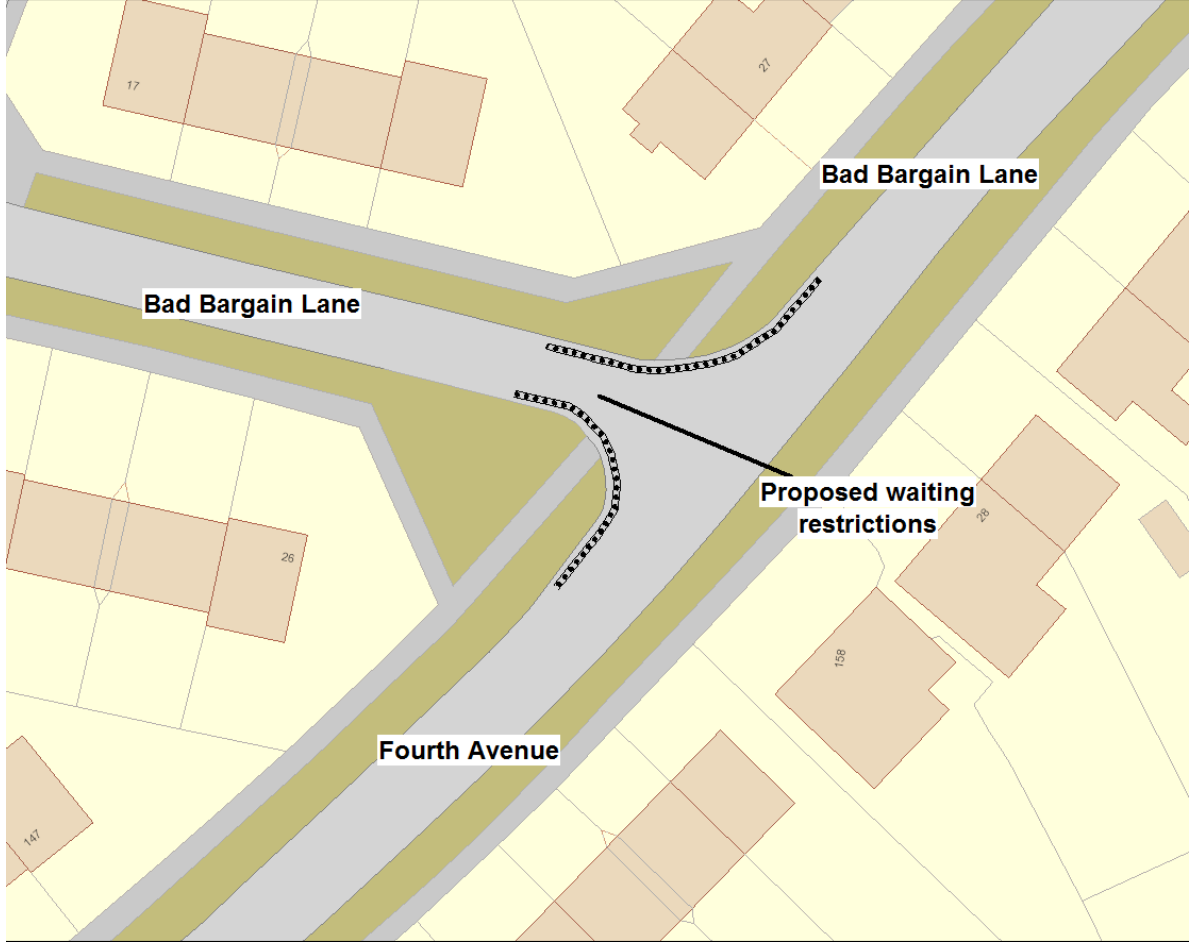
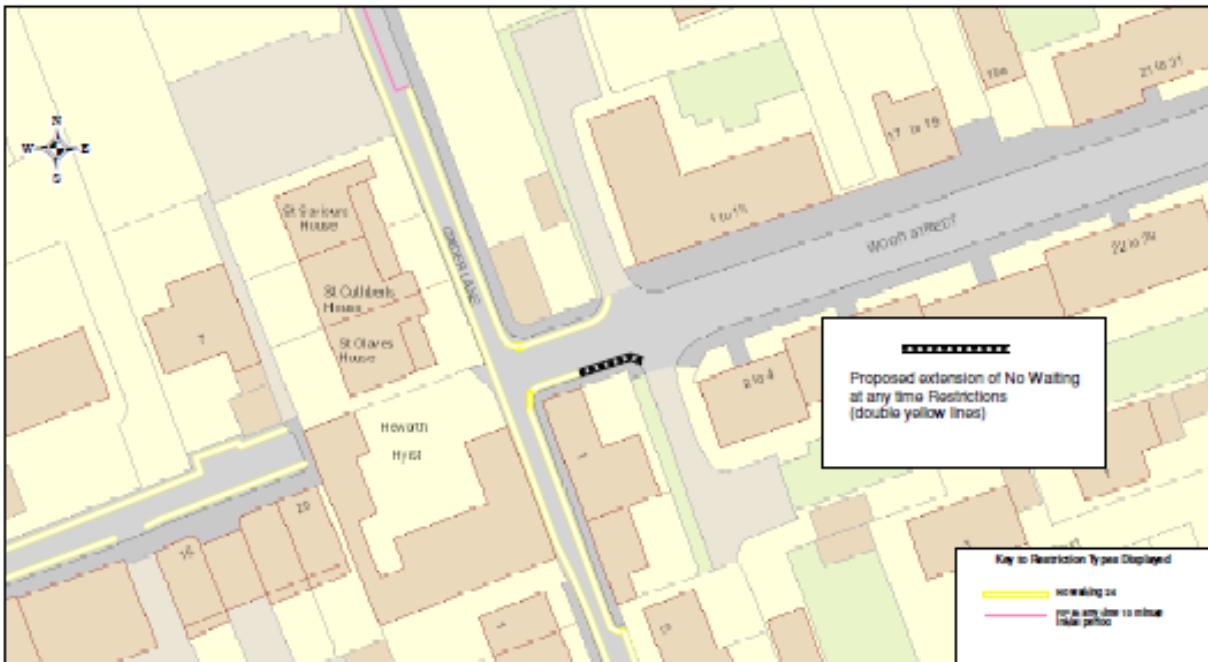


Annex G Heworth Ward

<p>G1</p>	<p>Location: Junction of Fourth Avenue and Bad Bargain Lane</p>	
<p>1 Background information (reason for proposal)</p>		
	<p>Problems caused by inconsiderate parking too close to the junction of Fourth Avenue and Bad Bargain Lane. Bad Bargain Lane and Fourth Avenue form a T junction. While Bad Bargain Lane continues through the junction, the movement between the Fourth Avenue and the east part of Bad Bargain Lane has priority over the west part of Bad Bargain Lane. A frequent bus service runs between Fourth Avenue and the west part of Bad Bargain Lane. There are extensive “no waiting at any time” (double yellow line) restrictions at the junction of Fourth Avenue and Tang Hall Lane, though this is a busier junction.</p>	
<p>2 Proposed amendment to the Traffic Regulation Order</p>		
	<p>Implement lengths of “no waiting at any time” (double yellow line) restrictions at the junction of Fourth Avenue and Bad Bargain Lane.</p>	
	 <p>The map illustrates the T-junction between Fourth Avenue and Bad Bargain Lane. Fourth Avenue runs from the bottom-left towards the top-right, while Bad Bargain Lane runs from the top-left towards the bottom-right. The proposed 'no waiting at any time' restrictions are shown as double yellow lines along the road surface at the junction. Labels on the map include 'Bad Bargain Lane' in two locations, 'Fourth Avenue', and 'Proposed waiting restrictions' with an arrow pointing to the double yellow lines. House numbers 17, 21, 26, 147, 158, and 28 are also visible on the map.</p>	
<p>3 Objections received</p>	<p>We have received one objection to this proposal.</p>	
	<p>Objections/Concerns raised</p>	<p>Officer Comments</p>
	<p>As one of the complainants regarding parking on Bad Bargain Lane/Fourth Avenue, I can absolutely confirm that this is not the area in question and there are no issues</p>	<p>The proposal is for standard junction protection and will protect tactile crossing points.</p>

	<p>with parking here. The problems lie where Fourth Ave merges into Bad Bargain Lane and NOT where Bad Bargain Lane bends to the left, where curiously there are stop/junction lines, however Bad Bargain/Fourth Ave merge does not have stop/junction lines making it seem that Bad Bargain and Fourth Avenue are one and the same road.</p> <p>I am happy to attend any meeting to point out that painting double yellow lines in the proposed area on Bad Bargain lane is not only a waste of money, but is taking the spotlight away from discussing and resolving the real issue, which is Fourth Ave/Bad Bargain Lane.</p>	<p>The additional area of concern has already been referred to the 2016 review</p>
4	Options Available	
	<p>a) Implement the proposal as advertised. Further consideration of additional restrictions in this area to be investigated in the 2016 review. This is the recommended option because it prevents parking at the junction area and protects the tactile pedestrian crossing point.</p> <p>b) Uphold the objections and take no further action at this time. This is not the recommended option because the proposal will ensure inconsiderate parking does not obstruct the junction area.</p>	
5	<p>Recommendation</p> <p>Option (a):</p> <p>Implement the restriction as advertised</p>	

G2	Location: Wood Street	
1 Background information (reason for proposal)	<p>Problems accessing private vehicular access, request for yellow lines. A length of “no waiting at any time” (double yellow line) restriction was proposed on the south side of the west end of Wood Street as part of the Annual Review in 2014. The length of this restriction was reduced following opposition from a local resident. The length which remains unrestricted is opposite the vehicular entrance. We continue to receive complaints about parked vehicles at this location preventing access to property opposite. Access is required for a “truck” which requires a larger turning area than a normal family car. Complaints have also been received because a car parked at this location cause vehicles to approach Cinder Lane in the middle of the carriageway to turn right and they are conflicting with vehicles turning from Cinder Lane into Wood Street.</p>	
2 Proposed amendment to the Traffic Regulation Order	<p>Extend waiting restrictions by 5m to give a 10m length of junction protection and provide an adequate turning circle to give vehicle access to property.</p>	
	 <p>Proposed extension of No Waiting at any time Restrictions (double yellow lines)</p> <p>Key to Restriction Types Displayed</p> <ul style="list-style-type: none"> no waiting at any time no stopping to allow double yellow lines 	
3 Representations received	<p>We have received two objections to the proposed restriction and three representations of support</p>	
Objections/Concerns raised	Officer Comments	<p>We would be very grateful if you could re-consider the proposed application of double yellow lines to the end of wood street, immediately adjacent to the rear access of our property.</p> <p>This is a difficult issue to resolve. One resident is requesting an improvement to the legitimate</p>

The space outside our rear gate is invaluable for our family. When I am On-Call (resident is a doctor), in the event of an emergency, I can be sure of easy access to the car. We have a very modest courtyard that cannot accommodate our car and is used as a play area.

Since the successful application of yellow lines elsewhere on Cinder Lane and Wood Street, there is no longer a safety issue with negotiating the junction of the two streets.

You state in your letter that the reason for this proposal is to improve the safety at locations adversely affected by indiscriminate or obstructive parking. This, however, is not the case in Wood Street as there is just enough space for one car, which is most of the time taken by my own right in front of my own house.

I would appreciate if you would refrain from your proposed plan as far as Wood Street is concerned and if I could continue parking my car right where I live.

vehicle access to his property and improved junction safety. To achieve this removes the parking amenity for another resident.

The alternative is to take no further action that retains the on-street parking amenity for one vehicle, but prevents the access for the “truck” opposite.

The proposed restrictions fall across a dropped kerb with double gate access. Only the resident is able to park across the area (it effectively provides this property with a personal parking space on the public highway).



Support for proposal

“I understand the necessity for this measure.” (local business)

Two residents have raised the following in support:

Parked car at this location forces vehicles to approach junction on wrong side and they are blind to traffic turning right from Cinder Lane into Wood St. This is dangerous and where children cross the road to the nursery.

When vehicles meet at the junction, one party has to reverse, which is difficult when space is tight. Vehicles used to turn in a private driveway, flattening the plants in the garden.

Since a fence was erected to prevent the damage, larger vehicles find it is extremely difficult to turn the corner –the refuse vehicle has to shunt backwards and forwards many times to make the turn. (two residents)

For the sake of one parking space, which is also in front of a drive the car could park in, it makes sense to continue the double yellow lines, both legally and for health and safety reasons.

4	Options Available
	<p>a) Implement the proposal as advertised. This is the recommended option because it will improve safety in the junction area and improve the legitimate rear vehicle access for 66 Heworth Green.</p> <p>b) Uphold the objections and take no further action. This is not the recommended option because the problems of junction safety and vehicle access would still remain.</p>
5	Recommendation Option (a): Implement the restriction as advertised.