and help keep bus routes etc clear. We are not in favour of prohibiting parking on Knavesmire Road, so pleased to see this is not include which we had thought it might be. We will submit our representations to the appropriate address. Our concerns are really about the wider policies of the council which we think will further displace parking to the periphery of the city – i.e. Knavesmire Road and Racecourse Road. The parking on Racecourse Road has been used by our conference & event guests for many years, and we foresee the possibility of this becoming overrun with commuters and motorhomes. I appreciate these policies are driven by the elected members and not the council officers and we will be writing to them raising our concerns.
- I am writing in support of these double yellow lines as a resident of Curzon Terrace.

I would like to request that you also add yellow lines at the other end of Curzon Terrace. The road there blends from Queen Victoria Street into Knavesmire Crescent and is a blind bend pulling out in a car from Curzon Terrace is cars are parked too close to the corners. It is particularly difficult on a bike turning right and a lot of bikes also use that more main road. There is a bus stop near by, a cross roads, shops and a bus stop.

Cllr. Crawshaw, on behalf of residents, has reported instances of rail replacement coaches parking on the bend of Knavesmire Road/ Campleshon Road leading to vehicles being unable to proceed. This has been reported Network Rail and the rail replacement service providers who have committed to discussing this with their drivers to discourage this from continuing.

Officer analysis and recommendation

The introduction of the restrictions will remove any parking on the bend of Knavesmire Road/ Campleshon Road. A lesser restriction between Curzon Terrace and Albermarle Road of 10m in each direction would only provide parking for one vehicle due to the alleyway at the rear of the properties. Parking close to the junctions is leading to restricted visibility when accessing and exiting the junctions.

The proposed restriction would not remove the cycle lane as the cycle lane would remain, and with no vehicles parked within it.

Options:

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

K2

Location: Queens Staith

Nature of problem and plan of advertised proposal.

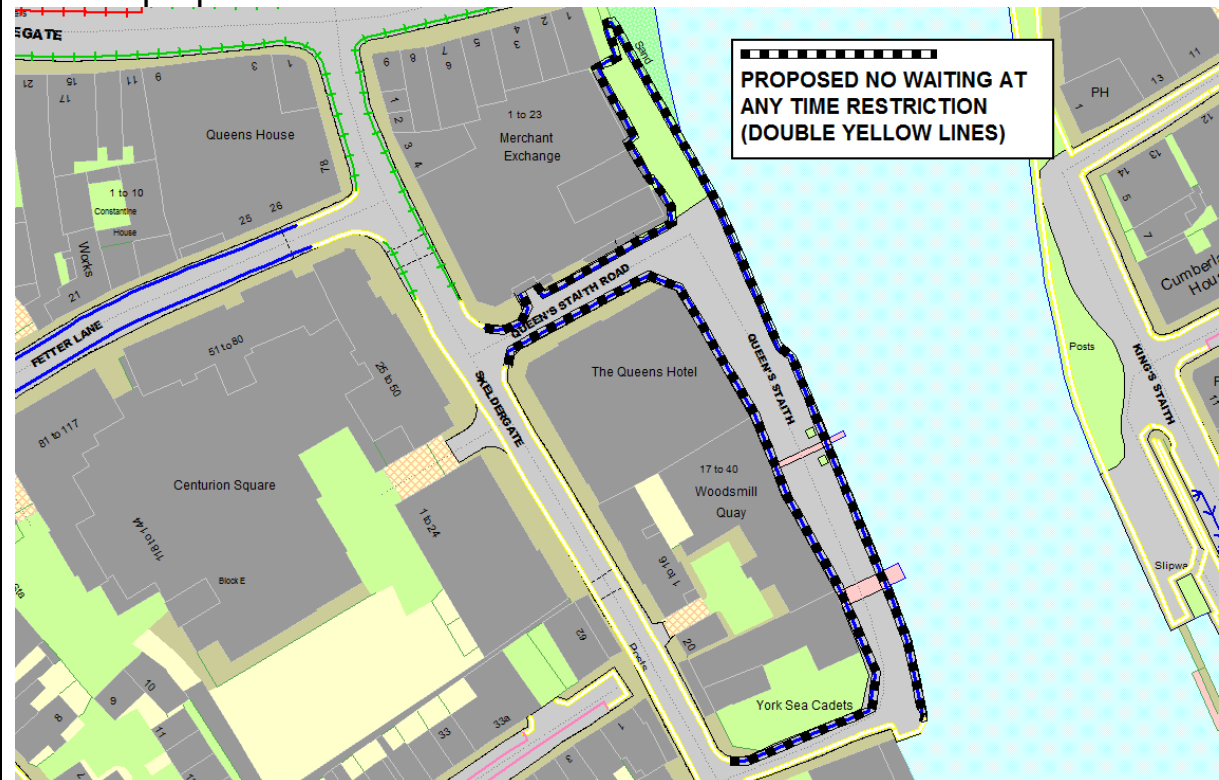
Details received on file were:

Residents and our Parking Services team have requested we consider revoking the existing restrictions and replacing them with no waiting at any time due to vehicles parking in an evening restricting access to the carriageway section and wharf area of Queens Staith.

The Queens Hotel, Woodsmill Quay apartment and the York Sea Cadets buildings are adjacent to the current restrictions.

The current timed restriction is no waiting 8am to 6pm. Due to the proximity with the city centre this is leading to high volumes of parking in an evening.

Plan of proposed restrictions below:



Representations Received.

We received 8 objections to the proposal.

Objections:

- We refer to your letter dated 31/10/2025, with an attached Notice of Proposals, which was issued to some of the affected businesses covered by the proposed amendments to the traffic regulation order. We represent Stonegate Group, who lease and operate the public house which trades as the Tank & Paddle public house at Merchant Exchange, York, YO1 6DD. Our clients do not appear to have received any direct communication from you, despite their business

being directly affected by the proposed amendments to the traffic regulations order. They were very recently passed a copy of your letter by another local York business who had been notified. It is noted that your letter and attached Notice of Proposals give until 21/11/2025 for any representations to be made.

Our client wishes to object to the proposed amendments to the traffic regulation order concerning item 1

(i) as listed on the accompanying Notice of Proposals dated 31/10/2025, which affects Queens Staith Road on both sides. The proposed amendments to the traffic regulations order would remove the current 'No Waiting' 8am-6pm restriction within Queens Staith Road and replace it with 'No Waiting at any time' restrictions.

Our client's business is dependent upon servicing and deliveries from within Queens Staith Road, using the northern side of this road to do so. Our client's business has no other way of servicing their business.

It would be impossible to service their business from its main entrance fronting Bridge Street, given the existing 'No waiting at any time' restrictions already in place on Bridge Street and the heavily trafficked nature of Bridge Street; together with the importance of keeping their main customer entrance free from servicing and deliveries conflicts. Using Queens Staith Road to service their business from the rear is the only other option available to our client.

The proposed amendments to the traffic regulation order to impose 'No waiting at any time' restrictions upon Queens Staith Road would effectively prevent our client being able to service their business entirely and there would be no other option available to service their business.

The implementation of the proposed amendments to the traffic regulation order would have severe implications for the ability of our client to trade their business. Servicing and deliveries are obviously critically important elements in the operation of their business. If the City of York Council were to prevent our client being able to service their business with these proposed amendments to the traffic regulations order, the Council would effectively be forcing our client to close their public house business.

The City of York Local Plan 2017 – 2033, adopted 27/02/2025, includes strategic Policy DP1: York Sub Area, which aims to ensure that York fulfils its role as a key economic driver within the

York, North Yorkshire and the East Riding area. This strategic policy also aims to ensure that York City Centre's role as a shopping and leisure destination within the wider Yorkshire and Humber area is strengthened.

Policy SS3 of the City of York Local Plan 2017 – 2033 adds that York City Centre is the economic, social and cultural heart of York, which is vital to the character and future economic success of the wider city. It would be counterproductive for the City of York Council to undermine the economic and social contribution of our client's business within York City Centre by effectively denying our client any way of servicing their business.

