

## Annex P

## Wheldrake ward

**P1**

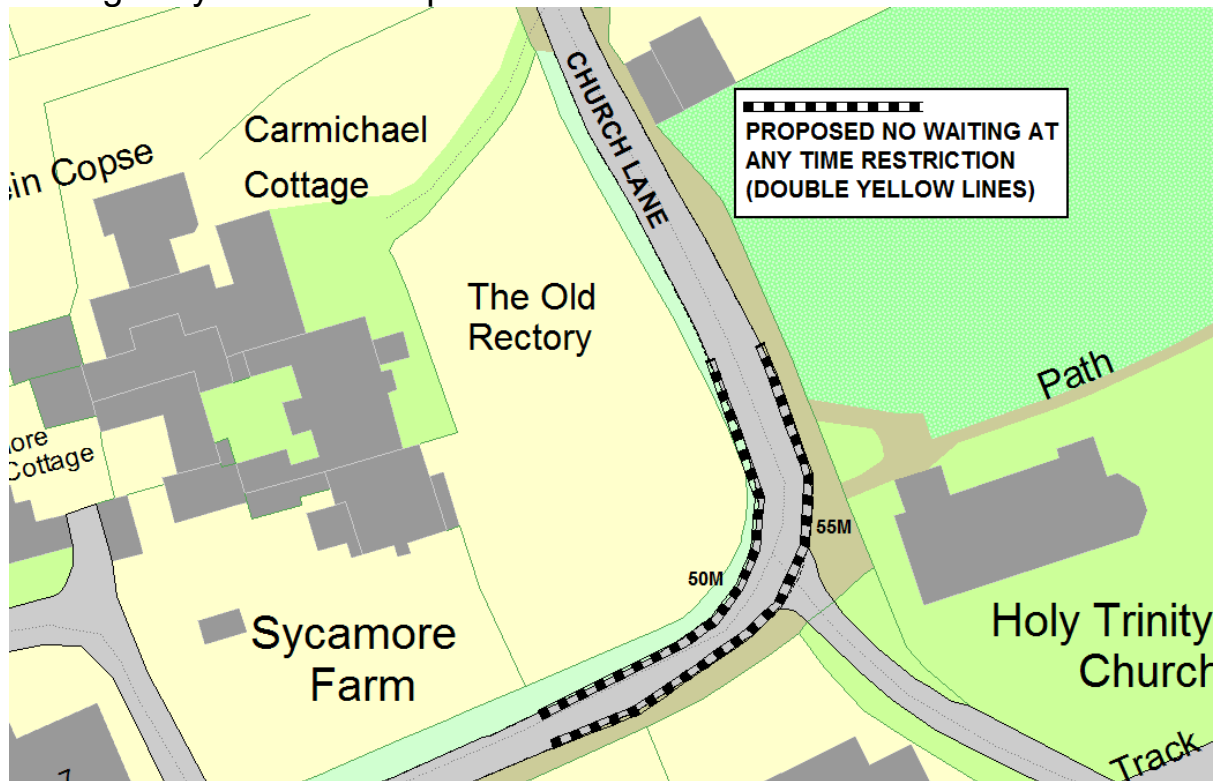
**Location:** Church Lane, Elvington

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

Details received on file were:

Residents reported an issue of vehicles parking close to the bend leading to vehicles approaching and rounding the bend on the opposite side of the carriageway. There is no visibility of oncoming vehicles when rounding bend. This road is used by agricultural vehicles from nearby farms. Holy Trinity Church is located on the bend.

We proposed to implement no waiting at any time restrictions to improve visibility and reduce vehicles taking the bend on the opposite side of the carriageway. Please see plan below:



### **Representations Received.**

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

Objections:

- I would like to object to the above proposed amendment to the Traffic Regulation Order, suggesting double yellow lines on both sides of Church Lane, outside the church and beyond. Firstly, there is already very little parking available for the residents that live on the Lane. Most homes now have 2 cars, and the cottages only have space for one car directly outside. As the Lane is not a permit only Lane, other residents and visitors to the village

already use these spots, leaving it impossible for Lane residents to park. Added to this, there are large commercial vehicles parked here overnight, whose owners do not live on this Lane. Simply putting double lines here would not solve the parking problem but move it further down the Lane, exasperating the problem for all residents.

Secondly, there is a single white line already to remind people not to park here. The Road is narrow, parking here blocks private driveways and also prevents large vehicles like tractors, ambulances and oil tankers passing. People already park on the path here which is illegal and blocks them for pedestrians.

If the yellow lines are added by the Church, then the white line would be ignored and used as parking instead. This white line should actually be a yellow line for loading only, especially if the double yellow lines go ahead.

Please could you advise what the reason is for the double yellow lines? There have never been any accidents on this corner and the cars parked there are out of the way, causing no obstruction. In fact, they serve to slow cars down, especially delivery vans etc. I understand there is sometimes little parking for church users but as this is very infrequent, surely the residents of the Lane's needs are more important. Parked cars have also helped recently, to slow down the 2 weeks of constant lorries 24 hours a day flying up and down the Lane alleviating a Yorkshire Water leak problem that occurred somewhere else in the village. If, in the future, there is a problem and the corner is empty, these very heavy vehicles will be even more dangerous.

- I would like to register opposition to the proposal for double yellow lines on the bend outside Holy Trinity Church, Church Lane, Elvington.

Parking on this part of Church Lane is not excessive, it's a quiet no through road, used by local residents, farm and delivery vehicles who are in the main aware of the tight bend and drive accordingly. Occasionally there are funerals, weddings and events in the village hall plus church services approximately 3 times per month when more parking is needed. The addition of restricted parking would push parking further along Church Lane or to other more congested parts of the village when these events are on. It would also make it difficult for those with mobility issues to access the church.

Double yellow lines would reduce the space available for residents living in the row of terraced cottages on Church Lane, an area already congested with parked cars and in parts much narrower

than the bend at the church, most of whom don't have the luxury of private drives. The road leading up to the church provides valuable space for residents of the cottages and any visitors they may have. Once again restrictions could push parking further along Church Lane or onto Main Street (B1228) a much busier road with through traffic and HGVs.

There is a dropped curve on the bend on the left hand side (gated access to the pumping station and private driveway), parking here is already illegal.

