

Annex H

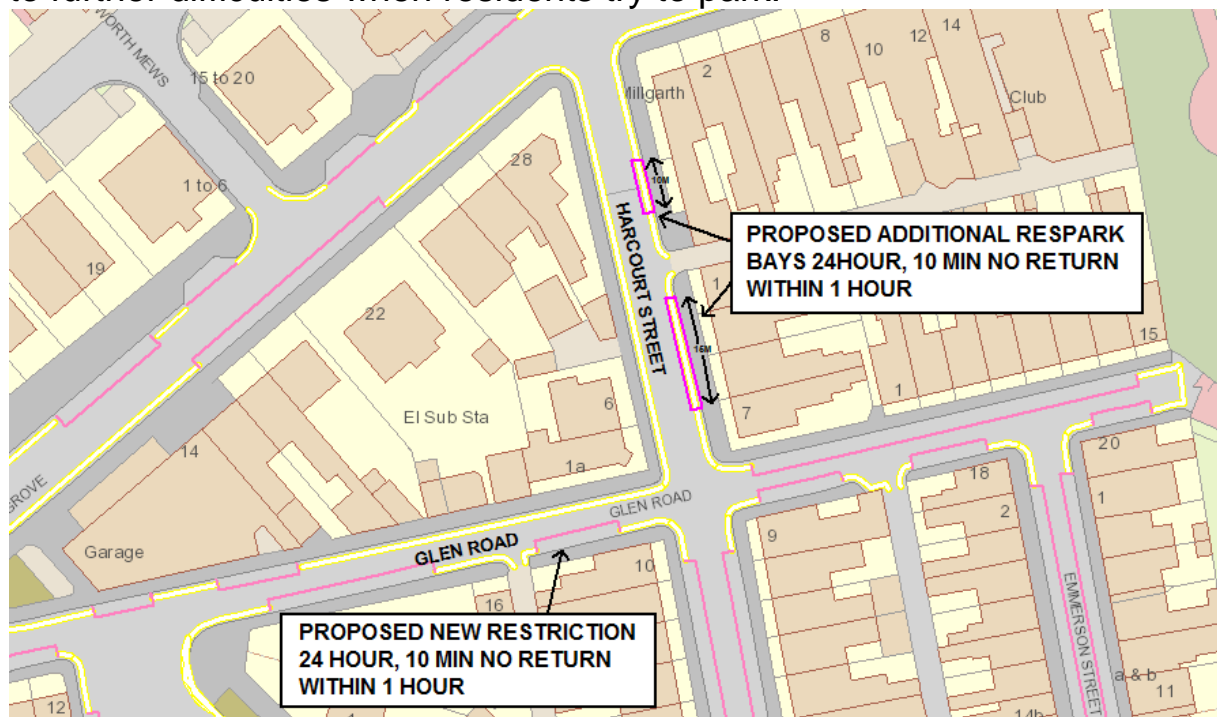
Heworth Ward

H1

Location Glen Road/Harcourt Street

Nature of problem and plan of Advertised Proposal

Resident of Harcourt Street raised the issue of difficulties when trying to find a parking space within the existing Respark parking bays. Resident also stated the existing bays that have a restriction of 1 hour parking, no return within an hour are being used by taxis as a waiting area leading to further difficulties when residents try to park.



Recommendation was to revoke a 10m and 15m section of double yellow lines on Harcourt Street and install two Respark parking bays. To change the parking restriction of one bay on Glen Road from 1 hour parking to 10 minute parking, no return within 1 hour.

Representations Received

- The reason for our objection is that our garage is situated in a lane off Harcourt Street alongside no. 6 Harcourt Street, and we have difficulty entering the lane even before anything is changed, particularly when larger vehicles or vans park opposite the lane end, even though there are double yellow lines. Sometimes we have to ask drivers to move their vehicles along so that we have access to our lane.

Owing to the tightness of the two brick walls on either side of our lane, neither of which are our property, we experience difficulty in entering the lane. We need to position our car as near to the

opposite side of the road as possible, straighten the car to miss the two brick walls, and pull in the wing mirrors prior to entering the lane.

We need access to the lane numerous times every day as our daughter who lives with us is chronically ill and has many appointments at different hospitals and surgeries.

Our house has had a legal, free and unrestricted right of access using the lane onto Harcourt Street since before we moved here in April 1976.

We notice that there is a similar lane to ours on the opposite side of Harcourt Street a few metres away and that this will not have any car parking spaces directly opposite to it under the proposals. We were surprised that we did not receive a letter from the Council about these changes, despite the fact that our property has a right of access to and from Harcourt Street. Also, on the map accompanying the Council letter, our lane is not clearly marked.

If these proposals are passed they will have a very negative effect on us as a family by creating further difficulties for us.

