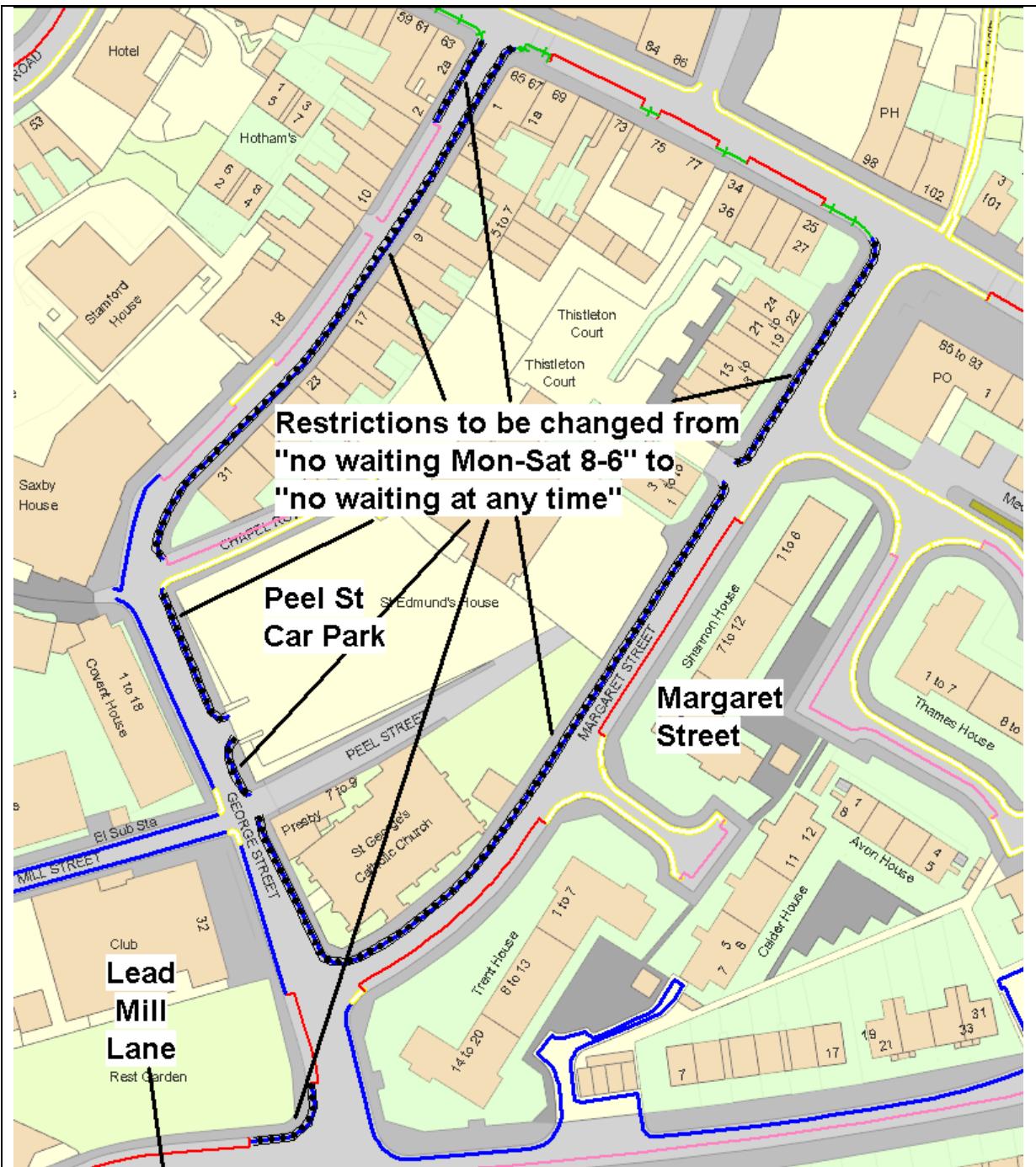


Annex H Guildhall Ward

H1	Location Claremont Terrace (off Gillygate) (raised by Claremont Terrace Residents' Association)
	Nature of problem and requested solution Vehicles parked in the alleyway leading from the North side of Claremont Terrace block access to the alleyway which runs behind the north of Claremont Terrace (which is alleygated). Restrictions have been requested on the alleyway up to the alleygate to prevent this.
	Background information The alleyway is adopted all the way from Claremont Terrace to well beyond the alleygate. There is a small house (number 1a) on the inside of the turn in the alleyway just outside the area restricted by the alleygate. There are a small number of private parking spaces off the alleyway outside the area restricted by the alleygate. There are wide gates and a private parking space <i>behind</i> the alleygate. Parking was observed in the alleyway itself (blocking vehicular access to the alleygate). It is not usual to introduce waiting restrictions on an alleyway as anyone parking in the alleyway will be completely blocking it and therefore causing an obstruction. Parking in the alleyway is thus illegal even without waiting restrictions.
	Recommendation No action
	Costs -

