

Objection One:

Screenshots of objection regarding Keyline (Summary – Fear of dangerous interactions involving heavy vehicles and reprisals from Gypsy and Traveller site residents).

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Dear Sirs

I refer to your letter dated 1 May 2026 outlining your proposed programme of improvements to Outgang Lane. Keyline, a wholly owned subsidiary of the Travis Perkins Group, operates a long standing business on Outgang Lane and will clearly be detrimentally impacted by these proposals.

Keyline is the UK's leading Civils Partner in the construction sector, delivering products and project solutions since 1988. Keyline operates from a national network of over 40 branches, stocking a huge range of materials, utilising a civil-specific fleet of FORS Gold vehicles, and employing dedicated colleagues with expert civil product, technical, and local knowledge.

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I object to your proposals for the following reasons. Please consider these points when making your decision.

Health & Safety

We believe your proposals will create an unnecessary and incredibly dangerous interaction between pedestrians and large vehicle movements. The branch experiences a high volume of daily vehicle movements: 80% articulated lorries and 20% courier LWB Transit Vans. Although the specific numbers change daily, they average as follows:

- We operate 4 Keyline vehicles totalling 16 runs per day.
- We handle 30 to 40 customer collections daily, resulting in 60 to 80 total vehicle movements
- We handle 4 supplier deliveries daily, totalling 8 daily vehicle movements.

Increased anti-social activity

We experience considerable anti-social activity from the neighbouring traveller community. Typical examples follow:

- We regularly have both dog and human faeces and other rubbish thrown over the boundary fence into our yard. York City Council has occasionally had to pressure wash our products
- Traveller cars and other vehicles speeding along Outgang Lane in a dangerous manner.
- Quad bikes and motorbikes ridden by traveller youths wearing balaclavas are accessing our site.
- Horses from the traveller site are accessing our yard.
- Traveller youth with slingshots and metal ball bearings threatened staff members

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We are extremely concerned that your proposals will exacerbate these problems, making it increasingly difficult for us to operate effectively from this site.

Please take these points into account in determining which proposals to implement. Currently, your programme of works creates an environment where pedestrians will dangerously interact with heavy articulated lorry movements and will also dramatically increase the frequency of daily anti-social issues we must address. This is clearly unacceptable to a long standing, successful business operator in the area.

Thank you.

Objection Two:

Screenshots of objections from Cllr. Waters (Summary – Fear of Yellow Lines causing congestion in Osbaldwick Village Centre).

Dear Director of City Development.

As Ward Councillor for Osbaldwick & Derwent Ward I object to City of York Council continuing it's ridiculous 'join the yellow lines' up game that is played out across York every year which seems to have more to do with the staff involved creating work to justify their existences and certainly has nothing whatsoever to do with actually solving parking problems - problems in Osbaldwick certainly that have been caused by the very same Highway Regulation function that

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now seeks to impose its will and continue urbanising a Conservation Area village with this stupidity.

In summary I object strongly to all the proposals put forward by Highway Regulation but do so recognising the futility of trying to engage with the responsible people now in post and the political leadership that seem interested in only stoking up further their ideological war on motorists no matter how it affects residents.

Dealing with the areas CYC are to impose Double Yellow Line parking restrictions in Osbaldwick in the centre of the village at the junction with Murton Way and Osbaldwick Lane including in front of St. Thomas's Church there are absolutely NO parking issues caused by residents or the general operation of the Church and on the rare occasions when there is to be a large funeral at the church I and the church try to engage with the bus company to relocate buses away from the church.

There are however parking problems created by the inconsiderate actions of two businesses situated in the area - a service garage dumping cars in the centre of the village during working hours and a children's nursery with staff cars parked during the working day and the drop off and picking up of children from the nursery morning and evening occurring outside the nursery on Murton Way.

Interestingly the parking and drop off issues associated with the nursery can be traced back to the failure of CYC to impose a limit on numbers at this business and to properly enforce earlier travel plans and specifically an on site pick up and drop off area.

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There are NO PROBLEMS outside of working hours.

Daubing DYL at this location will simply move the problem further along Osbaldwick Village and likely lead to the whole village conservation area being despoiled in time by CYC.

Interestingly and confusingly to residents imposition by CYC of DYL outside the problem causing nursery business will not stop the morning and evening drop off chaos as such stopping will be allowed under the 5/10 minutes allowed under DYL restrictions - so precisely NOTHING will actually be achieved in terms of road safety.

