

Annex C:

I am writing in response to your proposal to introduce 'No Waiting at any time' restrictions in Naburn Lane and St Nicholas Avenue to the extent described and set out in the plan that was shared with me on 1st May.

The amendment is proposed to improve safety at the location. In principle, as per previous correspondence with Helene Vergereau, I'm very much supportive and in favour of introducing restrictions that can help improve safety and the flow of traffic, and also reduce any negative impact on our local residents on Naburn Lane. I particularly think this is a good approach for Naburn Lane as it was evident throughout November and December that the traffic cones became damaged and messy and became more of a nuisance to the residents. By replacing those with double yellow lines would improve that significantly. We are certainly supportive of this. I also agree in principle with making improvements on St Nicholas Avenue, especially around the roundabouts and central reservation, as the cones in those areas were quite unsightly last year. I do however have some comments that I would like to raise and be taken into consideration with point 1 in the proposal. I have outlined these below.

1. Introducing 'No Waiting at any time' restrictions in Fulford, as follows:

(a) Naburn Lane, on its:

- (i) south east side, between a point 225 metres south west from the projected south western property boundary line of No. 32 Naburn Lane and a point 20 metres north east from the projected north eastern kerblines of Fulford Court,
- (ii) north west side, between the projected south western property boundary line of No. 32 Naburn Lane and a point 225 metres south west,
- (iii) north west side, between the projected north eastern property boundary line of No. 60 Naburn Lane and a point 20 metres north east from the projected north eastern kerblines of Fulford Court.

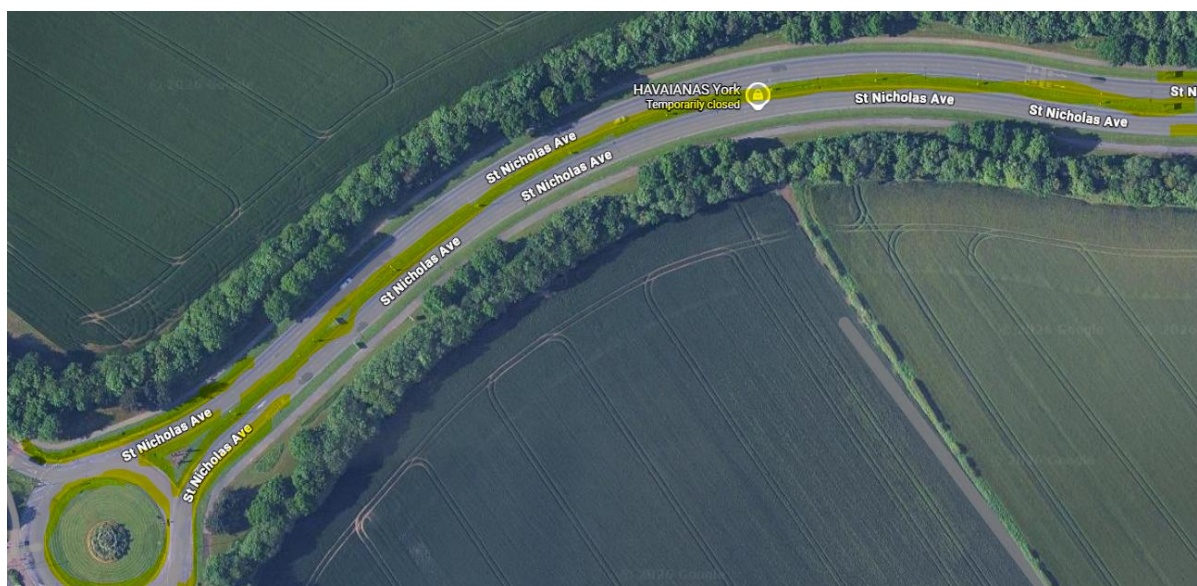
- (b) St Nicholas Avenue, on both sides, including the central island and roundabout at the south west end of St Nicholas Avenue, between the roundabout controlled junction with the A19 Selby Road and the vehicle access/exit roads for York Designer Outlet car parks.

In response to Point 1a.

I can confirm that we are fully supportive of this. As per previous correspondence I feel this will create a permanent all year round improved solution for the residents, and remove the need for unsightly cones. This will also be more cost effective for both parties.

In response to Point 1b.

We are in part supportive and recognise the need to do something. I do have a reservation in the proposal of applying double yellow line the entirety of the St Nicolas avenue on both sides. During November and December in 2025 the council agreed to prioritise placing parking restriction cones on the central reservation, the roundabout (island) and also the junctions and their approaches. The shared view at the time was to focus on the areas that posed the greatest risk to safety and to minimise any potential traffic obstructions. As an agreed compromise the main length of the St. Nicolas avenue (on the outside) were NOT coned. Whilst not encouraged, it did give a last resort option for road users to park when all other parking options were exhausted. Its common knowledge that the location here gets extremely congested as a result of the combined demand at Christmas for park and ride users, commuters and shoppers and this compromise can (and did) help provide a backup / last resort option to help ease extreme congestion issues on the handful of most affected days without impacting on safety or traffic flow. I would therefore like to suggest an amendment to the proposal which I have illustrated in the diagram below. This was previously shared with the council essentially placing double yellow lines on the roundabouts, junctions and central reservations only. Leaving the majority of the outer road as it is.



I have no comments to add regarding Points 2, 3 or 4 as they do not relate directly to York Designer outlet.

Furthermore. I wanted to reiterate that we still have ongoing and shared traffic congestion challenges at this destination which we still need further dialogue and resolution with the council on. As previously discussed the current situation is not sustainable or tenable. The application to build additional parking (overflow) was rejected last year. We still need to find a solution. As we work on a longer term solution together, can the council confirm it is still supportive of us utilising the adjacent land for overflow parking as we did in November and December 2025 which helped mitigate traffic challenges on the busiest days last year.

Kind regards, and happy to discuss further if required.