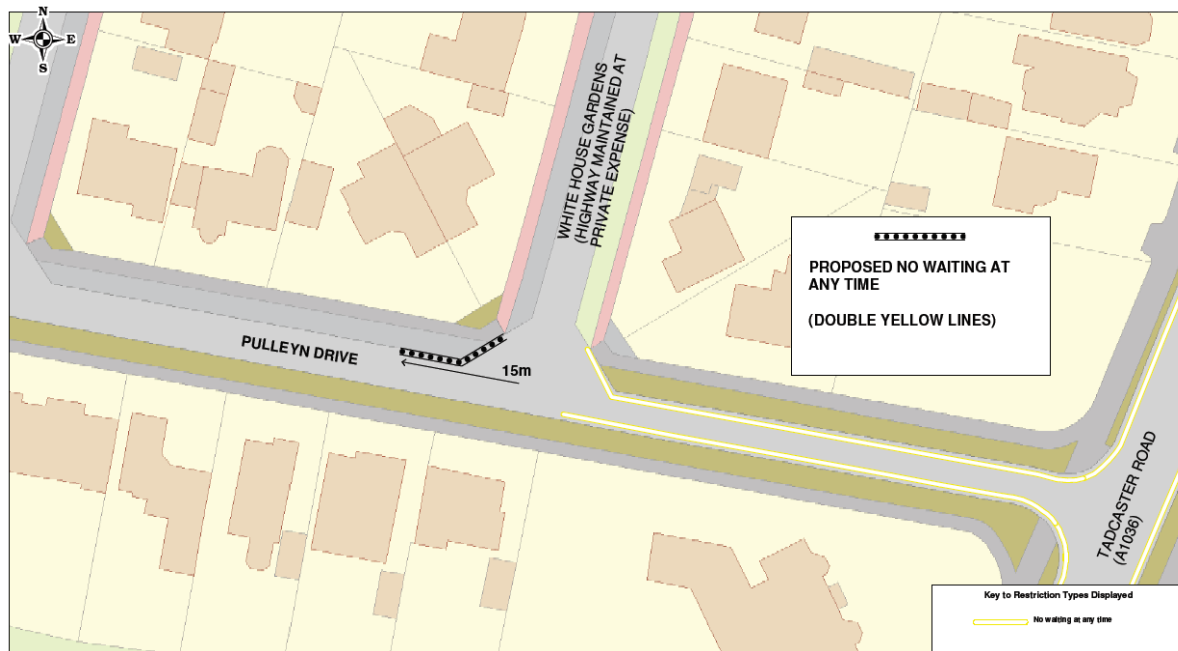


Annex C Dringhouses and Woodthorpe

C1 Location: Pulleyn Drive, White House Gardens junction area

Nature of problem and plan of Advertised Proposal

Vehicles parking on junction causing problems of access and obstructing sight visibility splay on egress.



The proposal (15m from the projected western kerbline of White House Gardens west for 15 metres) was designed to prevent parking close to the junction causing the reported issues with access and sight lines on exit.

Representations Received

We have received one representation in objection to the proposal. *"I would like to raise the concern that such restrictions would force issues further down the road. The proposed lines would limit parking at the only spot not directly in front of another property, forcing cars to then park near driveways where the turning circle is already tight (there have been several accidents with people hitting gate posts or vehicles on the opposite verge in the past). Pulleyn Drive is a 20 mph zone so cars should be proceeding with caution - sad to say the speed limit signs are often ignored."*

Officer analysis

We believe vehicles are parking in the junction area, specifically on the angled section leading into White House Gardens. By extending the

restrictions further west we are protecting sight lines. There is a mature tree on the verge just west of the junction area that will additionally impede sight lines.

The restrictions will protect one drive access opposite.

We do not consider vehicles should be parking this close to a junction or the proposal excessive in nature.

Options

1. Over-rule the objection and implement as advertised.
This is the recommended option because this is basic junction protection to prevent vehicles parking close to the junction.