However, as well as simply displacing problem parking further into Osbaldwick Village the imposition of DYL around and in front of St. Thomas's Church will have major impacts on the functioning of the Church especially elderly residents needing access and parking and not just blue badge holders.

Murton Way outside Beckett Drive - again NO problems outside of working hours, the previous stretch of DYL that was objected to and as ever just imposed by CYC from the junction of Osbaldwick Link Rd was to alleviate displaced taxi and vehicles waiting for repair from the other servicing garage/taxi business on Outgang Lane that has caused awful problems since the hapless Highway DC indicated to planning committee that there was no parking issues associated with that development after not carrying out a site visit and clearly not understanding the restricted on site parking.

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Another problem expressly created by Highway Regulation/Highway Development control that never existed before and does not exist outside of business hours.

Similarly there has been no problem of parking on Osbaldwick Link Road since the previous excessive road markings and signs were removed over a decade ago until the minor problems caused infrequently during working hours associated with an NHS Facility that once again CYC Highway DC saw fit not to object to on Highway grounds due to the totally inadequate parking and travel plan that ludicrously relies upon displaced parking using the B&Q car park some distance away.

The displaced NHS parking, no more than two or three cars infrequently could easily be accommodated within the curtilage of the NHS facility and any cars parking on the verge outside could have been dealt with using other legislation that CYC do not enforce.

The proposed 'Clearway' restrictions on Murton Way going all the way to Murton are utterly ridiculous, the only parking issue on Murton Way East of Osbaldwick Link Rd is displaced parking from the taxi/garage operation on Outgang Lane that Highways DC largely created that extends only for a short distance - so why this proposal? Presumably just to clear the way for the unwanted BESS installations and the construction traffic?

The proposed restrictions on Outgang Lane are seemingly anticipated by CYC to create further huge displacement of vehicles onto Murton Way/Osbaldwick Link Rd so why impose them? The industrial estate and Outgang Lane operated perfectly well for decades before Highway DC made the flawed assessment regarding the taxi/garage business, there is no need to create further chaos.

I object to everything proposed by Highway Regulation knowing full well all the proposals will do is move the problem along the highways and solve nothing and result in the further urbanisation of Osbaldwick Village and Murton Way to Murton as no doubt all concerned will use their power to introduce as much street clutter and council graffiti in the form of road markings as they can.

I have tried to engage with no result and repeat once again that an Urban Clearway to operate twice a day between peak hours (say 8.30am to 10.00am) and (3.30pm to 5.00pm) Mon - Fri along the whole No6 Bus route and along Murton Way to Holly Tree Farm would solve all the business related parking issues and cause the LEAST inconvenience for residents.

I understand First Bus are behind the requests for DYL around St. Thomas Church so they can race HGV buses around the area unimpeded, well given the destruction of the highway and property damage being caused by these HGV buses that has become ever more evident since the EV introduction and is currently with Highway Maintenance to press the case perhaps those with responsibility should be looking at using smaller/tighter buses in this and other routes in villages where the current fleet are patently unsuitable.

This could be achieved with the minimum of signage and indeed signage could be introduced like I had done on Murton Lane and Intake Lane with the support of previous Highway Regulation staff in a manner more appropriate to a rural/semi-rural area, but of course nobody cares anymore.

The failure of Highway Regulation and the Exec Member to engage with a solution that would prevent all day dumping of vehicles related to businesses and in the case of previously imposed parking restrictions on Tranby Avenue with the least impact on residents makes it clear to me what all this nonsense is all about - actively creating chaos on the public highway by displacing parking problems in the furtherance of expanding Respark schemes across the whole of York including Osbaldwick.

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It's an absolute disgrace what is going on here and in my opinion an abuse of position of those in power - creating problems, extending problems and ongoing urbanisation of areas - we had all this before with the 20mph imposition by the last Labour Council administration and it took years to get rid of most of the pointless forest of poles and signage.

I envisage another long running campaign to get rid of this latest round of stupidity when a new administration is in place after May 2027.

Please enter these objections into the file.

I may well advance the same arguments at the Exec. Member Decision Session when this nonsense is no doubt ratified although the sheer futility of trying to engage is wearing.

By virtue of a demonstration of the lack of parking issues in Osbaldwick Village on a Bank Holiday weekend these photos show the situation over three days when the Nursery and Garage were not operating;

Regards,

Cllr. Mark Warters.
T:01904 413370

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Annex A:

