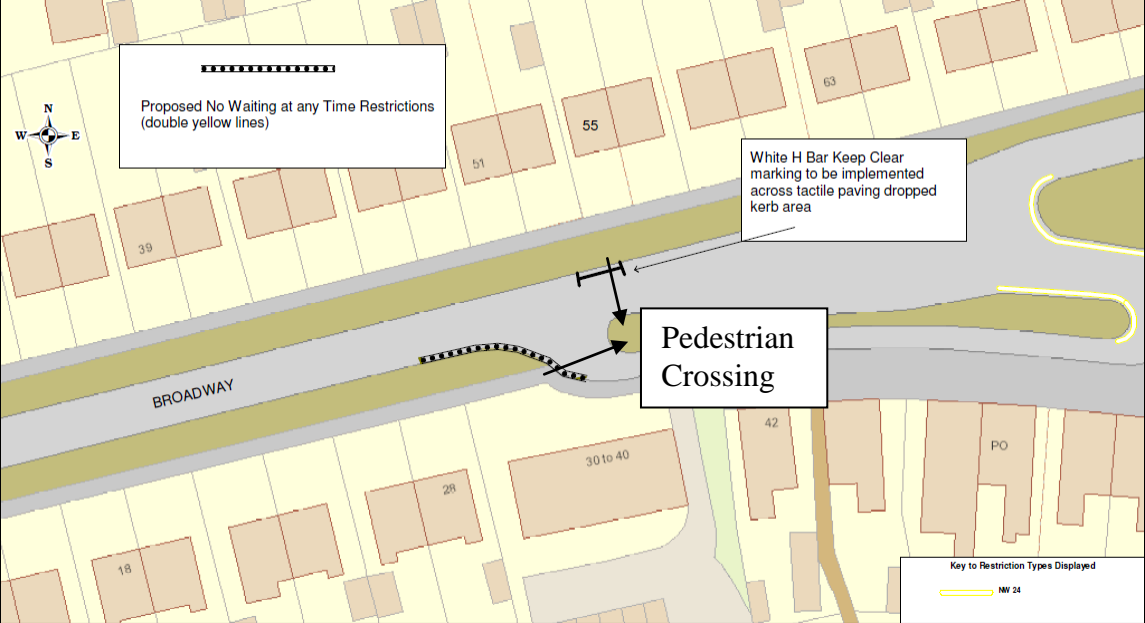
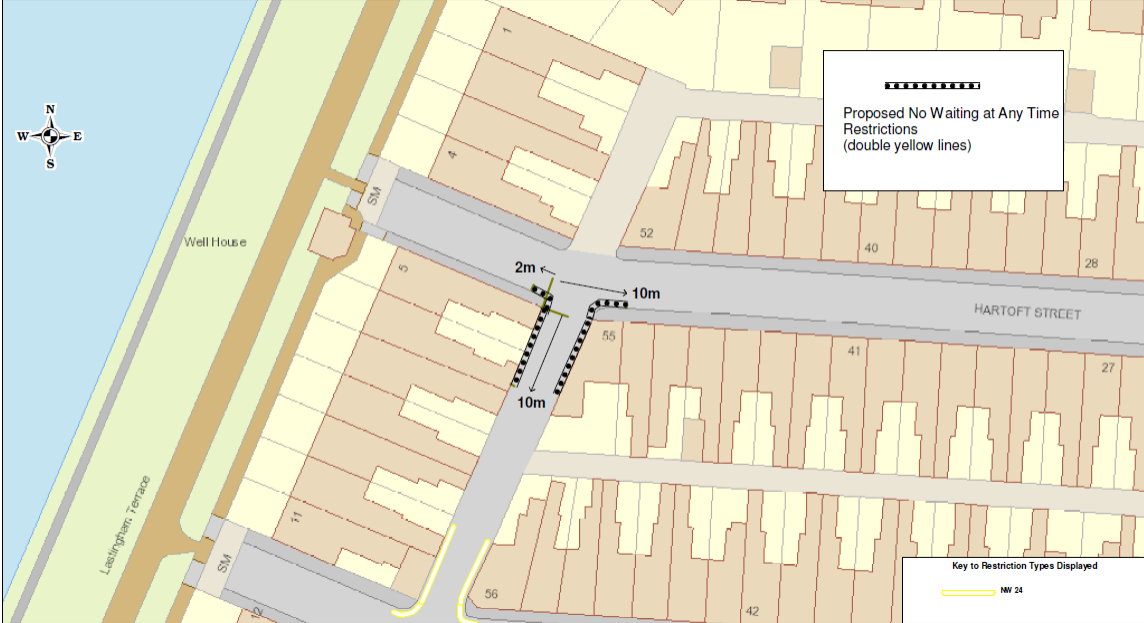


