

Decision making level

Officer in Consultation

Date **April 2013**

Clifton Ward Traffic Regulation Order Requests

Decision Requested

Approval is requested to advertise the Traffic Regulation Orders required to introduce the restrictions detailed in Annex A and outlined on attached plans. In addition, if there are no objections raised with regards to the above proposals approval is requested to implement the Traffic Regulation Order.

Reason

To improve traffic management in areas where problems are occurring on a regular basis throughout the day.

Background Information

Background information for each site is provided in Annex A along with officers recommended action where appropriate. In each case site visits have been carried out to determine to what extent there is a traffic management or safety problem. If action is considered necessary requirements have been put forward to ensure that the problem is adequately addressed and the extent of the proposals end at a logical point along the highway.

Consultation Process

The proposals have to be advertised in the local press giving 3 weeks for people to make representation. In addition, notices will be put up on street and the properties adjacent to the proposals sent details as they are the most likely to be affected. Any objections received to the proposals will be brought back to a subsequent Officer in Consultation meeting for a decision on how to proceed.

Statutory Powers

Road Traffic Regulation Act Sections 1,2,3, 32, 35 and 37

Ward Members and Political Party Views

See Annex B

Financial Programme Implications

The cost of advertising and implementing these proposals would be in the region of £1000, but if grouped with other similar items significant cost saving can be achieved. Hence, if approved, this matter will be held for advertising at a later date as part of a larger Traffic Regulation Order funded from the Traffic Regulation Order budget.

Options

The options available are:

- A. Approve each item for advertising, or not, as described above and in Annex A.
- B. Defer one or more items for further information to be brought back to a subsequent Officer in Consultation meeting.
- C. Amend one or more of the proposals depending on circumstances.

Level of Risk

1-3 Acceptable	✓	16-20 Action Plan	
4-8 Regular Monitoring		21-25 Registered as a corporate risk	
9-15 Constant Monitoring			

Internal Consultation

The additional lengths of restriction will have to be included in the rounds made by the parking attendants, but this will not require additional staff.

There are no legal, financial, sustainability, equalities, property, crime and disorder or other implications.

Implementation Status

Consultation to commence	April/May 2013
Work in progress	May/June 2013
Work completed	July to September 2013

Recommendations

Approve the advertising of the proposals set out in Annex A.

Approve the implementation of the proposals if no objections are received. Any objections received will to be brought back to a subsequent Officer in Consultation meeting for resolving.

Contact Details

Author:
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Network Management
Tel No. (55)1497

Manager Responsible for the Report:
Alistair Briggs
Traffic Network Manager

Report Approved



Date

Date 21 March
2013

Wards Affected: Clifton

All

For further information please contact the author of the report

Requested Traffic Regulation Orders

Location

Field View/Haughton Road – Referred to Network Management by Housing Estate manager and local residents

Issue raised

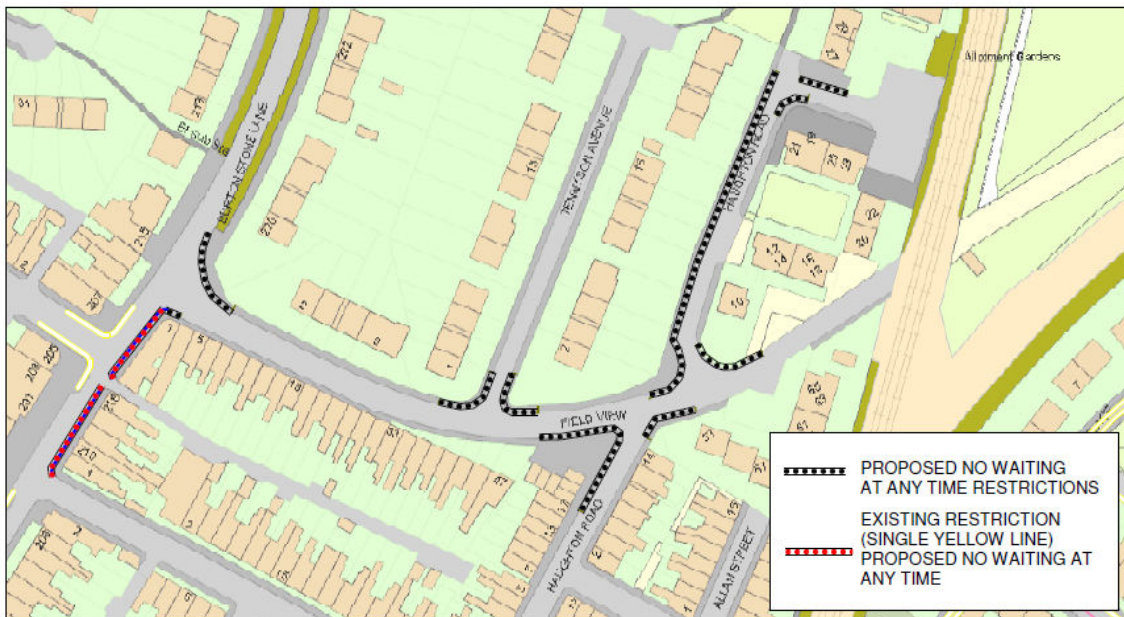
Heavy commuter (hospital staff) parking in the area creates difficulty for other highway users and residents unable to find parking space. Concerns expressed about access for emergency vehicles.

