


Annex H Guildhall

<h2>H1</h2>	<p>Location Greenfields (off Haxby Road (raised by one resident)</p>
<p>Nature of problem Parked vehicles on footway blocking access</p>	
<p>Background information There is little opportunity for non-residential parking on this small housing association development. It is located close to a Primary School and there is a Scout Hut/Community Hall at the entrance to the street. The surrounding area is Resident Parking. This does lead to vehicles parking fully and partially on the only footpath causing residents to walk on the road. This can lead to safety implications for pedestrians, especially at school peak hours.</p>	
<p>Recommendation No Waiting at any Time Restrictions as shown:</p>  <p>The map displays a residential street layout with several buildings. A north-south road runs through the center, with a side road branching off to the east. A bus stop is marked with a blue double-headed arrow on the north-south road. A 'Proposed No Waiting at Any Time' restriction is shown as a double yellow line along the east side of the north-south road. A 'Res.P (24 10)' restriction is shown as a pink line along the south side of the north-south road. A 'Key to Restriction Types Displayed' legend is provided in the bottom right corner of the map area.</p> <p>Key to Restriction Types Displayed</p> <ul style="list-style-type: none"> Bus Stop Clearway 24 hours NS (Sch) 8/5 XSS No waiting 24 Res.P (24 10) <p>Proposed No Waiting at Any Time (double yellow lines) for the protection of footpaths and access</p>	
<p>Cost: Lining works, £50, Advertising £500: Total Cost: £550</p>	

H2

Location

Hilda Street, Thomas Street, Granville Terrace & Catherine Court
(Requested by Waste services)

Nature of problem

Badly parked cars too close to junctions and corners are preventing refuse wagon access. Existing restrictions are not long enough to manoeuvre the refuse vehicle around the streets.

Background information

This area of terraced streets is under immense pressure for parking space for residents. They are close enough to the city centre to attract commuter parking and there are several large student accommodation blocks nearby which can attract long-term parking.

Catherine Court is a private road and we are unable to place restrictions without a request from the land owners (usually the owners of the adjacent properties).

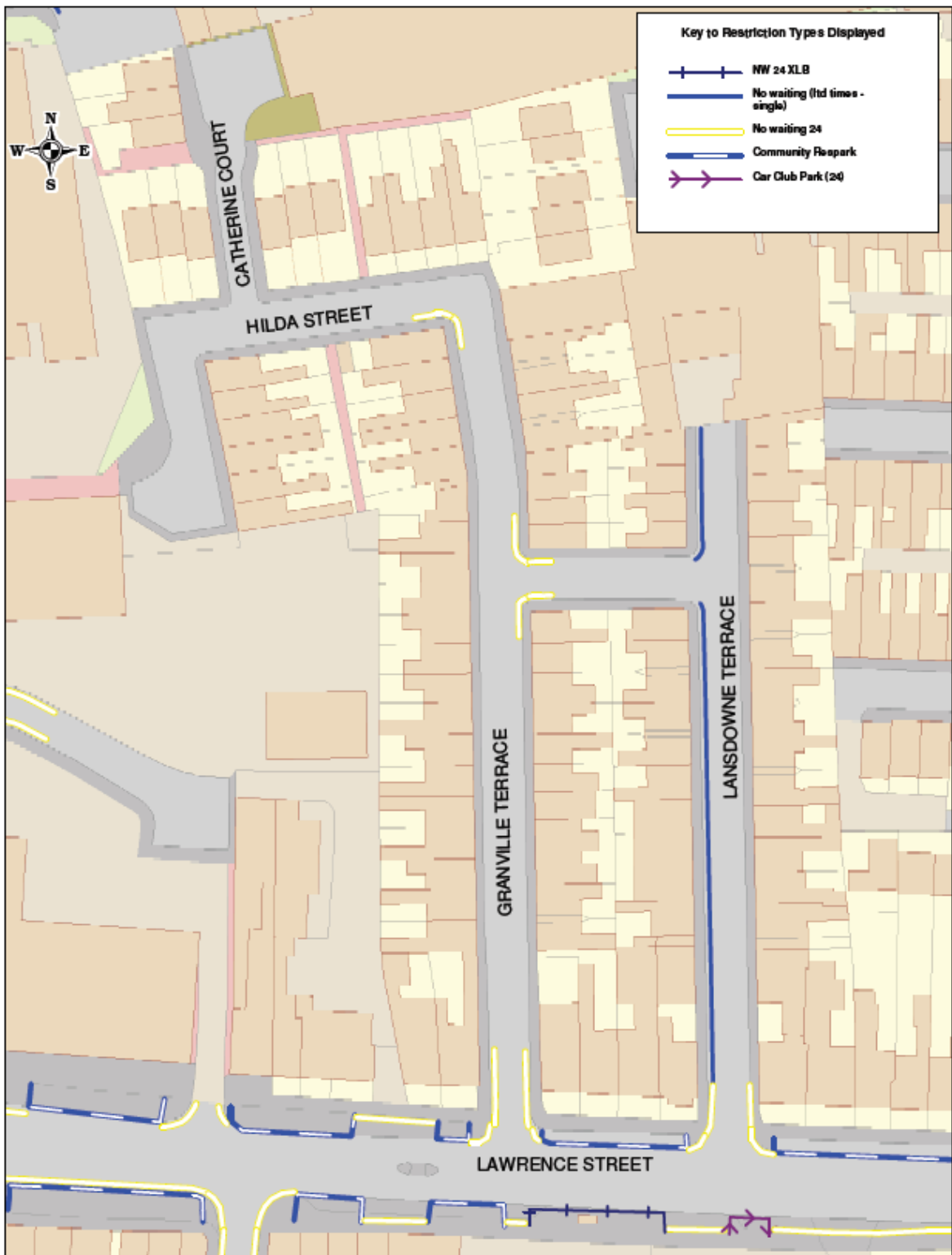
We placed a small amount of waiting restrictions to provide better access on the corner and internal junction, as shown on the plan below, in 2016. We received objections to this proposal at that time.