Double yellow lines on both sides of the road would not be in keeping with this more rural part of the village which is part of a conservation area.

I would be grateful if you could consider the above and if it is necessary to restrict parking in this area please consider shorter paler lines restricted to the left hand side of the highway or to return to the original proposal of a single white line (already in use in Church Lane where the road is very narrow).

- I am resubmitting comments on Proposal 'No waiting at any time' restrictions in Church Lane, Elvington. Comments framed as OBJECTIONS Please replace my previous comments with these below:-

Although I support the idea of parking restrictions to ease safety /sight at the bend I have to reframe my comments with Objections as follows:

1. There is no need for double yellow lines, even paler primrose ones. There are several dropped kerbs along the bend which separately serve 1) as access into the churchyard for motorised vehicles in the form of grave digging vehicles, 2) for motorised vehicles into the track for access to Yorkshire water storage tank and for other vehicles for pathway maintenance, and 3) access to two residential properties. The installation of a single white line would address parking restrictions in this area and would be more appropriate in a conservation area.

2. The length of the line should be shortened to start at lamp stand in the church yard ( approx 4m shorter) and end at the boundary between Fernlea and Carr Masks (approx 4m shorter). To continue to ensure some parking in the lane for residents and users of church.

3. There is no need for a line on the inner bend, especially not a double yellow line.

4. There will be need for occasional parking at the church for eg funeral and wedding cars and to drop off and collect folk with mobility challenges and for delivery & collection of items to the

church. Please can you clarify the rules concerning these situations.

The state of the road for installation of markings still remains a concern.

In support:

- I am relieved and gratified that at last the Highways dept at CYC is proposing to put primrose coloured lines around the bend in Church Lane Elvington.

As we did not hear directly from your department, I was copied into the communications about this. I have then passed on the information to other residents who live beyond the bend in Church Lane who are most impacted by the dangerous corner and who supported our original letter to Elvington parish council in July 2023. I imagine a copy of that letter is in your files but if not I can send it to you again. None of them received your recent letter but most have or intend to write supporting the proposal.

it is important that the views of these residents beyond the bend are prioritised when the decision about the proposal is made as they still have to negotiate that blind bend as often as several times a day.

I look forward to seeing the lineage work being completed.

- I am responding to the advertised proposed 'No waiting' restrictions for Church Lane, Elvington (notice dated 31 October 2025).

As a local resident I fully support this proposal. This is purely on the grounds of road safety and follows years of frequent dangerous parking on the bend by the church.

It is clear that folk parking there fail to appreciate that there are residents and farms in Church Lane beyond the church and that there is constant traffic up and down the lane; with such parking it can be difficult and haphazard rounding the bend and there have been several minor incidents or near misses.

A few church goers may object, although it is often vans parking there. If the vans are connected with the nearby Yorkshire Water facilities, they have ample room in the gated service lane leading down to those facilities alongside the graveyard. Church goers can easily park either side of the proposed restriction, and it will not hurt them to walk a few yards. (No doubt if they are disabled, they would have a badge anyway.)

There will need to be occasional pragmatic exemptions for official wedding cars or hearses attending the church: one would like to think that normal common-sense can prevail then.

But please note, the Church Lane road surface is severely degraded: this is more than occasional potholes, but the surface is simply all falling apart. It would be quite pointless trying to paint anything here until this has been totally re-surfaced. CYC is well aware of this, and Elvington Parish Council have been making strong representations for some time to get this properly fixed. Just sending someone to try and fill in the potholes just here is a complete waste of time – it always ends up worse; and painting it now could be challenging to say the least. You may wish to liaise with those responsible, and if you could push for this essential and overdue work to get done first, that would be a good step forward.

Elvington Parish Council provided the below comments:

*'The members of Elvington Parish Council do not have any objections to the proposed 'No waiting at any time' restrictions on Church Lane, Elvington.*

*It is assumed that funeral cars and disabled drivers would be exempt.'*

**Officer analysis and recommendation**

Any parking close to, or on the bend is leading to vehicles rounding the bend on the opposite side of the carriageway and into conflict with any vehicles coming in the opposite direction, which are often large agricultural vehicles and wagons. Blue badge holders can park on double yellow lines for up to 3 hours providing they are not causing an obstruction. Wedding and funeral vehicles are permitted to stop in order for passengers to be dropped off and collected.