- I am writing on behalf of the residents at numbers 1, 3, 5, 6 and 7 Harcourt Street in response to your notice of the above dated 22 October 2021.

We would like to express our concerns and suggestions in relation to the proposed parking arrangements detailed in paragraph 2(i) of the Amendment Order, namely the alterations proposed on the east side of Harcourt Street between the northern boundary line of No. 7 and a point 15m north of that boundary.

We do not object to the principle of some parking spaces in the delineated area, particularly close to the properties at No. 1 and 3 as these properties are furthest away from the parking on Glen Road. However, we are aware that some residents of Hawthorn Grove are concerned about the impact of parking in this location on their ability to reverse into and out of their garage and I understand that they have contacted you separately about this. Residents of Nos. 5, 6 and 7 object to parking outside No. 5 due to the increased noise and disturbance from parked cars in close proximity to the front of our houses.

In addition, we are all concerned about the visual impact of parking on the street as it would mean that we are looking out on parked cars and are faced with them on coming out of our front doors. We consider that having a row of parked cars along the street will create a poor visual environment and will do nothing to enhance the attractiveness of the street. You will be aware of the

Government's 'Building Beautiful' initiatives and the introduction of the National Design Guide (NDG). In relation to parking the NDG has the following advice:

"Well-designed parking is attractive, well landscaped and sensitively integrated into the built form so that it does not dominate the development or the street scene. It incorporates green infrastructure, including trees, to soften the visual impact of cars, help improve air quality and contribute to biodiversity. Its arrangement and positioning relative to buildings limit its impacts, whilst ensuring it is secure and overlooked."

And in relation to creating well designed public spaces it says: "Well-designed public spaces, particularly streets, are designed to support an active life for everyone, and are maintained for continual use. It is important to design them to include all of the users who may wish to use them for activities such as socialising, informal doorstep play, resting and movement. Their success depends on them being fit for purpose, attractive places that people enjoy using.

In well-designed places, streets are public spaces that are open to all. They encourage people to walk and cycle rather than to depend upon cars, particularly for short, local journeys. They are accessible to all and designed to meet the needs of their most vulnerable users. They are places where the design of shared space schemes, that remove or reduce the distinction between the pavement and carriageway, takes into consideration the needs of people with disabilities particularly visual impairment."

As residents we are of the view that any parking spaces provided in this part of Harcourt Street should incorporate a wider consideration of the street environment, traffic calming and how this can be improved. To this end we would ask the Council to consider the following measures on this part of Harcourt Street: Narrowing the street to provide traffic calming; Incorporating planters with street trees / vegetation to make the environment more attractive and to separate parking spaces.

Consider the potential for closing this part of the road to all but traffic for residents effectively creating a Home Zone, the likes of which was considered some years ago;

Alternatively, making this part of Harcourt Street one way, which would have the effect of reducing through traffic to an extent.

It is also worth noting that many years ago there were parking spaces outside 1A Glen Road and it may be possible to reinstate these thus reducing the number of spaces needed on Harcourt Street.

Officer analysis and Recommendation

The additional parking bays on Harcourt Street should not affect the ability of residents to enter the lane. Some of the recommendations received from residents are outside the scope of this review. The recommendation is to implement as advertised with a view to monitor and consider further highway improvements in the future.

Options

1. Implement as Advertised(Recommended)
2. Take no further action.
3. Implement a lesser restriction than advertised

H2

Location Monkton Road/Elmfield Avenue

Nature of problem and plan of Advertised Proposal

This junction is a right of way from Elmfield Avenue to Monkton Road and a bus route. Parked vehicles close to “bend” causing access and sight line problems and obstructing pedestrian crossing points



Recommendation advertised: Prevent parking to improve access and safety around the junction/bend

Representations Received

We have received one representation in support and one objection to the proposal.

Objection:

- Where are we meant to park our cars after these lines go down???? We have no drive and can't afford to put one in ourselves. With the other yellow lines on the junction proposed then they will need some where to park to, and on our side our house is the usual spot. Unless we can have a drive provided or allocated parking for two cars outside our house. It going to be a problem.

Support:

- I'm all for restricted parking Monkton Road to allow busses easier passage. Would like ban on grass verge parking churning up all the grass and leaving a muddy eye sore

Officer analysis and Recommendation

The length of the restrictions advertised are the length of 20m to protect pedestrian visibility when at the pedestrian crossing points on Monkton Road and Elmfield Avenue. Therefore the recommendation is to implement as advertised.

