

Annex O

Westfield ward

O1

Location: Chapelfields Road/ Barkston Avenue

Nature of problem and plan of advertised proposal.

Details received on file were:

Cllr. Waller and our parking services team requested consideration of restrictions on the junction of Barkston Avenue due to vehicles parking close to the junction and on the footpath restricting visibility and access to the footpath.

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



Representations Received.

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

Objections:

- The proposal for yellow lines at the top of Barkston avenue York will affect where we can park our car, due to not having a dropped curb and the one way for car access this is the only place to park our car without blocking driveways, I will not park on the grass verge which will be our only option if you go ahead .

- I am writing to formally object to the proposed amendments to the Traffic Regulation Order affecting the junction of Barkston Avenue and Chapelfields Road, as shown in the plan included with your recent notice.

I have lived at .. Chapelfields Road for 27 years, and the introduction of double yellow lines outside my home would have a serious and unfair impact on my household.

1. I am terminally ill and rely on accessible parking outside my home

I hold a Blue Badge due to terminal illness. Being able to park directly outside my property is essential for my mobility, wellbeing, and ability to attend medical appointments. If double yellow lines are installed, I will lose safe access to my home, creating unnecessary physical hardship.

2. My household includes five drivers who rely on street parking
We are a large family with five drivers, and there is no alternative off-street parking available. Parking is already limited in the area, and these restrictions would create extreme difficulty not only for us but for surrounding residents.

3. No parking issues have occurred in 27 years

In nearly three decades of living here, there have never been any incidents, obstruction problems, or concerns raised regarding parking on this stretch of road. The proposed restrictions appear unnecessary and disproportionate to the reality of the area.

4. The proposal removes essential residential parking without demonstrating need

The plan shows a continuous stretch of double yellow lines, including directly outside residential properties. There is no clear justification provided for why this level of restriction is required or how it would improve safety. For residents like myself, the impact is severe and immediate.

5. Reasonable alternatives should be considered

If visibility at the junction is the concern, shorter junction protection lines would achieve the same objective without removing all available parking for residents. A full prohibition of waiting is excessive and unjustified.

For these reasons, I strongly object to the proposal and respectfully request that the Council reconsiders or modifies the scheme to protect resident parking and accommodate my essential medical and accessibility needs.

Officer analysis and recommendation

There are tactile crossing points on the junction. The junction is just before the bend of Chapelfields Road, and visibility of oncoming vehicles

is required when exiting the junction. Please see images below highlighting the visibility and accessibility issue.



The proposed restrictions would remove the vehicles currently parking on the footpath and provide clear sightlines when travelling on Chapelfields Road or exiting the junction of Barkston Avenue

Options:

1. Implement as Advertised- **Recommended**
2. Take no further action.
3. Implement a lesser restriction than advertised.