**Options:**

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

**P2**

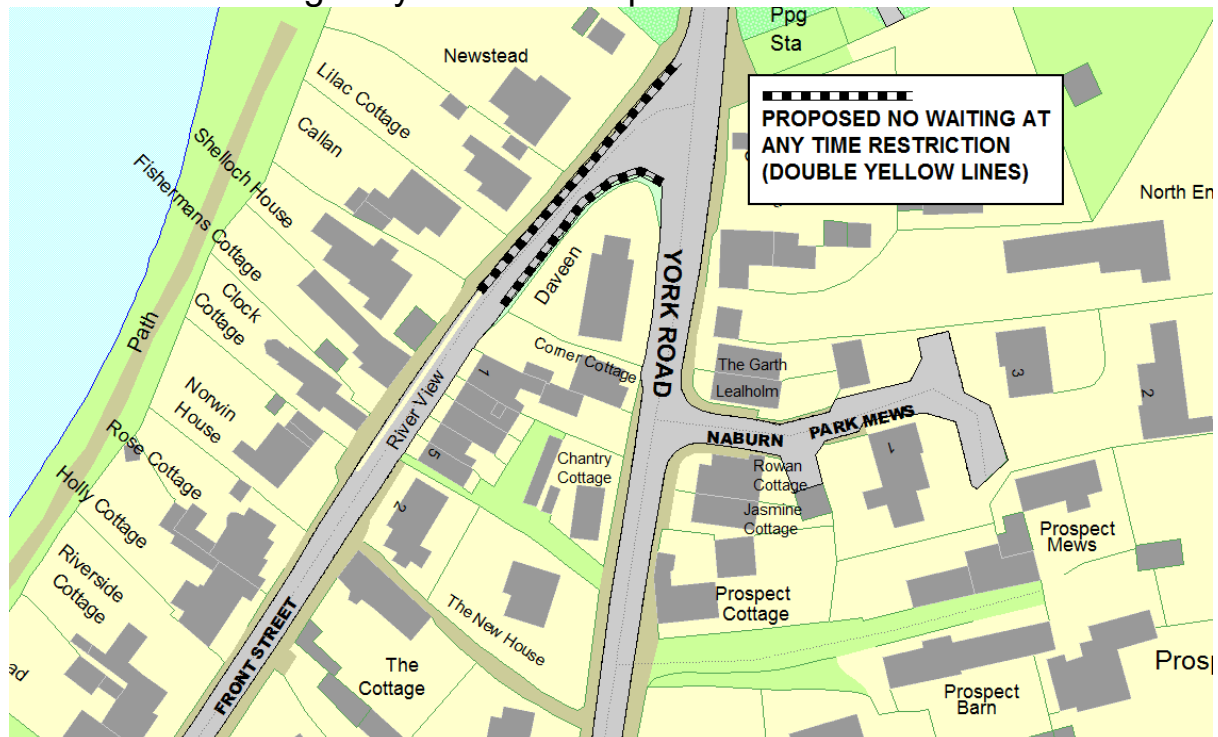
**Location: Front Street, Naburn**

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

Details received on file were:

The Parish Council raised a concern of vehicles parking close to the junction with York Road leading to vehicles travelling towards the junction on the opposite side of the road and into the path of vehicles turning into the junction.

We proposed to implement no waiting at any time restrictions to both sides of the carriageway. Please see plan below.



**Representations Received.**

We received 10 objections and 2 representations in support of the proposed restriction.

Objections:

- I am writing in relation to the proposed 'No Waiting at any time' restrictions on Front Street, Naburn. I would like to object to the plans as see no benefit to the village in any way, only making a situation worse. I have a property on Front Street with no drive way and have to rely on parking outside my house. Having the additional yellow lines will mean that I may not be able to park outside my own property due to there been the lack of parking for other residents. There will also be an increased number of cars forced to park on Main Street which will cause further obstructions to people travelling through the village towards York.

- I am writing to confirm my objection to having the double yellow lines painted on Front street, Naburn as I see this action will cause more obstructions and difficulties to the roads than reduce the issues at the junction.

I would suggest you consider rerouting the bus onto the main road rather than using a considerably smaller residential street (front street). The bus route uses the Main Street in one direction but not the other which does not make sense

- I am writing to register my strongest possible objections to the proposed parking restrictions in Front Street, Naburn.

The reasons I object are as follows:

1. There has been completely inadequate local consultation, possibly letters to 3 or 4 properties which border the proposed restriction, which ignores the wider impact of these proposals both further along Front Street and on York Road as outlined below.

2. There has been a failure to engage with the local democratic structures. I understand that this proposal may have been triggered by a letter from Naburn Parish Council in the past year, which put forward three options. Apparently there has been no response to their letter or reasons for ignoring other proposed options, and no response to their latest concerns about the extent of this proposal, yet they have a role in representing the views of this community.

3. The reason for the Parish Council raising this matter is that one household in particular has expressed concern about the blind junction if drivers turn left into Front Street, coming from the south towards York. Most other residents are strongly in support or retaining parking along Front Street, which has existed without significant problems over many decades.

4. There is already a lack of off-street parking for at least 6 properties along Front Street. This proposal will exacerbate this issue and cause difficulties between neighbours further along the road and into York Road.

5. Many households have two cars. This could be reduced if there was a regular bus service, but we are effectively a rural out-post of York with services running every two hours during the working week (i.e. Mon to Fri, 7am-6pm). This needs to be taken into consideration when reviewing parking restrictions.

6. There will inevitably be a knock-on impact on York Road, increasing localised pollution. This is a busy road as it is a key commuter route and a "rat run" during rush hour. Much of York Road is effectively single sided road due to resident parking. While this slows traffic down, it also causes too much stop-start driving

through the village. We already suffer from excessive traffic pollution due to vehicles pausing outside our house, waiting for a gap in oncoming traffic, then accelerating away. We do not open windows to the front of our property for this reason.

7. More pavement parking on York Road is inevitable due to its limited road width. Pavement parking and overgrown hedges already cause regular problems for pedestrians, with elderly and partially sighted residents regularly forced to step into the main road to get past obstacles. This problem will increase.

8. York Road through the village is the only possible route for large boats being transferred to and from York Marina by road, and such manoeuvres through the village are already extremely difficult. If a basic Road Safety Audit has been undertaken, this aspect should also be considered.

9. The proposed restrictions will clear parking from some 100m at the end of Front Street towards the junction with York Road, but this will encourage cars to drive faster along a clear road with even less safety than is currently the case.

10. Double-yellow lines on both sides of the Front Street is excessive and unnecessary. No one ever parks on the east side of Front Street along the final 150m, there is a well-understood and imitated convention of parking alongside the pavement. We do not want a relatively quiet street in the village to become an urban landscape.

If there was greater emphasis and awareness of the Highway code and existing rules about parking, i.e. rule 243 “do not park within 10m of a junction” and rule 244, then the proposed restrictions would be superfluous. Basic road sense and driving with consideration for other road users is already evident at this junction nearly all the time. You cannot eliminate every risk all the time, and there has been no verified or tested evidence that this junction is unsafe as it is. It is a blind turning from the south, but if there have been any incidents, and I am not aware of any, then one or other of the vehicles involved must have been driving without due consideration.

In conclusion, this proposal needs a detailed onsite audit of the risk and proper local consultation before any further restrictions are implemented.

- I am writing to express my strong opposition to the proposed introduction of 'no waiting at any time' restrictions in Front Street Naburn.

There has been no local consultation about these proposals and no engagement with the Parish Council. I understand that the

Parish Council recommended the introduction of a 'no left turn' sign at the junction of York Road with Front street, from a southerly direction, to remove the possibility of a collision with a car coming down Front Street, which is one of the main concerns of the few people agitating for restrictions. This recommendation has been completely disregarded by the highways team with no engagement with the village. I would urge you to reconsider this eminently sensible recommendation.

If the proposed restrictions are put in place there are at least 6 cottages with no off street parking who will be forced to move their cars either back along Front street (where there is already very little space) or onto York road. We live in North End Cottage right on York road and already suffer regularly with cars queueing outside our house to get round parked cars. York road is a busy road and we are concerned about the increase in pollution from these cars, to the extent that we are reluctant to open our windows. I have also witnessed boat traffic for the Marina unable to get through with a large boat because of parked cars on York road; this is the only possible route for boat transport and more cars parked on York road would make the situation very difficult. Has the Marina been consulted?