We have not received any other requests from residents or complaints that other delivery wagons have not achieved access. Normally, we recommend restrictions when a problem exists on an on-going basis. A refuse issue for 30 minutes once a week is not considered sufficient reason to introduce restrictions in an area where it will be of disbenefit to residents.

Recommendation

No Further Action at this time.

Recommendation (No Action)



Cost: N/A

H3

Location Duncombe Place
(Requested by Deancourt Hotel)

Nature of problem

As the hotel has no onsite parking at all, we offer a valet car parking service where we park and retrieve a guests car from our own private car park some 10 minutes away, when guests are dropping of or when we collect a guests car when they are leaving we are finding it more and more difficult to find a space to load or unload their car. (hence we have more car park tickets issued recently)

Background information

Duncombe Place is used as drop off and pick up location by visitors, vehicles parked with blue badges, taxi ranks and the Railway Museum Tourist train. Loading/unloading activities can take place on all of Duncombe Place except for the Taxi Rank areas. A Civil Enforcement Officer would wait on site for approximately 10 minutes to check if loading activity was taking place

Since this request arrived in 2018, an arrangement has been made between the Hotel and Parking Services to assist with guests arrival and departure. The overall access to Duncombe Place is to be considered as part of the City Centre Access Security Projects. The needs of the business outlets, including the Hotel would be better considered as part of this project.



Recommendation

No Action

Cost: N/A

H4

Location Hambleton Terrace
(Requested by one Resident)

Nature of problem

Request for provision of additional R50 parking on side elevation of 179-181 Haxby Road