H2	Location George Street (raised by local residents)
Nature of problem and requested solution <p>Problems caused by parking on Sundays, when waiting restrictions do not apply. The particular issues of concern are difficulty of access to George Street at the junction with Walmgate, problems passing oncoming vehicles at the bend in George Street, not enough space to turn at the junction of Lead Mill Lane and similar potential problems in Margaret Street.</p>	
Background information <p>Most of the waiting restrictions on George Street and Margaret Street only apply Monday to Saturday 8-6. Peel Street car park is now charging for parking on a Sunday.</p> <p>Some waiting restrictions have been proposed before at the request of a tour bus operator, but were not taken forward because of objections received.</p>	
Recommendation <p>Change the following restrictions from “no waiting Mon-Sat 8-6” (single yellow lines) to “no waiting at any time” (double yellow lines):</p> <p>George Street at the junction with Walmgate on both sides back as far as the residents’ parking bay. Along the east side of George Street all the way to Margaret Street (past Chapel Row, Peel Street car park and St George’s Church). The west side of Margaret Street.</p>	

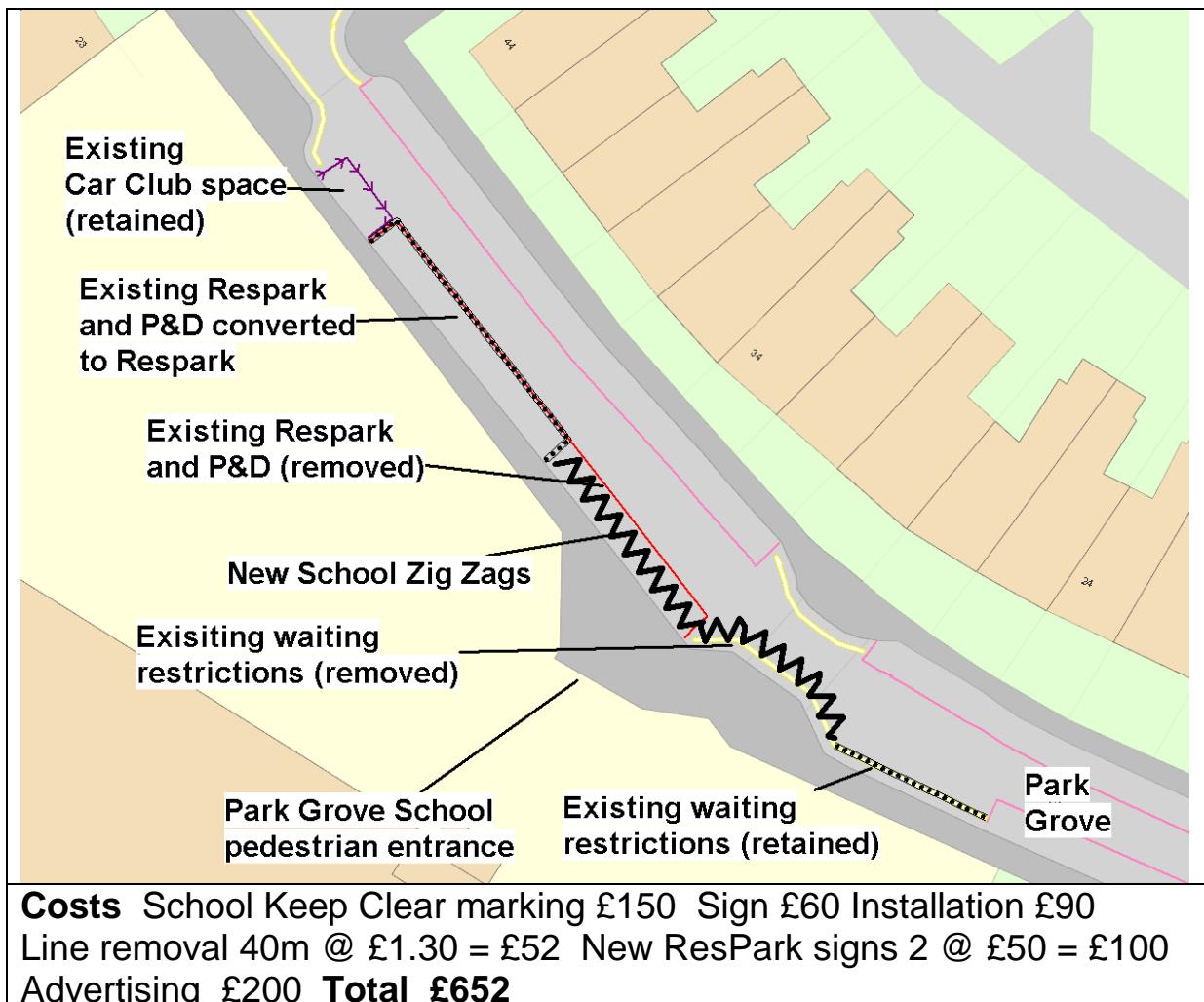


Costs Lines 400m @ £0.50 per m = £200

Removal of signs 4 @ £20 = £80 Removal of poles 3 @ £150 = £450

Advertising £200 **Total £930**

H3	<p>Location Park Grove (raised by Park Grove School and Council Sustainable Travel Service)</p>
Nature of problem and requested solution	
<p>School expressed concerns about cars stopping immediately outside the entrance to the school causing problems for pedestrians crossing the road to access the school. Request for school zig-zag markings to indicate no stopping around the entrance to the school at certain times.</p>	
Background information	
<p>Currently there is 30m of residents' parking (R25) from 8am to 8pm and pay and display (maximum stay 1 hour) outside the school entrance on Park Grove. There is a single car club space nearest to the junction with Emerald Street. There is also a section of waiting restriction (double yellow lines) near to the vehicular entrance to the school.</p> <p>Although there are no houses on this side of this part of Park Grove, the bays are used by local residents.</p> <p>The installation of school zig-zag markings would mean removing any residents' parking and pay and display bays from the same place.</p> <p>Waiting restrictions could be co-located with the school zig-zags but this would give rather complicated on street markings (yellow lines next to the kerb as well as school zig-zags).</p> <p>Total income from the pay and display spaces on Park Grove was £766.85 for year to March 2014, but this includes about 47m of bays nearer to Huntington Road as well as the 30m of bays affected by this proposal.</p>	