O2

Location: Wetherby Road

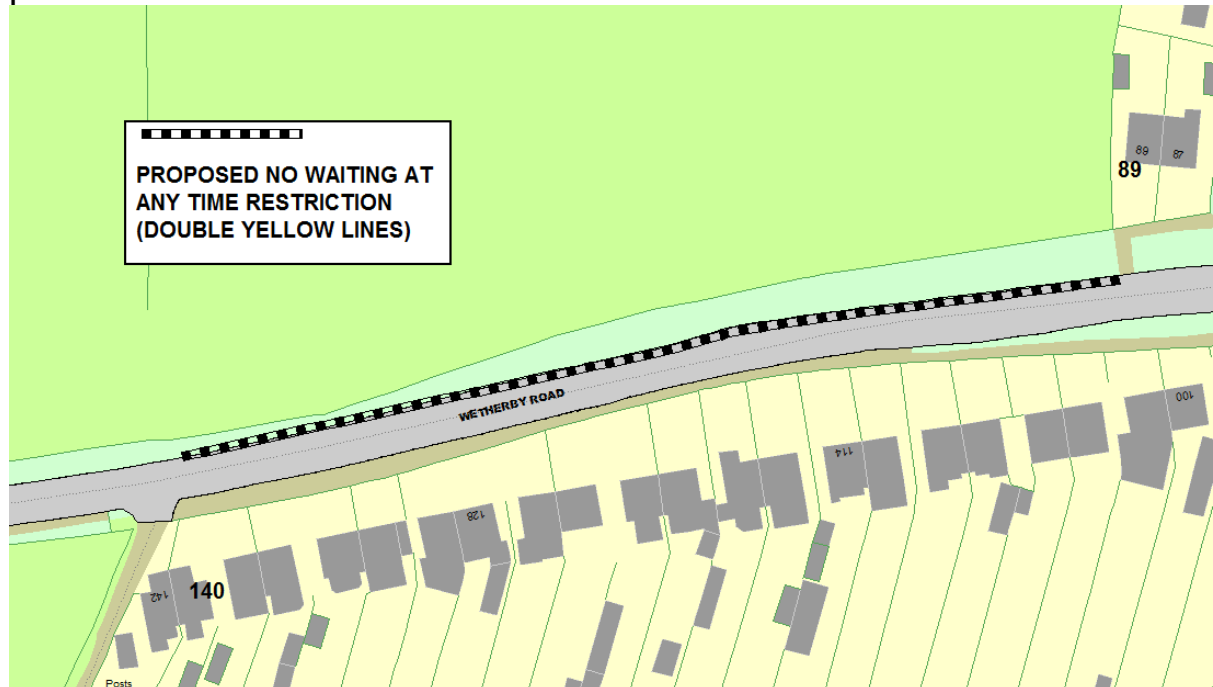
Nature of problem and plan of advertised proposal.

Details received on file were:

Request to consider restrictions on the carriageway due to vehicles parking on the verge and causing damage. The issue was raised by Rachael Maskell MP on behalf of the resident.

The area in question has been used for parking for a number of years and has caused extensive damage to the verge. All properties in this area have off street parking amenity for a minimum of two vehicles. 40m before this section of Wetherby Road the speed restriction changes from 40mph to 30mph.

We proposed to implement no waiting at any time restriction, as per the plan below:



Representations Received.

We received 11 objections to the proposed restriction.

Objections:

- I would like to object please on the basis of the proposed traffic restrictions would cause disruption to traffic on Wetherby Road and impact on safety of residents driving in and out of our properties.

My understanding is that Section 1(1) of the Road Traffic Regulation Act 1994 ("the Act") provides as follows:-

(1) The traffic authority may make an order under this section (referred to in this Act as a "traffic regulation order") in respect of the road where it appears to the authority making the order that it is expedient to make it—

- for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- for preventing damage to the road or to any building on or near the road, or
- for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
- (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
- for preserving or improving the amenities of the area through which the road, or
- for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

The letter is unclear on what basis the amendment is being proposed, but following email correspondence with Geoff Holmes, I understand that the proposal is in response to an (undisclosed) number of resident's complaints about a small number of cars parking on the grass verge opposite the property.

While this is understandable, the proposed double yellow lines there would be highly likely to displace these cars onto the left hand side of the road adjacent to our properties instead. This would cause far more disruption and 'stop/start' to traffic flow along Wetherby Road, block visibility when leaving our driveways, which is a safety issue, and lead people to park on the verges next to our properties instead. Therefore just moving the problem elsewhere and contradicting the intention of the TRO in the first place.

I know that several other residents share this concern and I have received a letter from one of my neighbours which was shared with all the affected properties.

I would be grateful if you could reconsider this TRO on the basis that it will lead to negative unintended consequences, making the situation worse than the problem it is trying to solve – i.e. reducing traffic flow, making entry and exit points to properties more dangerous (getting out of my drive amongst parked cars is a nightmare as we are around a corner) and displacing cars onto grass verges adjacent to resident's properties.