Background information

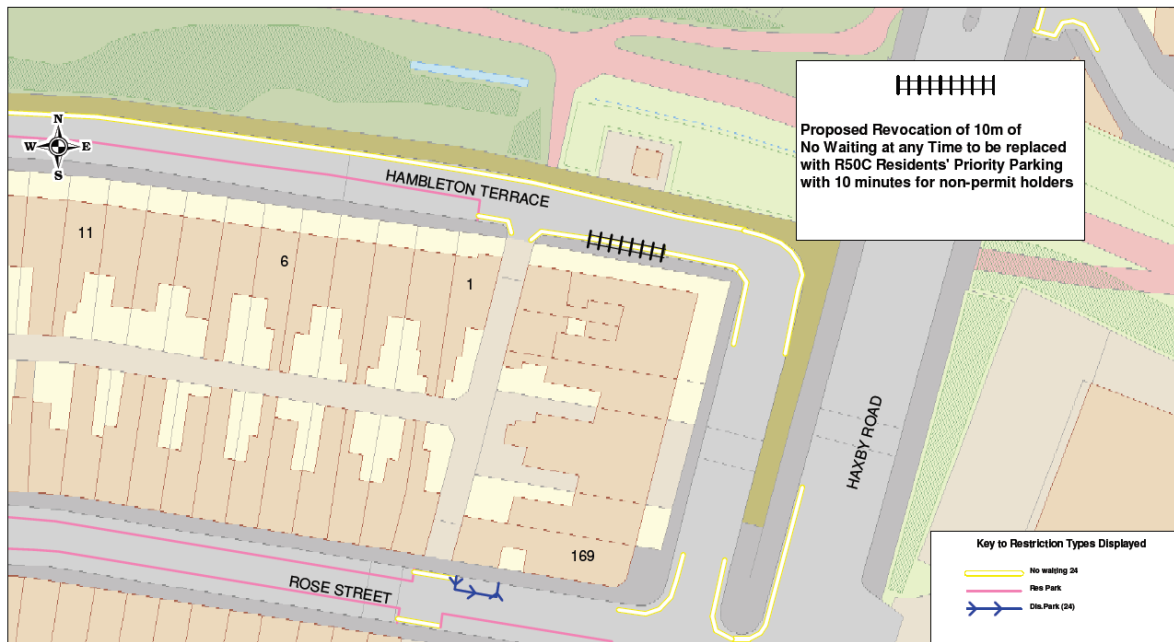
The Resident Parking Zone and restrictions were introduced in 2006. The stretch of double yellow lines on the side elevation of 179-181 Haxby Road was placed as a safety precaution for vehicles meeting around the bend/corner.

We are able to provide a 2 vehicle parking space whilst still allowing a 10m no waiting restriction to allow vehicles turning into Hambleton Terrace.

Although this is a 2-way street, in reality the majority of vehicles travel in a one way direction from east to west.

Recommendation

Revocation of 10m of No waiting at any time to be replaced with Resident parking (R50) for 2 vehicles



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Hambleton Terrace

SCALE	1 : 500
DATE	03/04/2019
DRAWING No.	
DRAWN BY	

Cost: Lining & signing works £400, Advertising £500; Total £900

H5

Location St Andrewgate
(Requested by Parking Services)

Nature of problem

Request for loading ban to prevent parking obstruction caused by blue badge disabled permit holders. Parking services have received numerous hot line calls about this issue



Background information

This location is close to King's Square and could be popular with blue badge holders for parking. Obstructing the access/egress of a private parking amenity where parking is opposite the dropped kerb can only be enforced by North Yorkshire Police and it is likely this type of issue would be low on their priorities.

Recommendation

No Action

Although the only way we could prevent blue badge parking would be to introduce a loading ban, this is likely to be an intermittent problem. It is not considered appropriate to use our limited resources for the protection of one private parking amenity

Cost: N/A

H6

Location Navigation Road
(Request from Parking Services)

Nature of problem

Request for single yellow line to be changed to include restriction on a Sunday or replace with double yellow lines

Background information



Historically, we have many areas close to the centre of the city where we have a Mon-Sat, 8am to 6pm restriction. Some areas, such as George Street have already been amended to double yellows, other areas such as

Long Close Lane and Hope Street have been amended to include a Sunday restriction. It has been reported that Navigation Road is now subject to extensive Sunday daytime parking which is causing obstruction. The photograph shows one red vehicle parked in the junction area.

This is a Resident Parking Area with one small area of unrestricted parking on Percy's Lane. There are large student accommodation buildings in this area which could account for the increase of Sunday parking on street.