Recommendation	
<p>Leave three Respark spaces (15m) next to the car club space (but not P&D so this would need replating). Remove the rest of the respark/P&D bays on this side. Put in school zig-zags from the remaining Respark spaces past the school entrances, over the double yellow lines, through the buildout to the start of the Respark bays outside no 21 Park Grove (the house next to the school). Retain the "no waiting at any time" restrictions (double yellow lines) between the buildout and the Respark towards Huntington Road only, they would need to be relined and positioned between the kerb and the school zig-zags. The school zig-zags would have associated signage (one sign, mounted on the school wall), be mandatory and in operation Monday to Friday 8:30-9:30am and 3pm-4pm.</p> <p>This would have the effect of banning stopping on the school zig-zags during their hours of operation, but where the zig-zags replace residents' parking, unrestricted parking would be allowed outside the hours of operation of the school zig-zags.</p>	



H4	Location Dudley Street (raised by local resident)
Nature of problem and requested solution	
Request for residents' parking bay near to the junction with Brownlow Street on the South side to match already existing on the North side.	
Background information	
<p>Access is required for turning traffic to Dudley Mews (to the North of Dudley Street) and Dudley Court (to the South of Dudley Street). There are wide doors opening onto the South side of Dudley Street which provide access to the back yard of 32 Brownlow Street but no dropped kerb at this location. There is space for a 10m (2 car) bay clear of the wide doors which maintains turning access. The road is 8m wide (kerb to kerb) so is an adequate width to have residents' parking on both sides. There is currently parking for 12 cars in Dudley Street and 13 residents' parking permits have been issued. Dudley Street is a cul-de-sac.</p>	
Recommendation	
Install a 10m residents' parking bay on the South side of Dudley Street.	
	
Costs Removal of existing lines 10m @ £2.60 per m = £26 New lines 15m @ £1 per m = £15 ResPark sign £50 Advertising £200 Total £291	

Comments from Ward Councillors

Cllr J Looker

I welcome all the revised Traffic Regulation proposals. The issue at George St. Recognises some quite real difficulties that have affected residents, particularly since the car park began charging for Sunday parking.

Likewise I recognise the difficulties the school have had with no parking restrictions in place around the school.

The solution for Dudley Mews is also welcome.

However I am concerned around Claremont Terrace. You say parking in the alley is of itself illegal, but it would seem that notwithstanding that, people do. Have we been able to enforce the illegal parking, and if not is there a way we could target the area?

Political Party Comments

No comments received