Annex C Fishergate Ward

<p>C1</p>	<p>Location: Broadway (junction with private access road from shops and flats)</p>	
<p>1 Background information (reason for proposal)</p>	<p>Inconsiderately parked vehicles causing problems for vehicles exiting the access road to the shops. The access road to the shops is operated as a one way road, the exit has no restrictions whereas the entrance has “no waiting at any time” (double yellow line) restrictions on each side and opposite. Similar protection for the exit would help vehicles to get onto Broadway safely. There is a bus stop clearway on the traffic island which forms one side of the access road and this is not used for parking.</p>	
<p>2 Proposed amendment to the Traffic Regulation Order</p>	<p>Implement short length of “no waiting at any time” (double yellow line) restrictions and protect the tactile dropped kerb (provided for pedestrian crossing) with white keep clear bar marking.</p>	
 <p>The map shows Broadway with several residential addresses: 39, 51, 55, 63, 18, 28, 30 to 40, 42, and a PO. A north-south compass rose is in the top left. A legend in the bottom right indicates 'Key to Restriction Types Displayed' with a yellow line for 'NW 24'. A callout box points to a section of Broadway with a double yellow line, labeled 'Proposed No Waiting at any Time Restrictions (double yellow lines)'. Another callout box points to a white H-bar marking on a tactile paving area, labeled 'White H Bar Keep Clear marking to be implemented across tactile paving dropped kerb area'. A 'Pedestrian Crossing' is marked with a zebra crossing and a callout box.</p>	<p>3 Objections received We have received one objection to this proposal.</p>	
<p>Objections/Concerns raised</p>	<p>Officer Comments</p>	
<p>I am writing to express my concern that the introduction of these waiting restrictions may cause further issues along Broadway. Cars will then park further down the street, which already blocks the road on occasion. Cars parked down Broadway can often make it difficult to pass through at present. In addition pulling off drives can be</p>	<p>It is likely vehicles will displace and park further down Broadway. The length of restriction is short, displacement will be limited to a maximum of 2 vehicles. Sight lines will improve on egress from the access road</p>	

	dangerous, as you often don't have a clear view down the road.	and prevent obstruction of pedestrian crossing areas.
4	Options Available	
	<p>a) Implement the proposal as advertised.</p> <p>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</p> <p>This is not the recommended option because although the objector alleges parking is not taking place in this area at this time the restrictions will prevent parking occurring in the junction area.</p>	
5	Recommendation Option(a): Implement the restriction as advertised.	

C2	Location: Lavingham Terrace/Hartoft Street	
1 Background information (reason for proposal)	<p>The house front doorway on the side of no 55 Hartoft Street has sometimes been blocked by inconsiderate parking in the alleyway behind Lavingham Terrace. The alleyway is relatively wide (6m) so vehicles parking in this position are not causing an obstruction to traffic but are blocking access to the house. The other end of the alleyway (onto Farndale Street) has “no waiting at any time (double yellow line) restrictions extending down the alleyway for 10m.</p>	
2 Proposed amendment to the Traffic Regulation Order	<p>Implement “no waiting at any time” (double yellow line) restrictions at the junction of the alleyway and Hartoft Street to match those at the other end of the alleyway.</p>	
 <p>The map illustrates the proposed traffic regulation order. It shows the junction of Lavingham Terrace and Hartoft Street. A 2m restriction is indicated at the junction, and a 10m restriction is indicated along Hartoft Street. A key to restriction types is provided, showing a yellow line for 'NW 24'.</p>	3 Objections received	
<p>We have received two objections to the proposed restriction from residents of Lavingham Terrace.</p>	<p>Objections/Concerns raised</p>	
<p>I cannot continue to park at the back of my house which I have been able to do for the past 30 years. Will leave only one car parking space along the whole of Lavingham Terrace back lane. The back lane is used extensively as a “loop”. The removal of parked vehicles will increase vehicle speed. This will increase the danger for residents whose properties open up into the Lane (there are no footways) and pedestrians. The front door of 55 Hartoft Street can be</p>	<p>Officer Comments</p> <p>The main issue reported was obstruction at the front door access to 55 Hartoft Street.</p> <p>It should be possible to shorten the lengths of the proposed restrictions and still achieve better access.</p> <p>We are not able to place a restriction to prevent larger vehicles to park overnight.</p>	

obstructed by a parked vehicle so it does make sense to have the restriction around the corner to just beyond their front door. This will give sufficient clearance at the junction. (2 residents).