Observations

The area is very congested during office hours – including junctions and dropped kerb pedestrian crossing areas. There are many residents in this area without any off-street parking amenity. Consequently, a reduction of parking space would exacerbate the parking situation for residents, especially during working hours.

Recommendation

Restrictions at the junction areas and one side of Haughton Road (North) to enable emergency services and larger vehicles to access areas. This will leave parking on both sides of the road on Field View in certain areas. In this instance parking half on and half off the kerb will still occur as now on the North Side, but full footway is still available on the south side of Field View.



	Field View, Haughton Road <small>© Crown copyright. All rights reserved Licence No. 2003</small>	SCALE	1 : 1000
		DATE	18/02/2013
		DRAWING NO.	
		DRAWN BY	

Location

Ratcliffe Street – referred to Network Management by two residents.

Issue raised

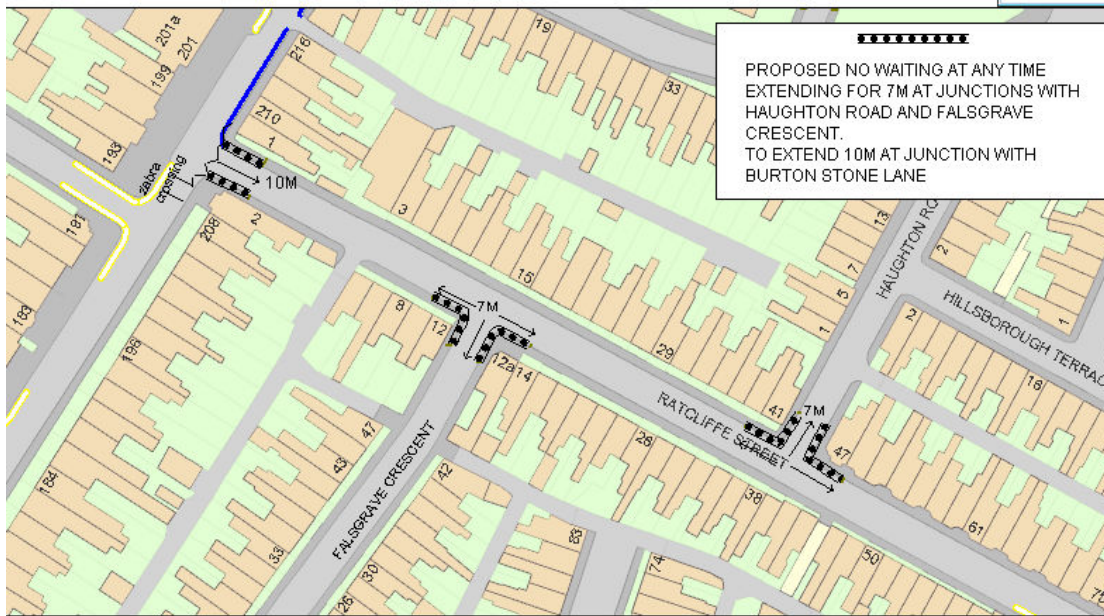
Heavy commuter and resident parking in the area creates difficulty for other highway users. Concerns expressed about access for emergency vehicles.

Observations

Parking takes place on both sides of the terraced streets which leaves insufficient space for large vehicles to pass. Junction areas are particularly difficult. It is thought that unilateral parking will not be popular with residents.

Recommendation

No Waiting at any Time restrictions at junction areas. Because of pressure on parking space we are recommending a 7m length on internal junctions with a more Standard 10m length at the junction with Burton Stone Lane.



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Ratcliffe Street, Burton Stone Lane

SCALE	1 : 750
DATE	18/02/2013
DRAINING No.	
DRAIN BY	

Location

Burton Stone Lane, from junction with Crichton Avenue to number 220. Two residents referred the issue.

Issue raised

Parked vehicles are creating difficulty with access to properties, in particular those parked on the grass verge create difficulty with visibility splays at private driveways.

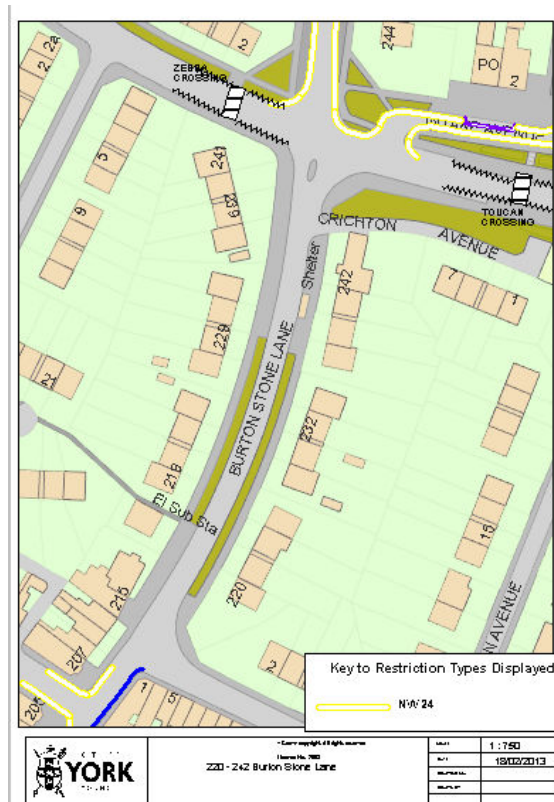
Observations

No vehicle has been witnessed obstructing driveway access. Frequently, no vehicles are parked at this location during office hours. We have witnessed an occasional trade vehicle or shopper parked on the carriageway. It is thought the grass verge parking is more likely to be resident related.

Recommendation

White keep clear bar markings have been provided at the driveway access of the two residents who referred the issue. Parking close to the junction does not occur because of zebra crossings either side on Crichton Avenue and a pedestrian refuge island on Burton Stone Lane

No further Action at this time.



Location

R33, Bootham (South) ResPark zone.
Sycamore Place – changes requested to two Resident Parking areas.

Issue raised

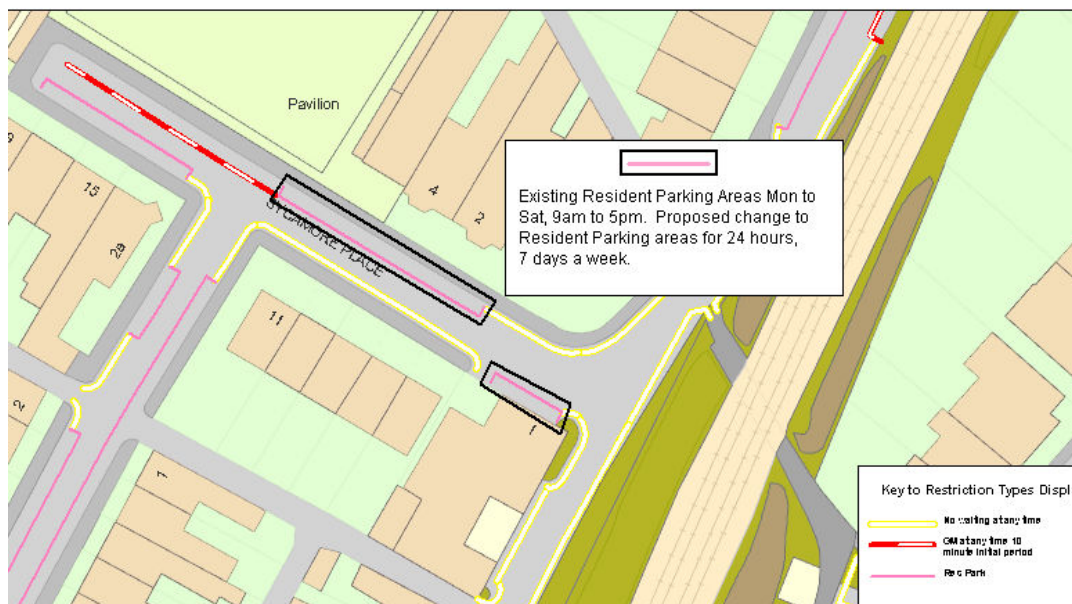
Two Resident Parking areas on Sycamore Place which are only operational between 9am – 5pm Monday to Saturday. Residents have requested these become 24 hour bays in line with others on Sycamore Place, and all on Sycamore Terrace, Longfield Terrace and Almerly Terrace. Non-residents/guests of the local hotels can park here legitimately from 4pm (60 minutes for non-permit holders) and residents coming back from work are unable to find any parking space.

Observations

Complaints have been received on several occasions about parking availability in this area. Although Resident Parking areas are unable to guarantee a parking space is available for residents to use, they are conceived to give priority to residents over non- resident parking.

Recommendation

Advertise these bays to become 24 hour permit parking. 60 minutes for non-permit holders to remain unaltered.



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R33 (Bootham South), Sycamore Place

SCALE	1 : 500
DATE	22/02/2013
DRAWING No.	
DRAWN BY	

Location

R33, Bootham (South) ResPark zone
Queen Anne's Road, North Parade, requested Resident Parking Change. Referred by one resident and St Peter's School.

Issue raised

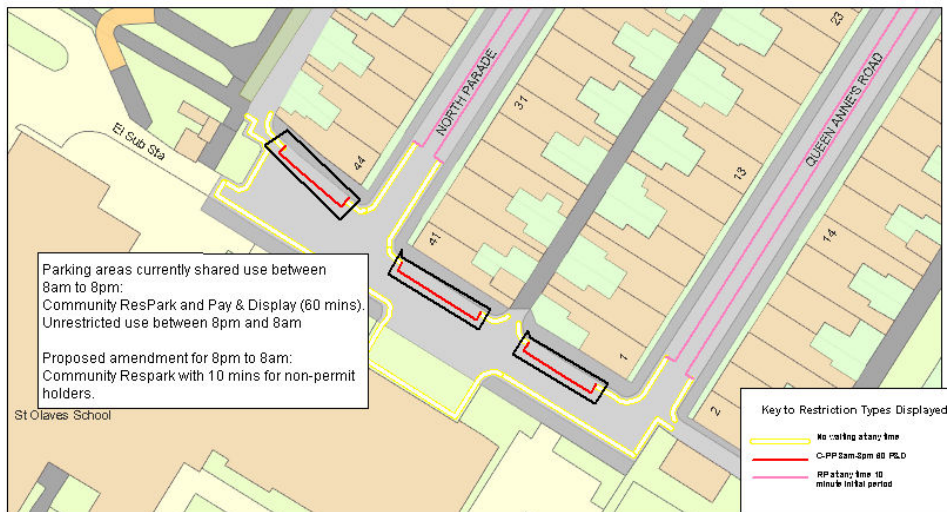
Parking in connection with early and late evening activities held in St Olave's School causing difficulties for local residents.

Observations

Currently bays are operational as Pay and Display (60 minutes) and ResPark between 8am to 8pm. Between 8pm and 8am they are available for all to use. Non Residents are able to park at 7pm, pay for an hour and then remain for the rest of the evening. Residents are then unable to find a parking space within the zone. There is approximately £2000 income taken from the Pay & Display each year.

Recommendation

Area to remain joint space for Pay and Display (60 minutes) and Community ResPark between 8am and 8pm. Area to become Community ResPark only between 8pm and 8am with 10 minutes for non-permit holders.



Queen Anne's Road, North Parade
R33 (Bootham South), Resident Parking amenity

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SCALE	1 : 500
DATE	27/02/2013
DRAWING NO.	
DRAWN BY	

Location

Bede Avenue – referred by one resident and ward councillor in 2011.

Issue raised

Inconsiderate parking in turning head and bend area – no complaints have been received in the last twelve months.

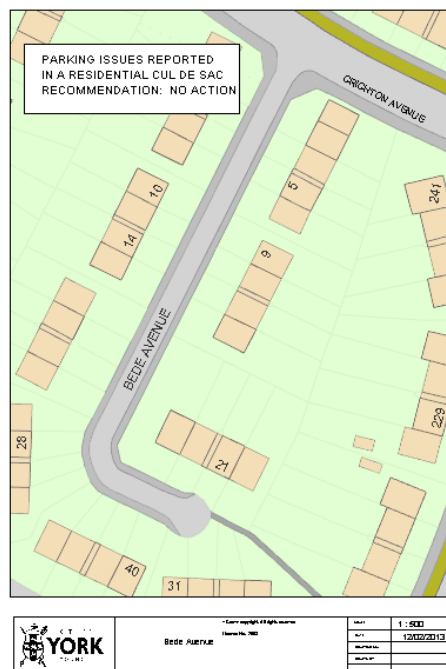
Observations

No cars have been witnessed parking in the turning head area. One car has been observed parking on the bend – which caused vehicles onto the wrong side of the carriageway but did not cause an obstruction.

Area is a residential cul-de-sac. Some properties (but not all) have off street parking available. Parking is likely to be resident related.

Recommendation

No Action



Location

Westerdale Court, junction with Compton Street and access onto Clifton. Referred by residents of Westerdale Court.

Issue raised

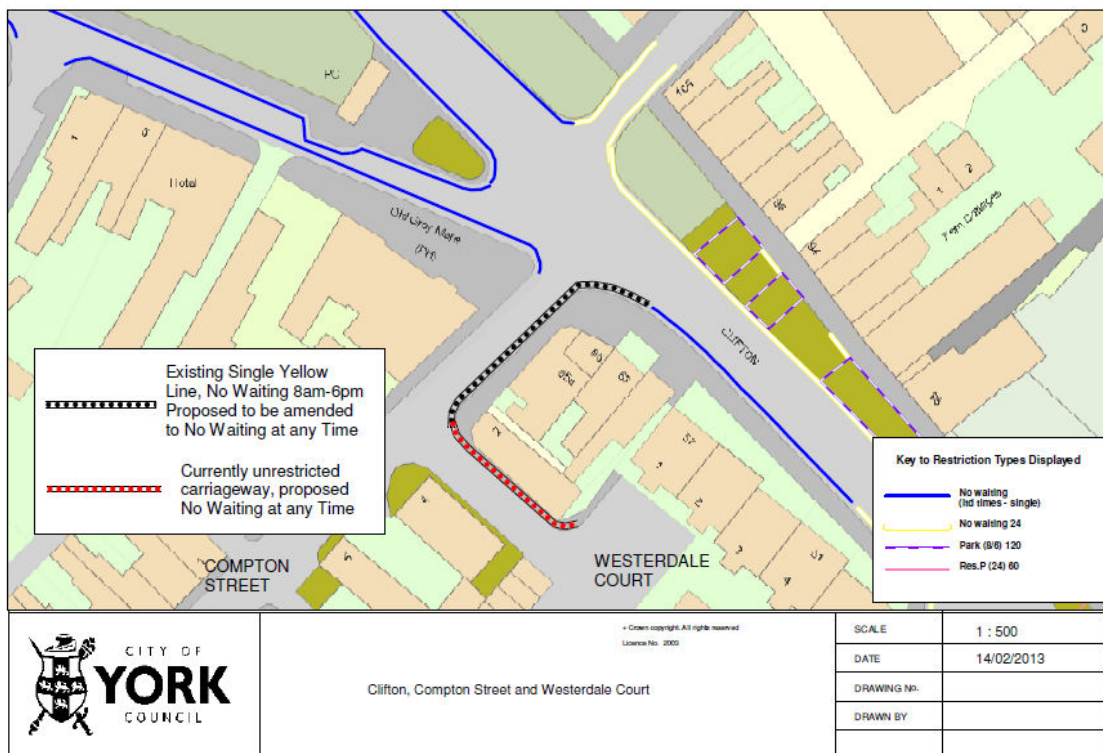
Parked cars on the existing single yellow line create obstruction before 8am and after 6pm

Observations

Manoeuvrability is difficult when vehicles parked on both sides of the carriageway in conjunction with vehicles opposite the junction area – especially for larger vehicles.

Recommendation

Change existing restriction of no waiting 8am to 6pm, Monday to Saturday to No Waiting at any Time. Plus extension of No Waiting at any Time on Westerdale Court to ensure displacement parking does not obstruct this area.



Location

Kitchener Street – raised by one Resident

Cycle Access



Issue raised

High level of parking obstructing access to back alley, cycle path and turning head area. Several complaints have been raised previously about the level of non-resident parking.

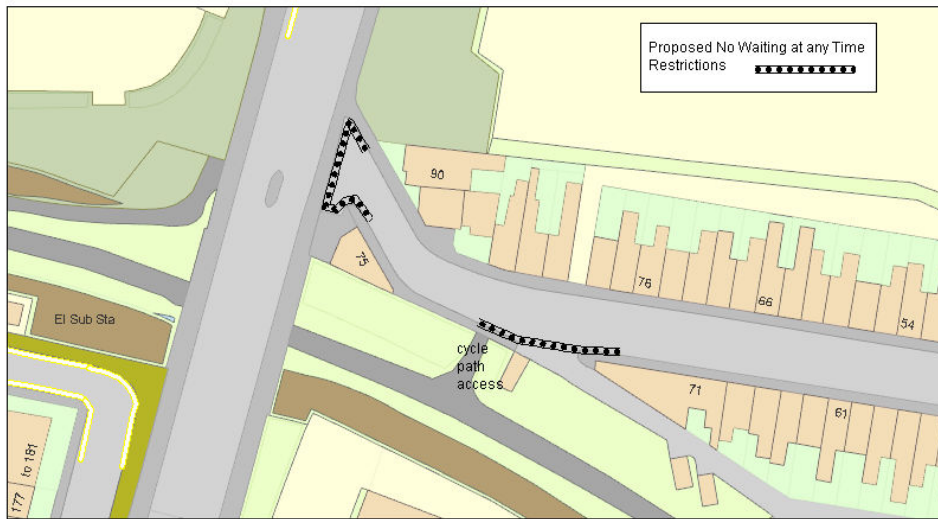
Observations


Area is heavily parked up and vehicles have been witnessed parking close to cycle path access, alleyway access and in the turning head which makes manoeuvring difficult. Some vehicles are resident related, but we believe there is a level of commuter parking related to hospital staff.

There are normally three to four spaces available on street during office hours.

Recommendation

No Waiting at any Time Restrictions outlined on attached plan for access to cycle path, alleyway and turning head.



	Kitchener Street	SCALE	1 : 500
		DATE	26/02/2013
		DRAWING No.	
		DRAWN BY	

Location

Bowling Green Court, junction with Haxby Road – raised by one Resident

Issue raised

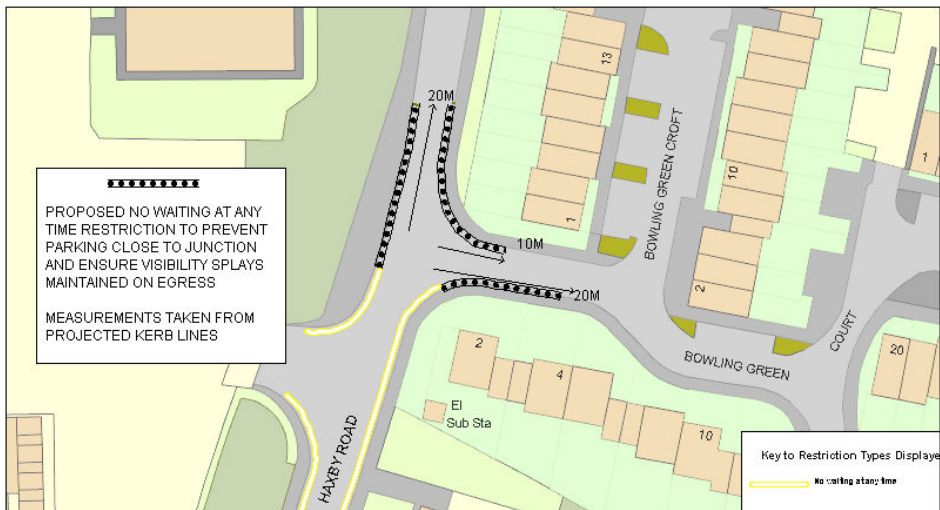
High level of parking close to the junction area obstructs access/egress. Parking partially on footway obstructs pedestrians. Coaches have been witnessed parked on carriageway close to junction and obstructing visibility splays.

Observations

Vehicles do park close to the junction area. Although no vehicles have been witnessed parking on Haxby Road opposite to the junction area, this is a busy road close to Nestle car parking areas and entrances.

Recommendation

No Waiting at any Time Restrictions outlined on attached plan



Bowling Green Court

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SCALE	1 : 500
DATE	12/03/2013
DRAWING No.	
DRAWN BY	

Location

48-54 Clifton, referred by O'Neill Associates on behalf of property owner.

Issue raised

Main concerns raised:

- Occupiers of 48 – 50 are concerned about dangers and inconvenience provided by current parking layout.
- Dangers of access/egress and reversing onto main carriageway with restricted visibility
- Double parking for drop off and pick up
- Dangers to cyclists with vehicles overhanging the highway

Requested:

- Parallel parking outside 48-50 Clifton
- Area outside Clifton Bingo to be made drop off only