- I would like to raise some concerns regarding the proposed double yellow lines on Wetherby Road. The proposal is to stop parking and stopping on the north side of the road, adjacent to the fields. This space is currently used by a small number of drivers, occasionally when dropping off passengers, but predominantly by a handful of residents, who park on the grass verge, where parking on driveways is full. The proposed double yellow lines would have the impact of driving all of this parking and stopping to the southern, residential side of the road. I am concerned about the impact of this on the safety of drivers and pedestrians using Wetherby Road.

When pulling out from the driveway of 142 Wetherby Road, visibility of traffic coming from the east is severely affected by any on-road parking on the southern side between our house and the curve in the road (around number 116). As drivers are frequently seen to be accelerating as they head west towards the 40 m.p.h. limit, my concern is that there is an increased risk of a collision in this stretch of road. This risk is also increased for the pedestrians that cross Wetherby Road, particularly after leaving the alleyway that leads to Chapelfields.

Additionally, the parking of vehicles on the southern side of the road will slow the flow of traffic along Wetherby Road, as drivers negotiate the parked vehicles. Inevitably this will also involve increased noise from accelerating vehicles and the horns of irritated drivers.

As a final point, the proposed double yellow lines will encourage those drivers who currently drop off passengers on the Northern side of the road to do so directly outside our house (I am not sure why the proposed lines stop at 140, not 142). This will mean that vehicles will be stopping closer to the faster moving traffic that is leaving the 40 m.p.h. zone and entering the 30 m.p.h. zone, further increasing the risk of accidents.

- I believe they are not needed on the road and will cause other problems further down the line. I think this should really be considered again and thought through properly. I have lived on the road a long time and it is very rare to see cars parked on that side of the road so I don't think there is a need for it.
- We are writing, in our capacity as residents of Wetherby Road, York, to object to the traffic restrictions proposed on Wetherby Road, which form part of the proposed York Parking, Stopping and Waiting (Amendment) (NO 14/68) Traffic Order 2025. We were notified of the proposed introduction of 'No Waiting at any time' double yellow line

restrictions to a section of Wetherby Road by letter dated 31st October from the council's Highway Regulation department.

On making enquiries to the department, we were informed that they had received a request from

York's MP, Rachael Maskell, on behalf of local residents to raise the issue of vehicles parking on the verge causing damage. The proposal is to prevent this by painting double yellow lines on the road.

We have lived on the road for 26 years and have never heard of such a restriction being proposed before. No one in the street has ever discussed such concerns with us personally. Neither has the matter being raised by any of the local councillors in their newsletters or walkabouts. Speeding vehicles and being able to cross the road safely, however, have frequently being topics of conversation.

The verge in question - a section on the north side of road - starts where the houses on that side have stopped. It continues up to where the houses end on the opposite south side of the road.

Quite why this piece of verge has been singled out for restrictions over the other sections of grass verge on the street is unclear. The verge is in a good condition and there are no obvious safety issues such as restricted view, closeness to a junction etc.

Vehicles belonging to residents or their visitors do park on other areas of verge on both sides of the road as well as the verge in question. Some of the verges have sustained some damage over time - loss of grass - but, for some reason, these have not been included in the proposed restrictions. We presume because there was seen to be no basis on which this should be done.

This has led us to wonder if it is the particular view of the farm fields on that side of the road that the complaining resident/s are wanting to preserve rather than the verge itself, which is why other areas of grass verge on the road have not being deemed to be in need of the same protection.

We are concerned that the introduction of yellow lines will urbanise the street scene and will be the beginning of the whole road been painted in yellow lines. Ironically, if cars cannot park on the road, then it will make it easier for those drivers, who are so inclined, to drive even faster up and down the road without having to slow down at all.

Our biggest concern by far is regarding the volume of vehicles that use the road, the size of some of these vehicles and the speed that they regularly are driven at.