Recommendation

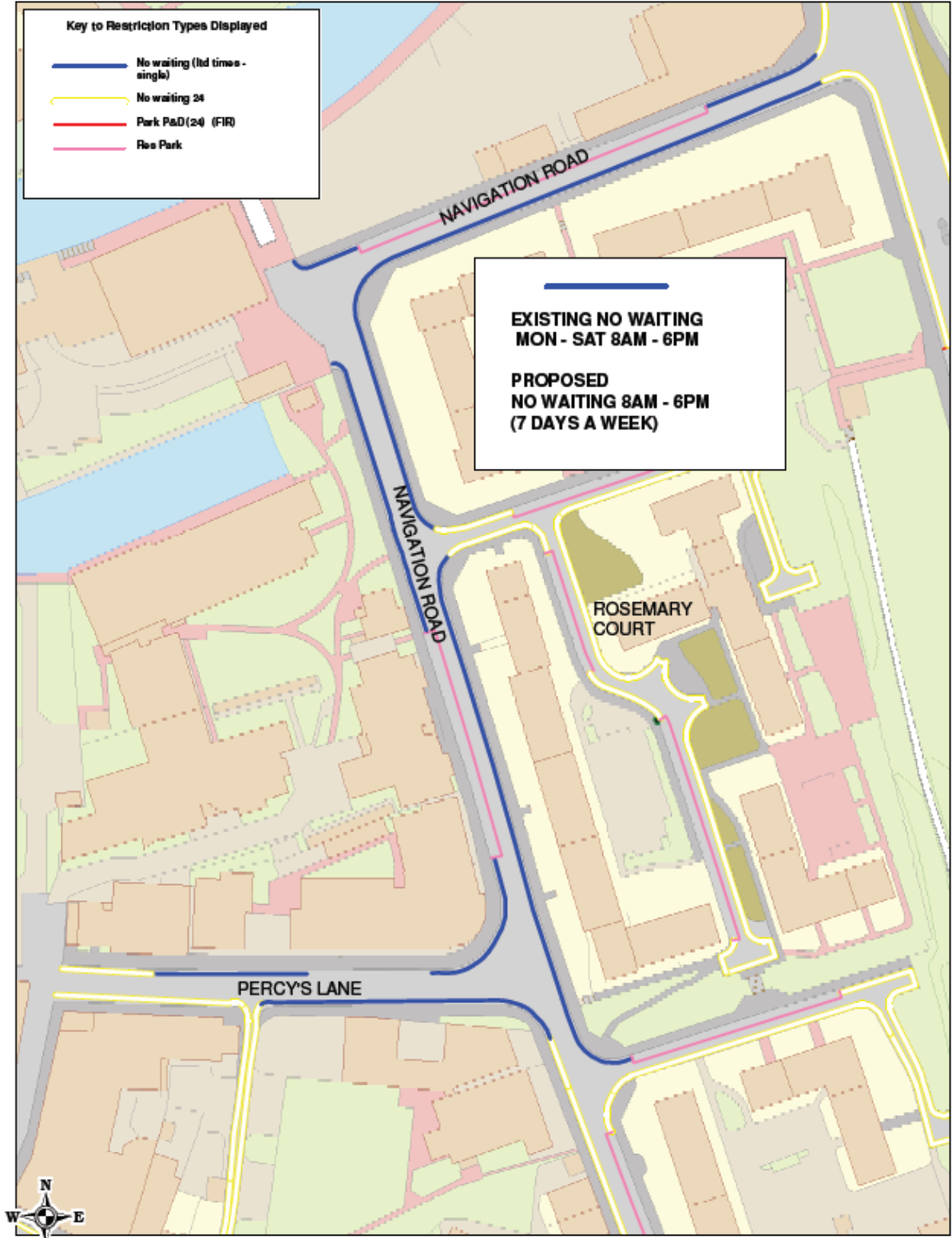
To amend the restriction to include Sundays 8am – 6pm.

Key to Restriction Types Displayed

- No waiting (ltd times - single)
- No waiting 24
- Park PdD (24) (FIR)
- Res Park

**EXISTING NO WAITING
MON - SAT 8AM - 6PM**

**PROPOSED
NO WAITING 8AM - 6PM
(7 DAYS A WEEK)**



Cost: Signing Works: £400. Advertising £500, Total £900

Ward councillor comments:

Councillor D Craghill –

Councillor J Looker –

I think I broadly agree with your recommendations. I agree Dean Court Hotel will probably be part, not only our city centre access review, but the development of the Minster Piazza development, and it is best to make this a comprehensive review.

I do still have some concerns around St. Andrewgate. I have had a number of problems raised with residents around the problems created by parking, and difficulties for large delivery Van's manoeuvring in such a tight area.

I would welcome the opportunity to perhaps discuss more widely some of the issues raised by residents.

Councillor F Fitzpatrick –

I agree with Cllr Looker. Also, I gather St Andrewgate forms part of the city centre anti terrorist bollard scheme, I would imagine they are proposed in the area approaching Kings Sq?