Few vehicles turn into the Lane from the NW side – restrictions here would have a detrimental effect on parking capacity where there is an issue for residents.

Shorter length restrictions would still aid larger vehicles turning into the Lane and still protect the parking amenity for residents.

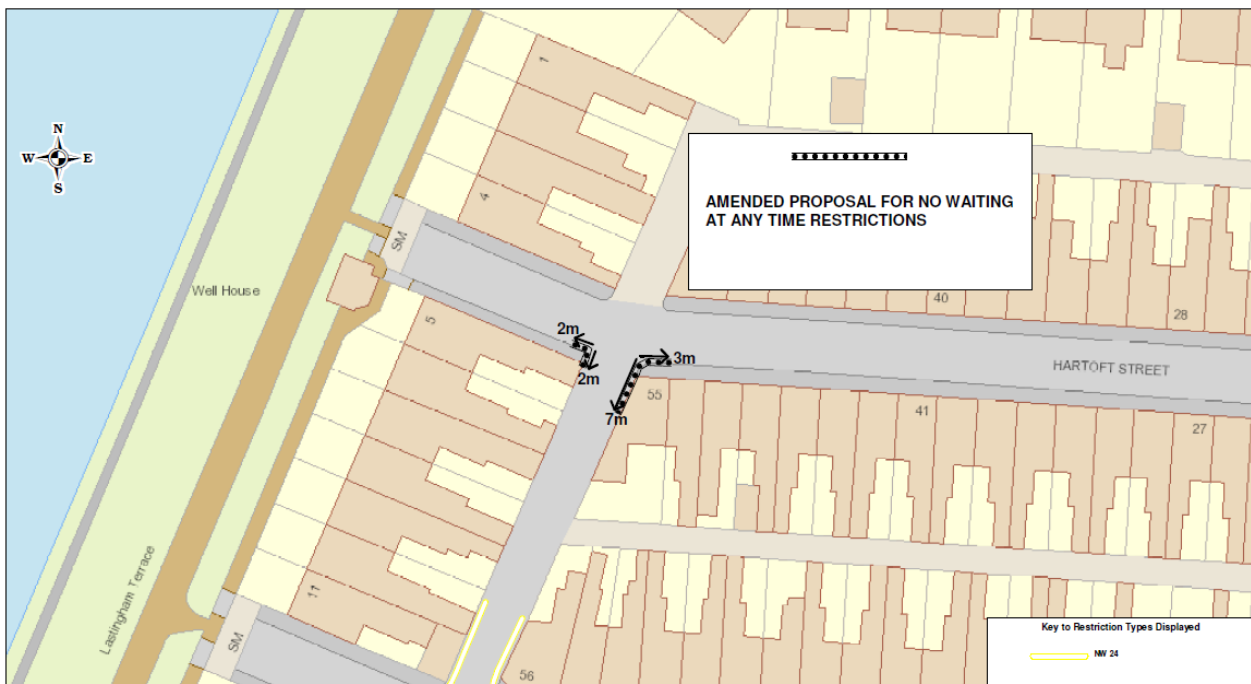
Some commercial size vehicles park overnight on these streets (partially on the footway) on a regular basis. Please consider whether there should be a width/length restriction on vehicles allowed to park overnight. This would be a greater benefit than the unnecessary imposition of the 20mph restriction.

4 Options Available

a) Implement the proposal as advertised.

This is not the recommended option because we are able to amend the proposal without significant detriment to the overall objectives of the scheme.

b) Uphold the objections and implement an amended restriction as outlined in the plan below.

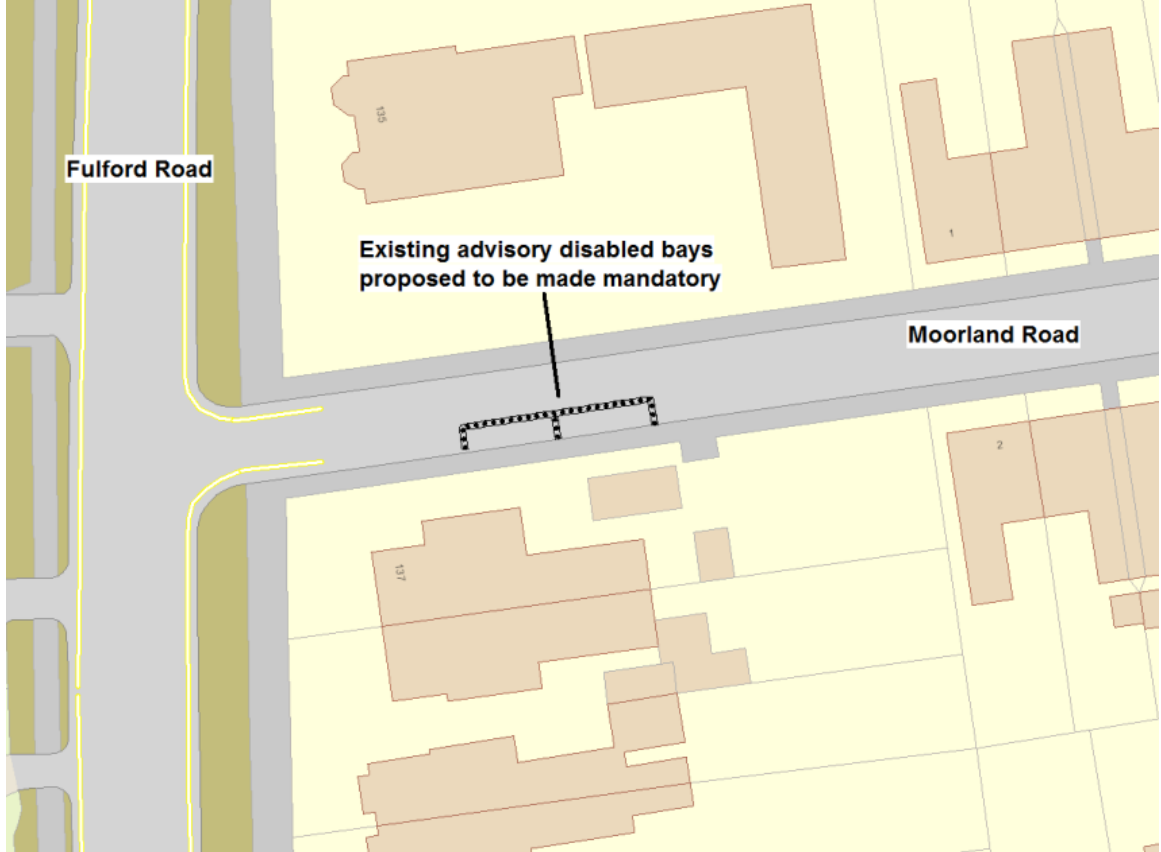


This is the recommended option because we are able to take the views of residents into account whilst maintaining some improvement to manoeuvrability at the junction area and protect the property entrance of 55 Hartoft Street.

5 Recommendation

Option (b):

Implement an amended restriction of shorter lengths as outlined above.

C3	Location: Moorland Road (Disabled Parking Amenity)
1 Background information (reason for proposal)	
<p>Background information</p> <p>Two advisory disabled parking bays were recently installed on Moorland Road at the request of Hamlynn Health, a health clinic which fronts onto Fulford Road. Parked vehicles close to and opposite the entrance to their private car parking area create an obstruction and not all vehicles are able to access the car park. Alternatives considered were to place waiting restrictions opposite and near to the entrance or provide an advisory disabled parking bay to ensure disadvantaged clients could park close to the medical outlet.</p> <p>Moorland Road is a residential road where residents report a shortage of parking, it is not covered by a ResPark scheme. The decision to place advisory bays was in order to protect as much residential parking amenity as possible.</p> <p>Since the advisory bays were placed we have received anecdotal evidence that there are disagreements over parking within them. Local residents were asking for the advisory disabled bays to be removed whereas the local health clinic wants them made mandatory.</p> <p>We were aware the conversion of the bays to mandatory disabled bays (which can only be used by blue badge holders) would be unpopular with local residents, but it would clarify their status.</p>	
2 Proposed amendment to the Traffic Regulation Order	
<p>Convert the bays to mandatory disabled bays but with limited hours of operation – Mon to Fri 9am to 5pm with a maximum stay of 3 hours.</p>	
 <p>The map displays a street layout with Fulford Road on the left and Moorland Road running horizontally across the middle. Several buildings are shown in tan with their addresses: 113, 117, and 2. A black and white striped barrier is positioned on Moorland Road, with a line pointing to it from the text 'Existing advisory disabled bays proposed to be made mandatory'.</p>	

<p>3 Objections received We have received 9 objections to this proposal – most of the comments being common to all objectors.</p>	
<p>Objections/Concerns raised</p> <p>Comments on Hamlyn Health car park Available space in the private car park should be given to disabled clients and let able bodied customers park elsewhere and walk (like the residents of the street). Any users of the disabled car park amenity on the public highway have further to walk to the facility than if they had used the car park. The surface of the Hamlynn Health car park is gravel, which can be problematic for some disabled people. Car Park could be resurfaced to provide a more suitable off-road area for disabled people to use. It would appear Hamlyn Health prefer a publicly funded solution on the street. Hamlyn Health have told residents their car park is not suitable for larger vehicles with tail lifts so the on-road parking is necessary and the gravel surface is not suitable for wheelchairs; yet residents have witnessed builders vans and scaffolding lorries accessing their car park without any problems. Since the advisory disabled parking was introduced one of the practitioners has left, the Hamlyn Health Car Park is now mainly empty.</p> <p>Pressure for on-street parking space Parking for residents is already problematic on Moorland Road. This proposal will have a negative impact on the street. There are several commercial businesses, in particular hotels and Bed and Breakfast establishments which creates problems for residents and parking – are we going to allow private parking on the highway for all businesses in the area.</p>	<p>Officer Comments</p> <p>This proposal has proved unpopular with local residents who feel very strongly that disabled parking on the public highway should not be made available for a private profit making company who already has a private off-street parking amenity (car park).</p> <p>It is not uncommon for medical outlets to be provided with a disabled parking amenity on the public highway.</p> <p>Residents, would prefer the area to remain advisory which will allow them some additional parking space if required during office hours.</p> <p>Site visits have shown the disabled parking area is not parked upon extensively, even overnight. This appears to indicate residents have shown some respect for the space and use it as a last resort for parking.</p>

<p>Parking for residents depends on goodwill and flexibility and this will be diminished by the proposal. This is commercialisation of a residential area and an allocation to one non-resident of a resource that used to be available to all. Taking over of the public road for the exclusive benefit (profit) of a private company.</p> <p>Use of existing advisory disabled parking The spaces have not both been in use at the same time during business hours and usually stand empty. Occasionally one or two have been used by residents overnight when no other space has been available. For a large proportion of the working day these spaces are unused. The hours of operation for the bays does not help shift workers who cannot find space during the day after night duties.</p> <p>Other comments Hamlynn Health has changed part of the premises to provide two self contained flats with allocated parking - is it a coincidence that they then request two disabled spaces on the public highway?</p> <p>Solutions/suggestions given to us It would be safer to place waiting restrictions opposite the proposed parking area. Remove one bay, the other to remain Advisory. Disabled spaces to remain advisory. Remove disabled spaces entirely from the public highway.</p>	<p>Because of this, space is usually available for disabled parking by clients of Hamlynn Health when required and the advisory space is working effectively.</p> <p>Agreed, but additional restrictions would remove further parking amenity and likely to be resisted by most residents.</p>
<p>4 Options Available</p>	
<p>a) Implement the proposal as advertised. This is not the recommended option because it is considered the current advisory bay works effectively and this confirms the focus on cost efficiency to make the right decision in a challenging financial environment.</p>	

b) Uphold the objections and leave the bays advisory.
This is the recommended option because we have observed the bays are not heavily used. It confirms that we are a council that listens to residents - to ensure it delivers the services they want and works in partnership with local communities.

5 Recommendation

Option (b)

No further action at this time, the disabled parking space to be left on street as an advisory bay.