Each year the situation gets worse and it gets harder to cross the road. This is compounded for those who are less mobile or elderly. There did used to be two small flashing signs that warned drivers to slow down but one of these stopped working several years ago and the remaining one was badly positioned. It too stopped working and neither have been replaced. We do not understand why these speed signs are not being replaced. It makes no sense whatsoever unless savings are being put ahead of safety.

Our house routinely vibrates when heavy vehicles, such as supermarket delivery lorries are passing. There is also daily refuse trucks travelling back and forth to the waste site at Harewood Whin as well as coaches.

To conclude, we question the need for the restrictions as proposed and object to their implementation.

- I am writing regarding the proposed introduction of no waiting restrictions on Wetherby Road.

As a resident, I wish to state my strong opposition to these plans. There is no clear justification for introducing these restrictions, and I believe they would have a negative impact on both our road and the local community. While a small number of vehicles do occasionally park on the grass verge opposite our homes, this has never caused any obstruction or traffic issues.

The far more significant problem on Wetherby Road is the excessive speed of passing vehicles. The speed at which some vehicles travel causes noticeable vibrations within our property, often waking us early in the morning and being felt even at the rear of the house. Addressing dangerous vehicle speeds on Wetherby Road should be a far higher priority for the council than implementing unnecessary parking restrictions.

I therefore urge the council to reconsider these proposals and instead focus on effective measures to reduce speeding and improve safety for residents.

- I am opposed to these changes. I see no reason for these restrictions to be in place. And feel that putting these restrictions in place will actually have a detrimental effect on our road and neighbours. A small number of vehicles do park on the grass verge opposite our houses. But this poses no problems for traffic. The greater issue on this road is the speed at which cars travel, which can be felt within our property. This should be the focus of changes not no waiting restrictions.
- I write in response to your letter dated 31st October in which it is proposed to paint double yellow lines on the north side of Wetherby Road between numbers 89 and 140.

I wish to express my strong objections to this proposal for a number of reasons:

1. We have lived at number ... since 1985. In all that time there have been a handful of neighbours who regularly park vehicles on the verge on the north side of Wetherby Road. Normally 4-6 vehicles at most. There is space for these vehicles to park without obstructing the highway, but vegetation means that there is no space for an increase in these numbers. So my first question is why now as this situation has remained the same for at least 40 years?

2. The neighbours who park here do so I understand because they have insufficient space on their driveways. So if they are prevented from parking as now, they will either have to park on the south side of the road, which will inevitably obstruct the highway and/or the pavement or they will have to park beyond the yellow lines either to the west of Wetherby Road towards the roundabout, or to the east in Briar Avenue or further along Wetherby Road where there are at present no restrictions. Whatever options they choose will mean parking on the highway which will lead to complaints from commuters who use this road and then to further extensions of Yellow lines on both sides of the road.

3. On a very few occasions in recent years we have had non-residents parking here, once to advertise a car for sale and once or twice for people leaving their cars and sharing a lift. We also have the occasional visitor to Wetherby Road residents who have parked on the north side verge to avoid obstructing the east or west bound highway. These odd occurrences have not escalated and does not justify the expense of imposing these parking restrictions.

4. The imposition of double yellow lines for a short distance will have an unsightly effect on the rural aspect and begs the question why not extend the restriction to the whole of Wetherby Road from the ring road to the Beckfield Lane/ Ridgeway Roundabout, thereby preventing those who park on the verges to the east of number 89 from using the spaces in front of their homes.

5. There has been, to my knowledge, no site visit nor wider consultation with neighbours who will be affected by this proposal, other than your letter of 31st October to some but by no means all which gives less than a month for residents to respond. I would urge you to delay these plans and organize a wider consultation to include all residents of Wetherby Road before you proceed.