The majority of households in Naburn own at least 2 cars because the village bus service is so infrequent. It seems that no thought has been given to where these cars will park if restrictions to Front street parking are introduced.

If all cars are removed from the proposed part of Front street, it is likely that cars will be driven at greater speed, thus increasing the risk of collisions. At the moment the parked cars serve to slow drivers down. I am also concerned that these restrictions will cause 'parking wars' between neighbours in our otherwise friendly village community.

For all the above reasons I urge you to reconsider your proposal and to engage in consultation with Naburn village regarding any further proposals.

- I am writing to formally object to the proposed introduction of double yellow lines on Front Street in Naburn Village.

I live in the terraced houses on Front Street where we have to rely on the street parking. Many other neighbours also rely on the street parking currently available as some do not have access to a private driveway.

This proposal would reduce accessibility, especially for residents with young families and mobility issues. Parking further away is not

practical or safe especially during the evenings and winter months when the main road is already congested.

The remaining spaces would be taken up by cars that belong to visitors to the area. York Road would become more congested and there will be less space to give way.

I haven't personally received a letter regarding these changes so I would please like to request a map of where the proposed double yellow lines would be.

I am respectfully requesting that the council please reconsider this proposal as it would cause a significant impact on the residents.

- Residents of River view DO NOT have driveways or Garages, we depend on on road parking, which is already scarce .

I strongly OBJECT o having yellow lines at the start of Front Street for the following reasons ;

Any visitors I have will have less places to park when they visit.

If someone parks in front of my house I will have less places for me to park.

If you take away the few spaces at the start of Front Street it will increase the speed that car drivers do through Front St, increasing more risk for the many pedestrian #s that use the street.

I ask that you please consider my objections, I fear it will cause parking issues and will bring great disharmony to what is a happy street to live in.

- Having very recently moved into a property on Front Street which has no driveway upon which to park a vehicle, I am writing to object to the proposals which suggest there will be "No Waiting at any time" on both sides of the road.

There is a large proportion of properties on this street which will have nowhere to park, so without alternative provision for parking, this proposal is absurd. More problems are being created than resolved.

I understand that there has been no Road Safety Audit undertaken to identify the current issues and come up with sensible solutions.

I would urge you to reconsider, undertake the required Audit, and consider the street's requirements in its entirety. This is sloppy, lazy Planning.

- I'd like to register my objections to proposed changes to front street Naburn. The junction requires only due care that any road user should be exercising at any time. Additional double yellow lines will reduce passive traffic calming from parked cars along Front street (a 30mph road and frequent 'rat run' at rush hour ) and push parking onto York road, where parking already creates

problems for pedestrians and school children, as the pavements are inadequate.

Making the entire village 20mph, like bishophorpe would be fair more desirable, improve overall safety and air / noise/ quality / reduce signage, which councillor Vasey and Naburn parish council are very supportive.

- I am writing to strongly object to the proposed amendments of double yellow lines to the north side of Front Street, Naburn. The proposal to considerably extend the double yellow lines goes against numerous City of York Council (CYC) policies and, most importantly, significantly increases the danger at this junction which the Parish Council were trying to alleviate.

The Parish Council requested either (a) a short section of double yellow lines to the north side of Front Street, from Lilac Cottage up to York junction or (b) implement a no left turn into Front Street from York Road. They also requested that a site visit be undertaken to discuss the matter further. Traffic Projects Officer from the CYC Highways Team wrote back to the Parish Council and stated that a site visit would be undertaken during the investigation stage of the project. This site visit was never arranged; the Parish Council were unaware of the extent of the double yellow lines which CYC Highways team have proposed until this consultation period. I have attached a copy to this email of the correspondence between the Parish Council and CYC Highways Teams, and the feedback from the Chair of the Parish Council to myself.

The main issue which the Parish Council wanted to alleviate was to reduce the risk of vehicular collisions at this junction. The proposal to introduce double yellows the entire way increases this danger. At present, the parked cars are acting as passive Traffic Calming Measures causing vehicles to slow down as they go past. Removing parked vehicles for the entire length of this road will lead to vehicles proceeding down the road at an increased speed. The road is approximately 5.05m wide so it therefore not wide enough for a central road marking to be introduced. Many vehicles driving along Front Street will therefore be positioned in the middle of the road due to an absence of a central road marking. As cars will still be able to turn left onto Front Street, the risk of a serious incident will be significantly higher; cars travelling with an increased speed have less reaction time and longer stopping distances. In the event of a collision, the momentum with which cars strike each other will be greater if they are travelling at an increased speed, making the collision far worse.

Introducing double yellow lines where proposed, removes approximately 6 – 9 parking spaces in total on Front Street. With the parking restrictions which are already in place along Front Street and the presence of many homes without adequate parking, residents will be forced to park on the main road (York Road, B1222) as opposed to the minor road (Front Street) and then cross the main road on foot to get to their homes. There is a serious lack of street lighting in this area nor are there adequate footpaths. This increases the danger of residents being struck by moving vehicles, particularly during nighttime hours. The main road already has issues with passing traffic due to the number of vehicles which use this road for parking. Increasing the number of vehicles parking here will also increase the danger of the main road for traffic passing through the village.

As far as I am aware, CYC Highways team have not had a road safety audit undertaken for this junction. In the absence of this, I approach a local Civil Engineer who often undertakes Road Safety Audits to complete this on our / your behalf. Lee Foulner is a highly experienced Civil Engineer who has worked for the majority of the past 25 years in Highway Design and Road Safety and has completed the ROSPA Road Safety Engineering Courses. He has considerable experience in providing Road Safety Assessments and Road Safety Audits. When he undertook an independent check on the proposal, he has also concluded that the proposal increases the danger of the road and goes against numerous CYC own policies. I attach a copy of his statement to this email too and have received confirmation from him that he is happy for this to be circulated as required and enter the public domain.

With regards to parking, this proposal goes completely against the CYC own policies, in particular PPG-3 Housing. This policy stipulates the need to provide space for up to 1.5 cars per residential unit. Introducing these double yellow lines will result in at least 6 homes no longer having this parking.