Our client's business is also located within a statutory listed building. The continued trading of our client's business facilitates the continuing beneficial and sympathetic use of these listed premises, which allows public access into these listed premises and directly contributes to their continuing upkeep and maintenance. Furthermore, the continued trading of our client's business adds to and enhances the vitality and pedestrian footfall within the local street scene and York City Centre in general. Our client's business provides an established and valued public house social and community leisure facility within York City Centre, that also provides direct and indirect employment and generates local economic activity. In order to remain economically operational, our client's business needs suitable servicing arrangements.

During the continuing difficult economic climate, post pandemic and during the current cost of living crisis for its customers and staff, our client's business has suffered from lost revenue and a highly challenging trading environment. Both full and part-time staff are employed at our client's business and are reliant on it for their income. Any continued drop in sales will affect the ability of our client's business to maintain current staff levels.

It is important that our client's business is not now further challenged by inappropriate and draconian restrictions on properly servicing their business, thereby subsequently further affecting the viability of our client's business, to the detriment of the continued economic vitality of this public house. The City of York Council should instead use its best efforts to support the recovery of their own hospitality and leisure sector in this regard, not subject it to further unnecessary challenges to its economic survival.

If you need any clarification of the above comments or require any further information, please do not hesitate to contact us.

- I am writing on behalf of The Queens Hotel, York, to object to the proposed amendments to the Traffic Regulation Order (No. 14/68) 2025, which include introducing “No Waiting at Any Time” (double yellow line) restrictions along Queens Staith Road, as outlined in the Notice of Proposals dated 31 October 2025.

At present, Queens Staith Road operates under single yellow line restrictions (No Waiting 8am–6pm), which provide a sensible balance between traffic management and essential business access. We respectfully request that this existing arrangement be retained, rather than replaced with double yellow lines.

The current system works effectively and allows for:

Guest Check-in and Luggage Drop-off

Many of our guests arrive by car or taxi and need to stop to check in and unload luggage. The existing single yellow line enables this outside restricted hours without causing congestion or safety issues. A 24-hour “No Waiting” restriction would prevent these short-term drop-offs, causing significant inconvenience for guests—particularly those with mobility issues or families with children.

Coach Access and Group Arrivals

The Queens Hotel frequently accommodates group tours that arrive by coach and the majority of these tours are for senior citizens often with mobility issues. These coaches require short-term stopping space on Queens Staith Road to safely drop off and collect passengers and luggage. The proposed restrictions would remove this ability entirely, discouraging group travel and directly impacting York’s tourism sector.

Deliveries and Servicing

Regular deliveries—including linen, food supplies, and maintenance—are made via Queens Staith Road. The current single yellow line restriction provides sufficient flexibility for safe unloading at suitable times. Removing this access would cause operational challenges and could force suppliers to unload unsafely or at distant locations.

Economic Hardship and Wider Impact

The Queens Hotel is a long-established local business contributing to York’s tourism economy and local employment. The proposed restrictions would create unnecessary hardship by limiting guest access and increasing logistical difficulties for essential services. At a time when many hospitality businesses are already facing rising costs and reduced margins, further operational restrictions

could have a serious financial impact—not only on our hotel but also on the surrounding visitor economy that relies on accessibility and convenience.

In summary, the existing single yellow line restriction provides a practical and balanced solution that supports both road safety and local business needs. We therefore strongly oppose the introduction of double yellow lines and request that the current single yellow restriction on Queens Staith Road be retained as it is. We send a number of coaches to this hotel, with often elderly customers who would struggle if the coaches were not able to drop off/pick up where they currently do. Coaches as mode of transport reduce traffic as much as 95% with up to 50 passengers on a single vehicle, versus 50 customers in 25 cars for example. Coaches should be encouraged as a positive contribution to the visitor economy when the alternative is to have many more vehicles causing issues instead.

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- We wish to object to plans to put yellow lines around the Queens Hotel and the surrounding areas.

In our industry, we find that the majority of our customers are elderly and have mobility issues. For this reason, we find that it is essential that we book hotels that have a drop off and pick up point. Without this, we will find that people will be put off to book on the tours and it will seriously impact the already dwindling numbers that travel on coach holidays. We feel that we should be encouraging travel on coach holidays instead of people travelling individually by cars to help with the environment. We find that hotels are normally given some leeway for coaches and deliveries.

We sincerely hope that you will give the hotel your sympathetic consideration on this matter and to help them continue with the good customer relations.