Options

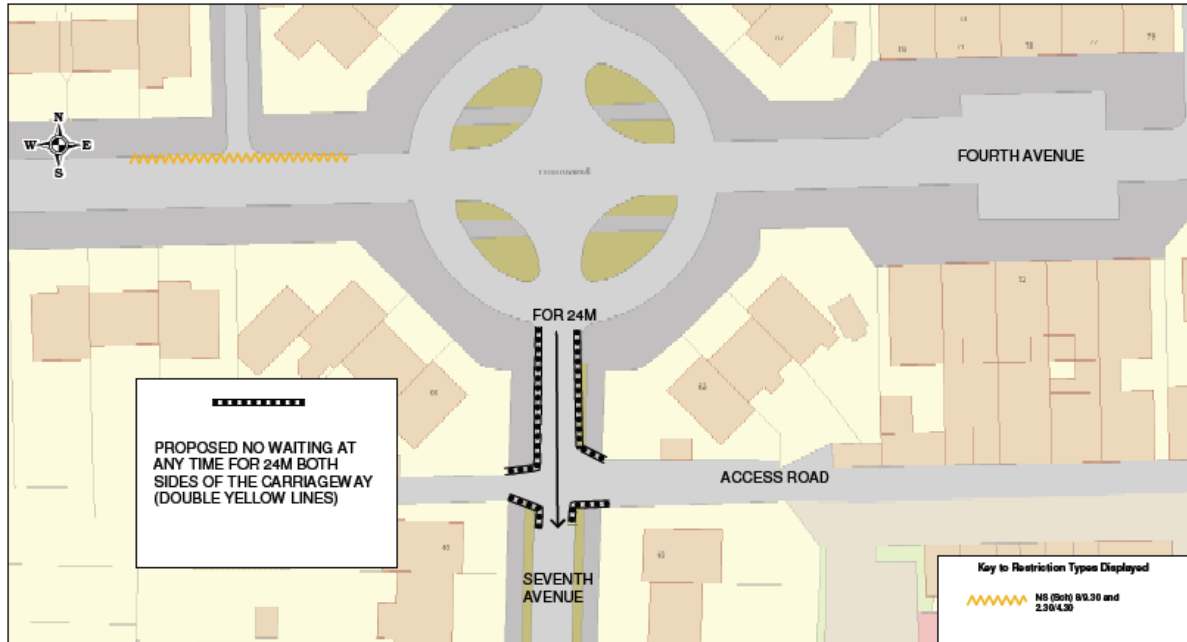
1. Implement as Advertised(recommended)
2. Take no further action.
3. Implement a lesser restriction than advertised

H3

Location Seventh Avenue

Nature of problem and plan of Advertised Proposal

Parked cars causing obstruction to access lane to rear of Fourth Avenue business outlets. Access required for deliveries.



Recommendation advertised: Double yellow lines on Seventh Avenue between Fourth Avenue and access road.

Representations Received

We received one representation in objection to the proposal.

- I am writing to object to your proposals to make the area on Seventh Avenue that joins Fourth Avenue into a “No waiting” area. Due to the ever increasing amount of vehicles per household (partially due to the amount of students in the area) there is already a lack of parking on Seventh Avenue. We live at number 46 and currently park where you are planning to impose new restrictions (see pic 1). There is no spare parking space nearby, directly in front of our house or anywhere else down the street or on Fourth Avenue either. The “Roundabout Controlled Junction” as you call it (nothing like a roundabout as regards to priorities or rules) currently has cars parked all over the footpaths (see pic 2). The narrow alley at the side of our house is an access road and cannot be blocked and there is no parking at the rear of our house. If you do your homework, you will see that everywhere else nearby already has its residents parking near their properties making it impossible to simply “park somewhere else”. I know it’s “not your problem” but I’d love to know where you expect us to park if these changes go ahead.

I would like to know the reasons for these intended restrictions as Health & Safety certainly isn't a consideration. If Health & Safety is an intended argument then Seventh Avenue needs a 7.5ton weight limit imposing due to articulated lorries from the One Stop shop speeding dangerously through our busy family friendly residential area where my children are regularly playing.

I genuinely would like to meet to discuss these plans as I feel that these plans are being made purely because of articulated lorries struggling to turn into the narrow access road which is too small for the size of lorries being sent to restock the shop. They have already caused damage to my vehicles, the posts on the verges, the verges (making them very muddy), and the hedges of the neighbours from over the road, the trees and the B.T poles. Several years ago when we first moved here, when Seventh Avenue wasn't so busy, before we needed to park where we do, there is a utility cover on the footpath that was getting regularly broken due to lorries driving on it and breaking it

Officer analysis and Recommendation

The restrictions advertised will keep the access route clear and help to ensure delivery vehicles do not block the highway. As such, the recommendation is to implement the restrictions as advertised.

Options

1. Implement as Advertised(recommended)
2. Take no further action.
3. Implement a lesser restriction than advertised