Some suitable alternatives which could be considered instead are:

- Introduce hatching an up to 3 bollards to ensure that vehicles turning left on Front Street make a wide turn thereby increasing their visibility during this maneuverer. Introduce a 10m stretch of double yellow lines adjacent to the junction in accordance with national standards. I have attached to this email two-mark ups showing how this arrangement would work. One is a basic hand sketch for clarity; the other has been done on AutoCAD to allow accurate visibility lines to be added to demonstrate how this arrangement increases the safety of the junction.

- Introduce a “no left turn” traffic control measure onto Front Street to eliminate the danger altogether. Introduce a 10m stretch of double yellow lines adjacent to the junction in accordance with national standards.
- Implement a one-way system through Front Street heading from South to North to eliminate the danger altogether. This would work very well with the existing road layout, particularly as Front Street is not wide enough for a central road marking. Also introduce a 10m stretch of double yellow lines adjacent to the junction in accordance with national standards.  
Should CYC ignore all the advice which they have been given and introduce the double yellow lines regardless thereby making this junction more dangerous, they will leave themselves seriously exposed from a liability perspective should the worst happen and for there to be a major road incident involving cars and/or pedestrians. I (and others) are more than happy to work with CYC to find an appropriate solution which works for all.

In support:

- We would like to fully support the proposed no waiting at any time on Front street, Naburn.  
Our reasons for this are as follows.  
There have been several near misses when cars have turned onto front street from york road and met oncoming vehicles on the incorrect side of the road due to several parked vehicles on the road close to the junction.  
Occasionally we have cars parked on the only footpath on this section of front street! due to the narrow width of the road, which in turn has meant prams, pushchairs and disabled people have struggled to pass.  
Then there is the case of emergency vehicles unable to pass the parked vehicles to access front street.  
There have been occasions when the local buses have been unable to pass and had to reverse back along front street and join york road via main street.  
As we live opposite the junction we have witnessed this on numerous occasions over the 4 years we have lived here and the situation seems to be getting worse.  
These are the reasons we feel that imposing a no waiting at any time on both sides of the road will make a massive impact on road safety and pedestrians alike.

- I fully support the addition of no waiting lines from the south end of Callan (joins up to existing No Waiting Lines from Shelloch House through to Clock Cottage), to the north end of Front Street, for three reasons:
  1. On several occasions, when vehicles are parked on Front Street outside either Callan, Lilac Cottage and Newstead, you are forced to drive on the opposite side of road, I have been travelling north, towards York Road, and met cars travelling north on York Road and turning on to Front Street to travel south, and not seen them coming due to the banking and hedging of Devin, nether vehicle could see each other until they are significantly round the corner. Luckily both I and the other drivers have been driving slow enough to stop in time, but on some occasions have been very close to a collision.
  2. Larger vehicles (Emergency vehicles, busses, and lorry's) at best have to slow down to a crawling speed to get passed the parked vehicles. Sometimes they have not been able to pass and wait for the parked vehicles to be moved.
  3. There have been parked vehicles that have been damaged by passing vehicles due to the remaining narrow road width left to pass.Obviously all of these issues are made worse in icy and snowy conditions.

### **Officer analysis and recommendation**

The issues initially reported focused on vehicles passing parked vehicles on the opposite side of the carriageway and into conflict with vehicles entering Front Street from York Road. There have been further reports of buses being unable to pass the parked vehicles.

Officers have visited the site and also considered the objections and representations received, including:

Impact of the proposed restrictions have been considered as follows:

- Displacement of parking- *it is likely that parking would be displaced but there is capacity for parking elsewhere on York Road and Front Street.*
- Loss of on street parking available to residents- *where we are proposing the restrictions all properties have off- street parking amenity and further capacity is available on street. In response to a representation received regarding PPG-3, there are no adopted planning policies requiring the council to provide on street parking for existing properties.*
- Accessibility concerns to some properties- *all properties have off street parking. Blue badge holders can park for up to 3 hours on*

*double yellow lines providing they are not causing an obstruction. Loading/unloading activities are still permitted providing the activity is continuous.*

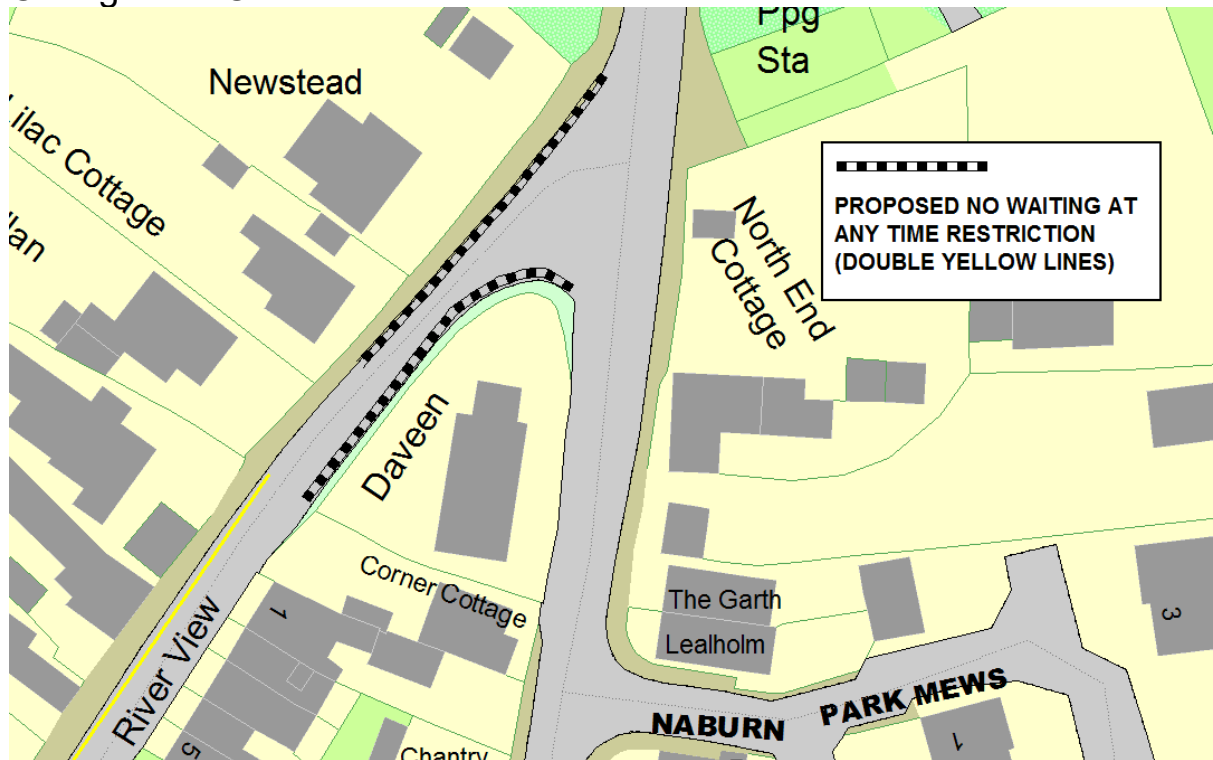
- *The increased risk of speed if the restriction is implemented- the restrictions a limited length of the street where the street is narrow and close to a junction so the risk of increased speeds is considered minimal.*

We conducted a traffic survey for one week in March. The survey showed a significant level of footway parking(71 instances), which included footway parking that fully prevented pedestrians being able to pass the parked vehicles(11 instances). This reflects the street is very narrow in the area of the proposed restriction. This has significant impact of people with protected characteristics within the Equalities Act, including people using mobility aids, young families with pushchairs and elderly people, all needing to step into the road and around parked vehicles. As there are no footways on the opposite side of the carriageway this impact is significant and a considerable safety concern.

Officers have also considered the alternative options provided by respondents.

- One way restriction along Front Street- we do not support this as the levels of traffic on Front Street is low and the street can fully accommodate this with suitable parking restrictions in place. The introduction of a one way system would have a significant impact on all residents of Front Street and would displace traffic to York Road.
- No left turn from York Road- The survey showed very minimal levels of left turn activity from York Road to Front Street(average of 5.7 left turns per day over the 7 day period).
- Re-routing the buses- this is not within the scope of this review. Bus routes are decided by the bus operators. However, changing a route would require infrastructure changes, would increase bus movements on York Road and would have an impact on walking distance to and from the bus stops.
- The creation of a hatched area- This option was considered but the very low number of left turn movements and the implementation of the proposed restrictions would provide more available carriageway in each direction and reduce any conflict between vehicles. This would also require a reconfiguration of the junction and markings and is not recommended within this review.

In conclusion, having considered the objections and representations the issues initially reported, along with the survey data and our obligations to consider all highway users, including groups with protected characteristics under the Equality Act 2010 we now recommend a lesser restriction than first advertised, as per the plan below. The introduction of the double yellow lines will also remove the footway parking issues identified through the survey and the lesser restriction on the west side of the carriageway will provide some additional parking outside Lilac Cottage and Callan.



**Options:**

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

**P3**

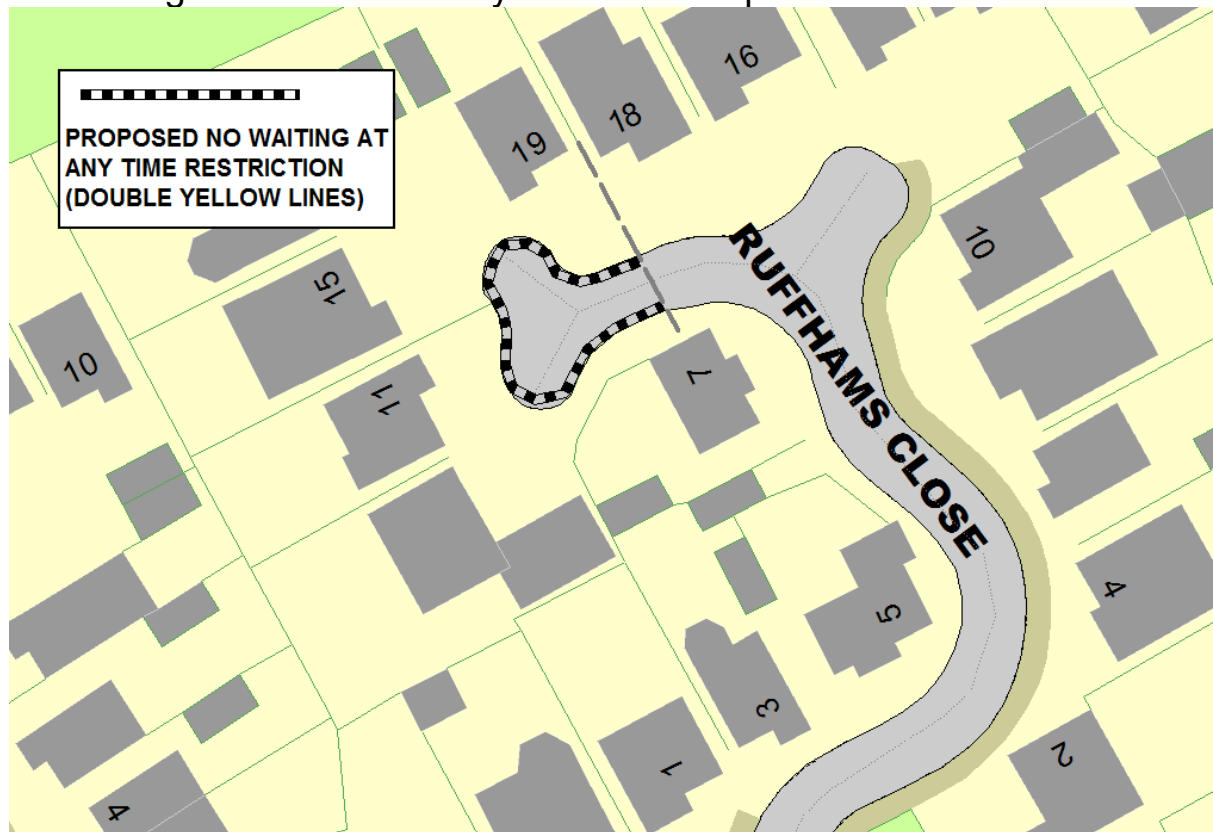
**Location: Ruffhams Close, Wheldrake**

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

Details received on file were:

Request to consider restrictions as parked vehicles are preventing access to the turning head and residents off street parking amenities.

To implement no waiting at any time restrictions to provide full access to the turning head and driveways. Please see plan below.



**Representations Received.**

We received 12 objections to the proposed restriction.