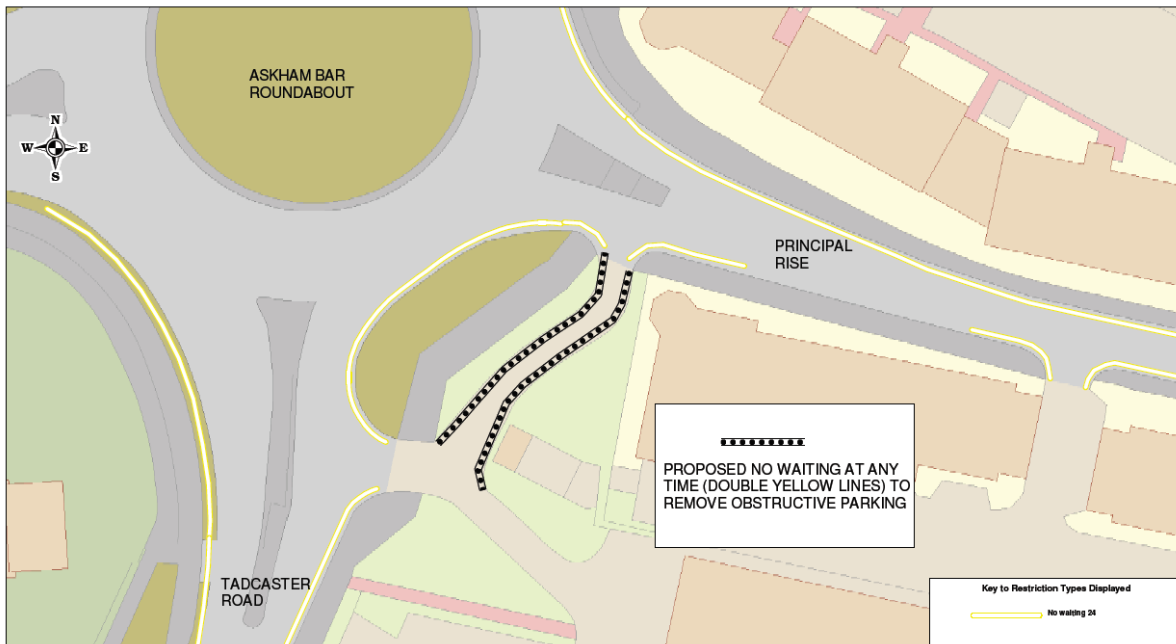
2. Uphold the objection and take no further action.
This is not the recommended option because instances of obstructive and inconsiderate parking will remain.

C2

Location: Slip Road from YorkCraft to Principal Rise/Askham Bar roundabout junction

Nature of problem and plan of Advertised Proposal

Vehicles parking on access road creating obstruction for others to pass



The access road (one way) from YorkCraft to the Asham Bar Roundabout allows vehicles to exit to turn right. Without this vehicles would be forced to turn left with no facility to manoeuvre a u turn to turn left. We believe vehicles associated with York College are using the narrow access road for parking and preventing access for larger vehicles leaving YorkCraft. Some vehicles have been observed parked facing west and have driven in from Principal Rise and consequently ignored the No Entry Sign.

Representations Received

We have received one objection to the proposal from a resident on the Principal Rise estate.

“Having reflected on the information provided and our discussion I would like to formally object to the proposal for double yellow lines on the access road by Yorkcraft.

It seems we agree that if the proposal is implemented for double yellow

lines it will simply push additional parked cars, from York College students, onto the Revival Estate. I don't think the estate has the capacity to absorb the additional parking. It would be fair to say many of my neighbours are already very upset by the increasing impact of student parking on the estate and I feel it is necessary to object, as it seems clear this proposal will make the problems even worse.

From my perspective the issue I have with this is:

- this situation has been getting worse over the last few years on the estate, and given your comments below with regard to the parking scheme, it won't be resolved anytime soon.*
- the main problems are the narrow roads on the estate weren't designed to be a student car park. So as I mentioned on my initial comments as regards access is restricted to bin wagons, deliveries etc*
- I'm aware it has been reported that there have been incidents between residents and students, and also accidents given the number of inexperienced drivers using the the estate. I really don't want that situation to worsen.*

Furthermore I think the evidence is that adding double yellow lines further up the Revival estate has just pushed the problem further down the estate. I expect a similar impact from this proposal which I think is unreasonable from the perspective of myself and others. I don't think you can separate the issues when student parking is the issue driving both problems.

I sincerely hope that the problems with parking in the area around the York College and Tadcaster Road resolve. However, this proposal just seems to make the problems worse if anything"

Analysis

The objection is on the grounds that vehicles displaced will move onto the Principal Rise estate in preference. This may be the case. Some parking does occur on the estate from York College. Most of the parking is concentrated nearer Tadcaster Road or footpath access within the estate leading to Tadcaster Road.

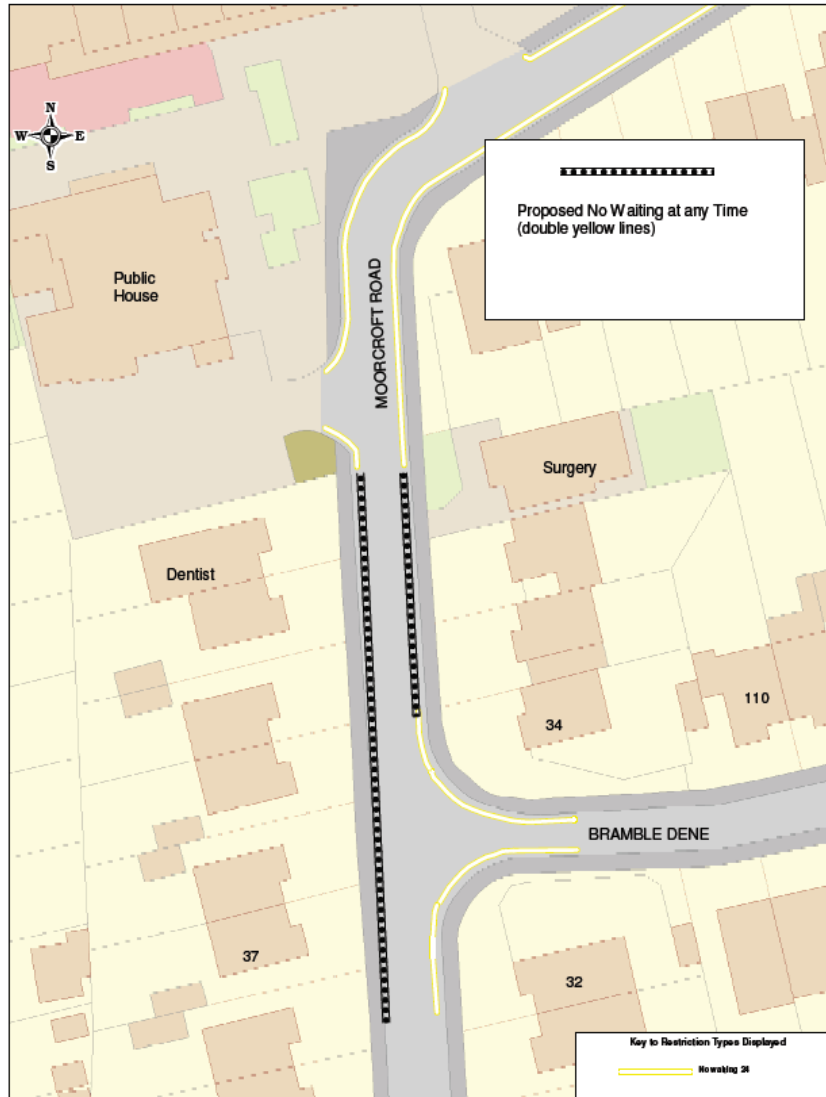
This large development is on the waiting list to be consulted for Resident Parking scheme when they reach the top of the list. We anticipate this consultation will begin later this year. At this time the results from that consultation are unknown and may not lead to implementation of a scheme.

Options

1. Over-rule the objection and implement as advertised.
This is the recommended option because we have a statutory duty to ensure larger vehicles are able to access and egress on areas of adopted highway.
2. Uphold the objection and take no further action at this time.
This is not the recommended option because the restrictions will prevent obstructive access from YorkCraft. Drivers ignoring the No Entry signage will no longer have the need to do so if the parking is removed.

C3**Location: Moorcroft Road****Nature of problem and plan of Advertised Proposal**

Parking at the dentists and doctor surgery on Moorcroft Road create congestion and obstruction issues.

**Representations**

We have received 8 representations in objection, one representation in support and a representation from the Ward Councillor following a public meeting to discuss the proposal. All representations are recorded in full on Annex C3A. The main themes from the representations are précised below:

- Displaced vehicles on side streets and in front of other residents close to the bend on Moorcroft Road – this could necessitate further restrictions in the future
- More use of the private car park for patients of the medical surgeries
- Staff and patients have to park somewhere

- 2 hour restriction on the private car park has created the problem
- Lack of enforcement of existing restrictions
- Introduce permit parking

Analysis

There have been complaints about intermittent parking along this stretch of road for many years. Restrictions have always been resisted because the frequency and disruption was not considered enough to justify the implementation of restrictions that would also impact on local residents. The calls for some action to be taken have increased from residents and ward members and it would appear the instances of parking have increased due to a combination of the time limit on parked cars at the rear of the shops and an increase in patients at the surgery and dentist. We are unable to compel the owner of the private car park to relax their parking restriction (but note the local ward member has made this request to the owners without success – so far). The Surgery and Dentists cannot require their patients to use the car park; the 2 hour maximum stay should be adequate for most visits. The decision on how and where to park is the drivers and a few will choose to regard their needs above the inconvenience they create for others and park in a poorly thought out manner (see photo supplied by the ward councillor on Annex C3A). If restrictions are agreed in full or part there will likely be some relocation of parking and some of this may impact on residents, this is why we tend to only put forward minimal restrictions in residential areas outside the city centre or other busy more local areas. Residents are concerned about the obstruction of the footway preventing safe disabled access close to the doctor's surgery. Observations about obstruction to the bus service when cars are parked on both sides of the carriageway have also been noted.

Options

1. Take no further action and accept some ongoing occasional delays due to poor parking by drivers.
This is not the recommended option. Although the poor parking is intermittent and delays do not have a significant impact on the main road network concerns continue to arrive at the Council and with the Ward Councillors. This would not solve the issues of footway obstruction or obstruction to the bus service.
2. Implement the proposed restrictions on the surgery side of the road only.
This is the recommended action because it will alleviate some of the congestion issues, leave some parking amenity on street where most needed and minimise the displaced parking into the

side streets. We'd also seek to achieve the cooperation of the surgery and dentist to highlight the 2 hour parking behind the shops in their information to patients.

3. Implement the proposals in full with a reduction of length on the west side to the boundary of 41/43 Moorcroft Lane as suggested by the Ward Councillor (Annex C3A)

This is not the recommended action because this would concentrate the parked vehicles to the nearest available unrestricted space which would be opposite the junction to Bramble Dene.

C4**Location: North Lane, Jervis Avenue, Dringhouses****Nature of problem and plan of Advertised Proposal**

Four properties are situated off a private access road/drive leading off North Lane. The entrance is narrow and the carriageway width is 5m (similar to the majority of York residential roads). Consequently, difficulties with access/egress can ensue when vehicles are parked opposite it and a chicane situation results as shown.



Restrictions were proposed on the south west side of the carriageway to remove the “chicanes” caused by parked cars and enable vehicle access. Removing parking on one side should remove the necessity of vehicles parking on the footway to enable others to pass. Restrictions on the west side ensures houses opposite can access and leave drives opposite. Some parking amenity remains on the east side of the carriageway between the residential drive access points.

Representations

We have received 8 objections to the proposal and one representation in

support. The representations have been recorded in full within Annex C4A, but the main themes are as follows:

- Ambulances, delivery vehicles have been observed accessing the private lane of concern
- Restrictions are not necessary
- Displacement parking onto Jervis Road and other areas of North Lane
- Area already under pressure of space, removing a parking amenity will exacerbate this

Analysis

It is not usual for waiting restrictions to be proposed to protect a private access to the detriment of other residents' on street parking amenity. The proposal has led to several objections from the residents adjacent to the proposed restrictions and from residents nearby concerned about displacement parking onto their streets. The area is already under pressure for space.

We have received conflicting reports of parking habits on this stretch of road. Most of the objectors have reported the access to the four properties off this end of North Lane is not routinely obstructed.

We are unable to introduce a two space Resident Parking zone just for the use of one or two residents. We have not received any evidence of support for such a scheme over a wider area.

If, as reported, this section of carriageway is only routinely parked on by one or two vehicles, we would recommend an advisory H bar marking opposite the access as a guide to drivers not to park too close and impede access.

We note residents of Jervis Road are requesting restrictions at the junctions with Thanet Road and North Lane and this has been referred to the next review.

Options

1. Over-rule the objections and implement as advertised.

This is not the recommended option because the restriction to protect a private access is of detriment to other resident's parking amenity in an area which is already under pressure for space.

2. Uphold the objections and do not implement the restriction.

In addition:

- A H bar marking to be placed opposite the private access
- Jervis Road junctions to be referred to the next review.

This is the recommended option because it better reflects current procedure for protection of private access off the main highway.

Ward Councillor Comments:

Cllr S Fenton, Cllr P Widdowson & Cllr A Mason

Thank you for considering the large number of comments that some of these proposals have generated. My ward colleagues and I believe that the proposed officer recommendations strike a balance between addressing very real issues which gave rise to the requests for restrictions, and taking into account the concerns raised by residents and businesses about potential impacts.

With regard to the Moorcroft Road situation, we welcome the commitment to work with the surgery and dentist to highlight the availability of two-hour parking behind the shops in their information to patients. As ward members we will also pursue a ward-funded scheme to have a sign erected on a lamp post near the entrance to the car park advertising its existence. We will also pursue a proposal for white H-Bars to be painted across driveways at the high-numbered end of Bramble Dene, in response to concerns from residents about difficulties with access / egress caused by on-street staff and visitor parking, which they fear could worsen. The overriding priority is to prevent the number 12 bus getting stuck and avoid situations where pedestrians are forced onto the road due to selfish and inconsiderate parking. We will assess the impact of any restrictions introduced in tackling these problems. If they have no demonstrable positive impact, we will seek to consult on further restrictions.