Observations

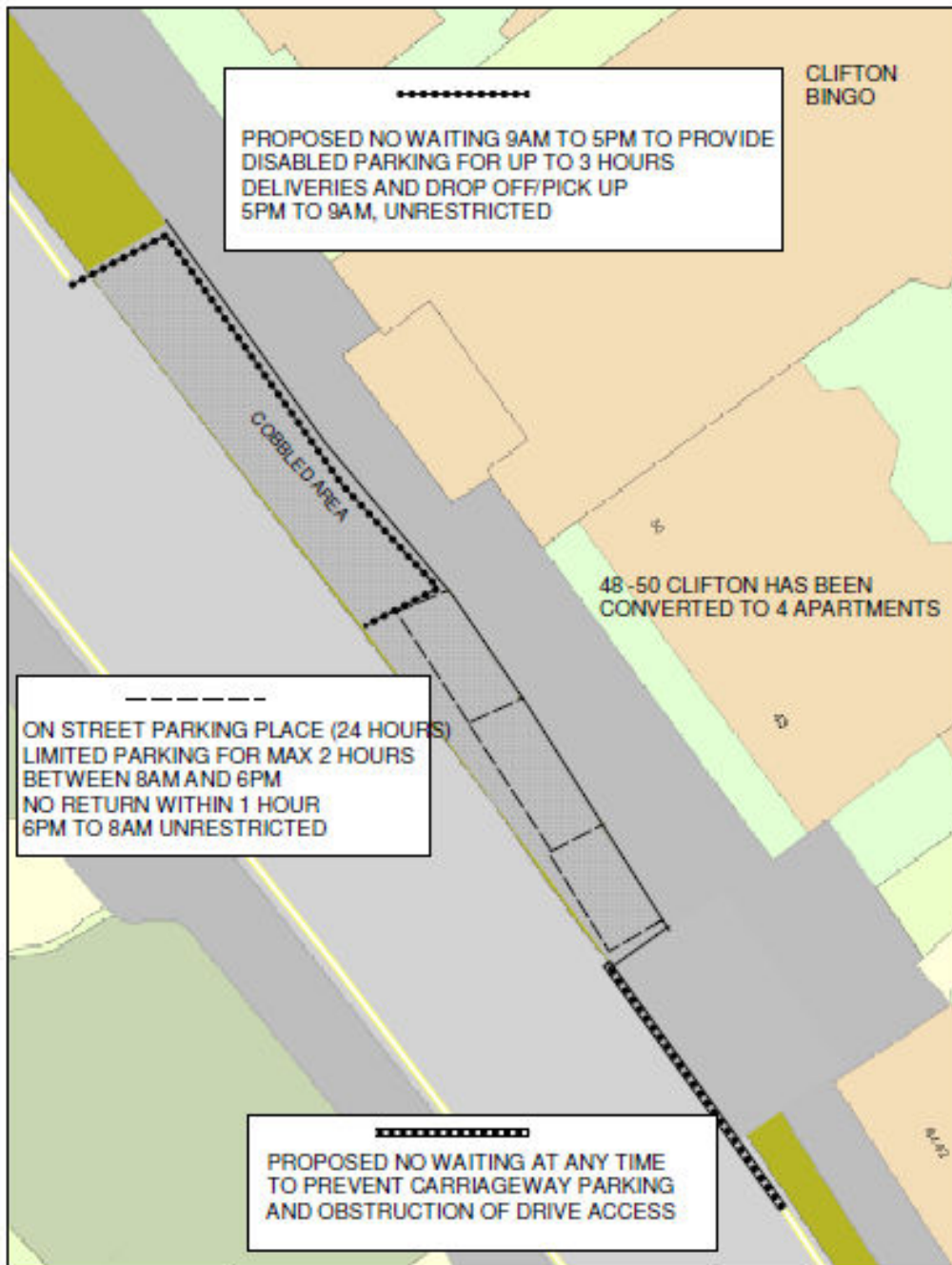
This area is subject to a high level of commuter parking and vehicles parked on carriageway outside 44 Clifton where there is a short length of unrestricted carriageway.

Perpendicular parking often overhangs into the carriageway or the footway, which can obstruct passing cyclists. However, perpendicular parking has occurred habitually over a number of years on most cobbled areas on Clifton. The only way we can enforce parallel parking would be to mark separate bays and formalise the spaces with an amendment to the TRO. In this way we can enforce if vehicles park outside the marked area in the same way as we can in the car parks.

Recommendation

Restrictions as outlined below and on attached plan:

1. Cobbled area outside bingo hall – no waiting 7 days a week, 9am to 5pm. This will allow daytime drop-off/pick-up and provide lay-by area for deliveries. Disabled parking will be allowed for up to three hours and could be of use to the afternoon session at the Bingo Hall. Evening and Sunday parking will be unrestricted and is likely to remain perpendicular (as occurs on other cobbled areas in Clifton).
2. 46-50 Clifton (16m) – cobbled area is narrower here than outside Bingo Hall and an averaged size vehicle will overhang carriageway and/or footway. Creation of on-street parking place with marked parking bays will enable enforcement of parallel parking. Proposal is for 24 hour parking with limited parking for a maximum of 2 hours between 8am to 6pm Monday to Saturday (will allow residents to park until 10am and return at 4pm and use the area all day Sunday)
3. Extension of no waiting at any time restrictions to prevent obstructive carriageway parking outside 44 Clifton.



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44-56 Clifton

SCALE	1 : 200
DATE	27/02/2013
DRAWN BY	
CHECKED BY	

Annex B

Ward Members and Political Party Comments

Ward Councillors Comments

Councillor K King – No Comments received

Councillor H Douglas –

I don't have any issues regarding the proposals

Regards

Helen

Councillor D Scott – No comments received

Political Party Comments

Councillor D Merrett – No Comments received

Councillor J Galvin –

I leave any comments to the Ward Councillors.

Best Regards

John

Councillor A Reid – No Comments received

Councillor A D'Agorne – No Comments received