Objections:

- We are writing to object to the proposed restrictions on Ruffhams Close in Wheldrake.

Whilst we have not received a letter about these restrictions, as we are at the entrance of the close, they will impact us.

- we are a small narrow close which has always worked together to alleviate potential issues, sharing drive space where necessary

- surely stopping people parking at the end of the close will now move them further up, towards our end, and further out onto Braithgayte thereby creating a larger problem affecting more than just Ruffhams Close. This would not support the friendly atmosphere in this area

- As families grow up and more cars are used then a lack of space was always going to be an issue, but that is from when the area was developed, we live with the consequences of that lack of foresight now

- having double yellow lines in a little close in a village is ludicrous, the fact it is even being proposed should really be called into question because it will cause more problems than it's worth and who in earth is going to police it? Surely the Council is not suggesting we see police in the village purely for this?

This proposal is nonsensical and has come out of the blue so why has our quiet little close been 'picked on' for this? We would strongly suggest the proposal is rejected for the nonsense it is

- I strongly object to these new proposals for the following reasons:

- We have many elderly visitors who will be forced to park further away which, for example, would be a struggle for my elderly grandparents.

- If visitors are forced to park outside of the close, this could easily cause frustration and inconvenience for neighbours further up the street.

- We are a small cul-de-sac with limited parking and we have always worked together to make parking easier and fair for everyone.

- I occasionally park temporarily on the street when my drive is full and it has never previously been a problem.

- My friend lives in the next cul-de-sac, they aren't having parking restriction proposals, the situation is no different there, so why are we?

- I believe parking restrictions in a small cul-de-sac which already has limited parking would significantly affect the housing

prices, particularly thinking of those who are currently in the process of selling their houses.

I believe these proposals would be a pointless waste of time and public money, and would result in difficulties and cause hindrance to those living in and around Ruffhams Close.

- I am the owner of a property on Ruffhams close and I have been made aware of the proposals for double yellow lines in the cul de sac.

I know that there are a lot of issues but I feel double yellow lines are not the solution. I feel that communication from yourselves about what could be the impact if people do not be considerate to others.

Double yellow lines will take away the community aspect of the close.

I do not struggle with parking but I know others do and this will impact tradesman coming doing work on houses that struggle already with parking. This will unfair and not considering all.

I feel that there must be another solution instead of marking the road with yellow lines.

If yellow lines are implemented could they be temporary? This may change persons behaviour.

- I strongly and unequivocally object to this proposal.

I would like to ask why this has been proposed?

We have lived here for over 26 years and brought our children up in this house. We have never had access issues.

These proposals would cause serious problems for us. My parents cannot walk far and would not be able to visit.

I have been a District Nurse for over 20 years. I have visited many cul de sacs, many where parking is much harder than here. Being unable to park near patients is a headache that makes our days longer and more stressful, not to mention wetter when it rains.

Adding unnecessary parking restrictions in residential streets is not fair to anyone.

People have to park somewhere. This isn't the city centre where people can walk or catch a bus. It is a village. Visitors will be forced to park on other streets.

We have some very selfish neighbours at number .. They will not use their drive. They park on what was the nature strip at the side of their house, deliberately preventing legal and safe on street parking. This leaves visitors parking further up the close; outside number 1 and 3 Ruffhams Close.

The residents who are struggling to reverse off their drives would be very seriously affected by these proposals yet they weren't contacted.

I strongly suspect these proposals are the work of number .. Their selfishness knows no bounds.

Why, when you live in a small cul de sac would you treat your neighbours with such disdain? We don't need parking restrictions. We need to use our driveways and be fair with our neighbours. I have told them my mother is dying and can't visit. They just don't care.

We have spoken to the police who have visited and say parking on the side of number .. is safe and legal.

Please abandon this completely unfair proposal so we can draw a line under this utterly miserable situation and get back to being a lovely street.

- I strongly object to these proposals, but initially, I would like to point out the following:

The occupants of no .. Ruffhams Close have been trying to block public parking for some time now.

a/ On 10th December 2024, a council officer, emailed me to confirmed, 'You may park at the side of no... provided any vehicle does not obstruct legitimate and reasonable access to the property'.

b/ On 18th April 2025, the Community Police team visited us to discuss the matter and subsequently advised no... to cease wasting police time, regarding a matter that had been closed by York City Council.

I object to the proposals on the following grounds:

1. Items (a) and (b) above are evidence that this issue has been resolved, and that has been confirmed by York City council.
2. There are a number of houses in a small area around the cul-de-sac, and the number of cars in most driveways has indeed increased. In the spirit of good neighbourly relations, however, we all work together and move our cars around, whenever the need arises.
3. The no stopping rule would force visitors to park further up the close, which would then cause a restriction for other households – even outside of Ruffhams Close itself.
4. There are many visitors who are elderly, and would be unable to walk a longer distance, if they were forced to park outside the Close.
5. Some households are currently in the process of selling their house; road markings or extra signage would be off-putting for

potential buyers of their property, and I believe would adversely affect house prices for the Close.

I would make one final, general point.

We have lived here since 1999, when the houses on this development were built by Barratt Homes. It has always been a friendly neighbourhood, with well-meaning people living together in pleasant surroundings. The only difficulty has been the recent proposal by property no... that everyone else fall in line with their wishes.

This proposal to me seems pointless, and would achieve nothing other than to promote division, annoyance and difficulties for all who live in Ruffhams Close.

- My wife and I live at No... Ruffhams Close, Wheldrake and it has have been bought to our intention by the 'Close' WhatsApp group that some residents have received a letter from the council about some proposed parking restrictions down the end of the close. While it doesn't directly affect us, we wanted to support our neighbours concerns. We appreciate with more people owning cars and young adults of these families also needing a car for work and social activities, parking on driveways and the road can be tight at times. The Close has a great community spirit, often sharing free parking spaces should residents go on holiday, have family stay over or in the need to have trades carry out work at properties.

If parking restrictions were put in place, it would be good to hear what you propose to cover the case of family and friends visiting along with trades carrying out work and needing their vehicles nearby? It could result in vehicles being pushed to the top of the close or the adjoining Braithegayte road, causing more traffic flowing issues and concerns than the original proposal set out to achieve.

We look forward to hearing your thoughts and reasons behind the proposed restrictions.

- Having seen the notice attached to a lamp post in Ruffhams Close, Wheldrake, YORK, I would like to object to the proposal for a no stopping rule in the Close. Having lived in Ruffhams Close since 2006 I don't see the need for it as it would make life much more difficult for the residents who work well together in moving cars around as necessary to avoid any problems. I live at number .. and if there was a no stopping rule at the end of the cul-de-sac, it would force residents to park further up the Close outside my house and direct neighbours. As the road is quite narrow anyway, this would cause issues with trying to access my drive. If there are

cars parked opposite my drive I cannot reverse into my drive. The question then, is where do I park if I cannot park on my drive with a 'no stopping rule' around the Close? Not only would this affect the values of the houses in the Close, but the yellow lines would completely change the look of the estate, making it unsightly and unpleasant on such a small Close.

To conclude, this proposal would make life unnecessarily difficult for all the residents of Ruffhams Close, generate frustration and make the environment look particularly unpleasant and unsightly.

- I am writing to formally object to the proposed introduction of parking restrictions on Ruffhams Close in Wheldrake, York, as outlined in the recent Notice of Proposals, as a homeowner at .. Ruffhams Close.

The introduction of these parking restrictions effectively means we cannot have visitors to the 4-5 properties immediately affected. There is no continuous or adequate pavement in the cul-de-sac serving the properties most affected, and should we want (or need) visitors, we or they will have to park outside the close and walk in - with small children (fairly likely in an area with several family houses), prams etc which has obvious dangers. It's a fairly busy cul-de-sac and I avoid walking to my property with my children within the cul-de-sac because of this lack of adequate pavement to my property. Given we are in a semi-rural area, this will effectively stop me (and any future property owners) having visitors from outside the village, and this will also negatively affect my house price as the presence of double yellow lines would strongly imply that parking is an issue without any other resolution, thus putting off potential buyers.

I believe that introducing double yellow lines at this location would just displace vehicles (and the problem) to nearby streets, causing disputes further afield and worsening congestion and parking pressure elsewhere in a small estate and village that already struggles with its own lack of parking space. I am not of the belief that it solves, addresses or manages the issue.

There are 5 family houses immediately affected and those properties will require cars and visitors. Access for carers/health care staff etc would be affected. It would also make any trade work to our property impossible - the last work that we had undertaken to our property required 2 very large vans which do not fit on our driveway. At the time, we needed to use the carriageway for parking, and this was managed without issue with our neighbours. I also have elderly parents, one of whom is disabled, which effectively renders me unable to have them as visitors, unless I

park my car streets away (where there are similar parking issues around lack of space/availability).

Parked cars in the affected area also have the effect of slowing down traffic in to the close, especially because it is a blind corner. I understand that there has been some recent disagreement between two parties in the affected area, which to my knowledge and in my experience has now been resolved since one party widened their drive to accommodate another parking space. There has been no other disagreement that we are aware of before this time in the 36 years since the properties were built, and that isolated incident is no longer an issue that affects parking.

Access has been clear for services such as refuse collection, as I have witnessed myself, and being in the corner of the close we have experienced no issues with deliveries etc getting through to us, so access is not an issue for us.

To my knowledge, having spoken with our neighbours, it does seem as though there is a majority of the street's residents against these proposals.

In light of all of the above, I respectfully request that the council reconsider the proposal in order to avoid the hugely negative impact this will have on residents not only directly involved, but also to avoid the inevitable knock-on effect this will have for all other residents in the street and the wider estate.

- I am writing this in response to the letter we have received at .. Ruffhams Cl, Wheldrake, York YO19 6TD.

We are objecting the recent traffic order which was sent on 31st October.

Reasons:

- We are a nice closed cul-de-sac with a fantastic neighbourhood.
- we understand each other's so well
- having this enforced will trouble us as a community as we can't get our guests come in and use the kerb parking.
- all these years my friends have parked and none of our neighbours are annoyed. We all have understood our boundaries and we all have respected each other.
- this enforcement will cause more community havoc

We kindly request you to drop this plan and help us protect this neighbourhood to live in harmony.

- This is to request information on a double yellow lines application request at Ruffhams close. Wheldrake. This is not a request in itself for them.

I would feel very strongly against double yellows here. There is precious little parking here as it is. Everyone needs a vehicle due to lack of effective bus service.

I hope this isn't an escalation of someone's private dispute with a neighbour.

- I have just viewed the proposed traffic restriction proposal for Ruffhams Close in Wheldrake and would like to strongly object to this proposition. We are a small, quiet cul de sac in no close vicinity to the village school, pub, church or shops. It is ludicrous to put parking restrictions in a place where any extra cars are clearly visiting friends or relatives who reside in the close. Most homes in Ruffhams Close have room for only two cars so any visitors need to park outside the home of where they are visiting. This is done respectfully to neighbours and on the odd occasion where a drive is obstructed, neighbours usually contact the owner and let them know where the visitor is should the car need to be moved. We are a small, friendly neighbourhood and we really do not need this type of divisive, totally unnecessary action.

Please remove this unnecessary proposal as it is a complete waste of council time and money.

- I understand from neighbours in the street that there is a proposal for "No Waiting at any time" restrictions to be imposed in a part of the street: Ruffhams Close, Wheldrake, YO19 6TD.

Please could you advise why this is felt to be necessary? It seems heavy handed and an unnecessary waste of money.

It is a small street and as all the property driveways in that turning section of the cul-de-sac front directly onto the street at that point there is nowhere for anyone unexpected to park anyway. The only vehicles that would ever be in front of any property would be one they were fully aware of eg, visiting family or tradesmen.

As it is not a through street there is no question of blocking passing traffic.

I think it would very much go against the community feel of the street.

Please record the above comments as my objections and I hope the decision to go ahead with this work will be reversed.

### **Officer analysis and recommendation**

As the Highway Authority we received concerns from a resident about parking at the end of the cul-de-sac, which was causing an obstruction and would create a potential danger for emergency services in the area. The matter was discussed with North Yorkshire Police, as they had also received complaints about the area. It was decided that the highway

authority would propose a restriction, due to concerns raised by the resident.

The proposal has received a large number of objections from residents of the cul-de-sac who would be most affected by the restrictions.

Following further reviews of the area no obstructive parking was taking place. as such, the recommendation is to take 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