- I am writing on behalf of Arvonias Coaches Ltd to formally object to the proposed introduction of “No Waiting at Any Time” (double yellow line) restrictions along Queen’s Staith Road, as detailed in the Notice of Proposals dated 31 October 2025.

Our company has been operating group tours to York for many years, with The Queen’s Hotel being one of our most popular and long-standing partner hotels. The current arrangements on Queen’s Staith Road are essential, as they allow coaches to safely drop off and collect passengers without causing obstruction or congestion.

The proposed introduction of double yellow lines would remove this vital facility and have a significant negative impact on our operations. A large proportion of our passengers are elderly and many have reduced mobility. These individuals rely on being able to board and alight the coach directly outside the hotel entrance, where assistance with luggage can be provided by both our drivers and hotel staff.

If coaches are unable to stop outside the hotel, passengers would be required to walk considerable distances with their luggage, which in many cases would not be possible. This would make The Queen’s Hotel unsuitable for a large number of our customers and could ultimately prevent us and other operators from including York in our touring programmes.

In addition to the accessibility concerns, there are also important safety implications to consider. Encouraging passengers to embark or disembark further away from the hotel could lead to increased pedestrian movement in busy traffic areas and pose risks, particularly for elderly or less mobile passengers. The current arrangement allows for safe, controlled boarding directly adjacent to the hotel entrance, which is far safer and more practical.

From an operational perspective, there are also limitations on where a 13-metre touring coach can safely manoeuvre and stop within the city centre. The space outside The Queen’s Hotel provides one of the few suitable locations that allows for this without causing disruption to other road users.

Finally, York’s visitor economy benefits significantly from group travel, particularly from senior travellers who often arrive by coach. Making hotel access more difficult for this market risks discouraging future group visits, which would have a negative

economic impact not only on The Queen's Hotel but also on surrounding restaurants, attractions, and retail businesses that rely on this trade.

We respectfully request that the Council reconsider these proposals and retain the existing single yellow line restriction (No Waiting 8am to 6pm), which provides an appropriate and balanced solution that supports both traffic management and essential hotel access.

Thank you for your attention to this matter.

- I am writing to you on behalf of G-Line Holidays Ltd, of Lytham St Annes Lancashire to support the Queens Hotel in York, and raise an objection to the proposed amendments to the Traffic Regulation Order (No. 14/68) 2025, which include introducing "No Waiting at Any Time" (double yellow line) restrictions along Queens Staith Road, as outlined in the Notice of Proposals sent to the Queens Hotel York dated 31 October 2025.

We send coach after coach to the Queen Hotel throughout the year and have done for as long as I can remember, which provides the City of York what I hope is... much valued Tourists!

At present and for as long as I can remember, Queens Staith Road operates under single yellow line restrictions (No Waiting 8am–6pm), which in my own humble opinion offers a sensible balance between essential business access and managing the flow of traffic, and therefore, we support the views of the Queens Hotel York, and respectfully request that this existing arrangement be retained, rather than replaced with double yellow lines.

Quite simply, and as is the case with every tour operator, upon reaching the hotel, we require somewhere to stop, alight these tourists and unload their luggage. The existing single yellow line enables this (outside restricted hours), and it does so without causing congestion or concerns to safety. The proposed 24-hour "No Waiting" restriction would prevent these short-term drop-offs and cause significant inconvenience for the many senior citizens we transit, who more often than not, are afflicted with mobility issues.

I am sure you are already well aware of the benefits of coach tourism, and the fact 40 people arriving on-board one coach is much more environmentally friendly than 40 people arriving in 20 cars... I assume this is why York is listed as a 'Coach Friendly' location, and as such offers ample parking options for coaches! However, when visiting a hotel with less mobile pensioners, or indeed with school's or families with younger children, our coaches also require a short-term stopping space close to the hotel in order

to safely drop off and collect passengers and luggage, before moving onto the coach park.

In summary, the proposed restrictions would remove our ability to drop off and collect passengers entirely, which would subsequently force a re-think about visiting York for overnight stays, which and subsequently, this would discourage group travel and directly impact York's tourism sector.

We therefore strongly oppose the introduction of double yellow lines and request that the current single yellow restriction on Queens Staith Road be retained as it is.

Thank you in advance for your consideration.

- I volunteer with York Rescue Boat, I am a member of our leadership team.

You may be aware that we position our marked vehicle on Queen's Staith as part of our routine, high visibility patrols on the river each Friday and Saturday night. We use this vehicle as a command point, but also for our crew welfare. In addition, our volunteer crew use Queen's Staith to park their personal vehicles during the shift (18:00 thru 02:00).

We have always had a good relationship with CYC's parking team when we respond to emergency call outs (68 calls so far this year!). We park where we need to, we display an "On Call" sign and we have never received a PCN, even during long searches. But this change to Queen's Staith would cause us significant operational challenges every week during routine shifts.

We can't ask our volunteers to pay to park elsewhere, as this will prevent many from being able to attend. Furthermore, volunteers walking to retrieve their vehicles in the early hours would cause us potential risks to their safety and wellbeing.

We are really keen to feed our position into the consultation and I am really hoping that you can assist us with this? I am sure that we can find a long term solution that works for YRB and CYC.

I don't need to lay it on too thick, but we provide a really valuable service to York which is entirely fuelled by the passion and engagement of our team, who are all volunteers. No one at YRB receives a salary. We were out last night in the early hours for a "life saved" rescue. Introducing these new restrictions on Queen's Staith, will have a significant impact on our service unless we are offered some sort of derogation for routine shifts.

- We have been informed by the Queens Hotel in York, that you have sent them a letter with regards to the proposal of replacing single yellow lines with double yellow lines on Queens Staith Road, i.e. proposed amendments to the Traffic Regulation Order

(No. 14/68) 2025, which we, on behalf of the Queens Hotel and numerous coach operators and tour wholesalers throughout the UK, strongly object to. At present, Queens Staith Road operates under single yellow line restrictions (no waiting 8am–6pm), which provides a sensible balance between traffic management and essential business access, so we ask for this existing arrangement to be retained, rather than replaced with double yellow lines. We, along with many other coach operators and wholesalers, operate numerous coach tours to the Queens Hotel which all bring in very valuable tourism income for the City of York. The introduction of double yellow lines could completely devastate the hotel's business and dramatically reduce their income, along with the city's income as well, plus make groups reconsider placing their tours at this hotel as double yellow lines would stop all coaches being able to drop-off at and pick-up from the hotel, whereas single yellow lines would allow all coaches to do this safely and effectively, just as they have done for many years. It is absolutely essential that all coaches are able to drop-off and pick-up as they currently do, whether it is with luggage on their arrival or departure days or whilst staying at the hotel and going out or returning from a day trip, as the vast majority of coach passengers are retired (some in their 80's and 90's) and some also have disabilities, so this is the only way they can be dropped off and picked up safely from this hotel. The existing single yellow line restriction provides a practical and balanced solution that supports both road safety and essential local business needs, so we strongly oppose the introduction of double yellow lines and request that the current single yellow restriction on Queens Staith Road be retained as it is.

Officer analysis and recommendation

The proposed restriction would not prevent legitimate operational activity for the hotel or public house at this location. Loading/unloading of deliveries, the boarding and alighting of passengers, including coach drop-off and pick-up, remains permitted on double yellow lines where the activity is continuous, and therefore the needs of the Queens Hotel and coach operators can still be accommodated. Blue Badge holders also retain the ability to park on double yellow lines for up to three hours where it is safe to do so and no loading restrictions apply, ensuring that accessibility for disabled visitors is maintained. In practice, the removal of long-stay evening parking is likely to improve conditions by increasing available space and reducing obstruction, making manoeuvring and short-duration stopping easier for all users, including those with mobility needs. It will also support improved access for emergency and service

vehicles in what is a constrained riverside environment. Dedicated alternative provision for coaches is available at St George's Field coach park, approximately 1 mile away, where parking is free between 6pm and 8am, meaning longer-duration parking can be accommodated off-site without impacting access on the Staith. In relation to York Rescue Boat, we recognise the value of their service and would be supportive of facilitating their operational requirements through the use of our existing parking waiver system or similar arrangements for designated vehicles. Overall, reducing the volume of parked vehicles on the Staith would create a safer, more accessible and better-managed space for all users.

Options:

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