6. The residents of Wetherby Road have over the years had to campaign regarding a number of concerns, including the poor

state of the road causing excessive vibration to our house. This was put right eventually when the road was re-surfaced. But the number one concern has been the excessive and hazardous speeding of both west and east bound through traffic. This has been addressed in the past by introducing a 40-mph limit from the 30 mph de-limit out to the ring road, with limited effect. And also with speed indicators which have been removed as they had stopped working. When we requested replacements, a survey was done but in the wrong place too far eastwards and at the wrong times and then used as justification for not installing replacements. The speeding issue is still the major concern of residents and will inevitably result in further accidents to residents and pedestrians. I suggest the money saved on yellow lines would be better spent on two speed indicator devices (SIDs) one for eastbound traffic opposite number 142 and one adjacent to number 86 for westbound traffic.

7. I am copying this letter to Rachael Maskell MP and to our 3 Westfield Councillors; Jo Coles, Emily Nelson and Andrew Waller in hope that they will take action to prevent this proposal going ahead without proper consultation with all local residents.

- I live down Wetherby Road and I object for the double yellow lines, as this will cause major issues as people will park their cars on the opposite side of the road and will cause impact on the road traffic and become dangerous as it will cause safety issues when people wish to reverse out of their drives. For safety reasons it's a ridiculous idea I find it very busy when trying to reverse out of my drive hence my objection, I look forward to hearing from you. How about fixing potholes more maintenance, less restrictions.
- I live on Wetherby Rd and am curious on the pathetic idea one of your idiots have come up with regarding placing double yellow lines on our road.

Can you explain how you came to this idea and what studies have been done regarding you thinking double yellows are a good idea on a road nobody parks or stops on. Seen as I've been here since 1986 I think I have a better idea of traffic here than you have.

If this goes ahead it will cause trouble where there is actually no problem..

I know some jobs worth has to try and defend his job by coming up with ideas but I'd recommend sacking them for starters, see, I'm already saving you money.

I and most people on this road object. and just out of curiosity when are you going to inform us as I've had no letter or door knock

regarding it. are you just slinking it thru and disregarding people who pay youre wages.....

pathetic idea by a pathetic person who has no idea on the impact it will have...

as ever york clowncil strike again...

- We are aware that some locals do park on the verge, and quite often guests to houses in the area, which is useful to keep this road clear and free flowing – especially at peak times. We personally do not use the verge however often visitors to our home do. Our concern is that if users are denied the use of the verge they will instead park on the south side of the road and therefore impact negatively on the flow of traffic (on a busy road during peak times and when there are problems with the A64).

- I strongly object to the outlined plans of paragraph (F).

Amendment (no 14/68) - To install Double Yellow Lines

I have lived on this road for over 25 years and have never known anyone parking on that proposed side of the road for any length of time that would cause an issue.

One of my concerns is that people parking on the pavement, blocking the pavement (I attach a photo for example)....

This road has got so much worse over the years, high volumes, speeding, heavy goods, HORRENDOUS VIBRATION ISSUES, there is no respite for us as residents.

It seems completely pointless and very costly work that is not necessary, when the money could be spent on necessary speed calming.

This road does not have a weight restriction, so we get all the delivery lorries into Acomb, construction heavy goods and refuge lorries going to harewood whin, causing bad vibrations within our properties.

Constant drag racing in the early hours, cars racing side by side up and down wetherby road heading towards rufforth aerodrome.

I have continued to ask for traffic calming on this road, I have correspondence going back 25 yrs, when I was dealing with Fred Isles.

Double yellow lines on this road is such a redundant idea, you need to remember this is a residential road and has been since 1926.

Officer analysis and recommendation

Verge parking is occurring in this location and causing damage.

However, it is not affecting other highway users as there is no footpath on the north side of Wetherby Road. Residents and ward councillors have raised concerns regarding the current speed restrictions.

The recommendation is to take no further action. We will also request our Road Safety team consider conducting a Speed Data Radar survey in this location to provide a better indication if any review of the current speed restrictions are required.

Options:

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