

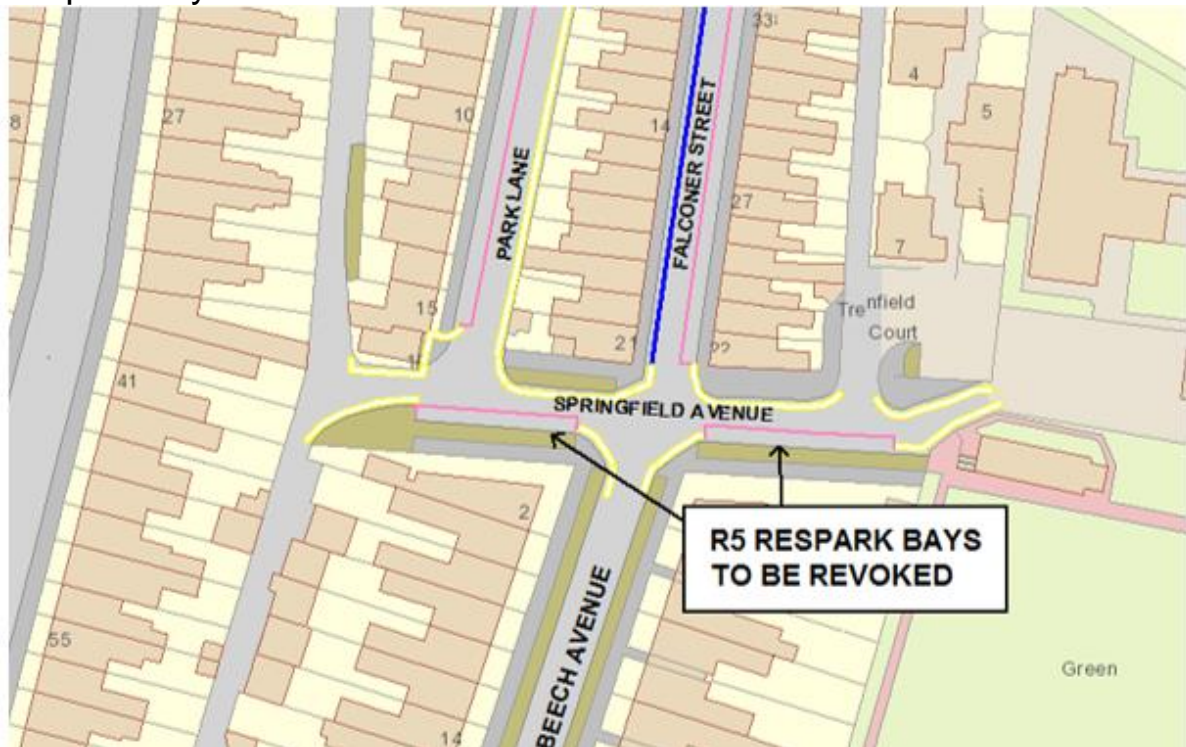
Annex J Holgate Ward

J1

Location Springfield Avenue/Beech Avenue

Nature of problem and plan of Advertised Proposal

Residents raised an issue via a local ward Councillor regarding their inability to park on Beech Avenue due to residents of the neighbouring R5 Respark Zone parking on Beech Avenue free of permit charges and leading residents of the northern end of Beech Avenue parking on Springfield Avenue, and receiving PCN's for parking within the R5 Respark bays



Recommendation advertised:

To advertise the revocation of the two Respark bays located on Springfield Avenue to help alleviate the parking issue on Beech Avenue.

Representations Received

We received two representations in support and one in objection to the proposal.

In support:

- I am in favour of the removal of the parking restrictions as long as the next ones are Park Lane and Falconer Street removal, as well. If this is being done then please remove them from Park Lane and Falconer Street as it then becomes a free for all with multiple occupancies. There's isn't enough parking need green areas. Turned into bays to help with the parking issues.

- In response to the letter received today detailing the proposed removal of the R5 parking bays on Springfield Avenue I wish to write in confirming my support of the proposal.

In objection:

- I am emailing to voice my rejection and condemnation of the amendments included in the proposed traffic regulation order. Especially those that relate to the R5 parking bays on Springfield Avenue. I am a homeowner and resident of Falconer Street and parking for residents is already deeply unsatisfactory and by removing residential parking along Springfield Avenue it opens up the possibility of non-residents and tourists alike, parking there to visit nearby amenities like the allotments, bowling green and the Fox pub (and more).

Officer analysis and Recommendation

The two bays are outside of properties that are not eligible to apply for permits to park in them and this is pushing parking issues on to Beech Avenue. On-site inspections of the area the bays have not been fully utilised, it is therefore recommended that the proposal is implemented as advertised.

Options

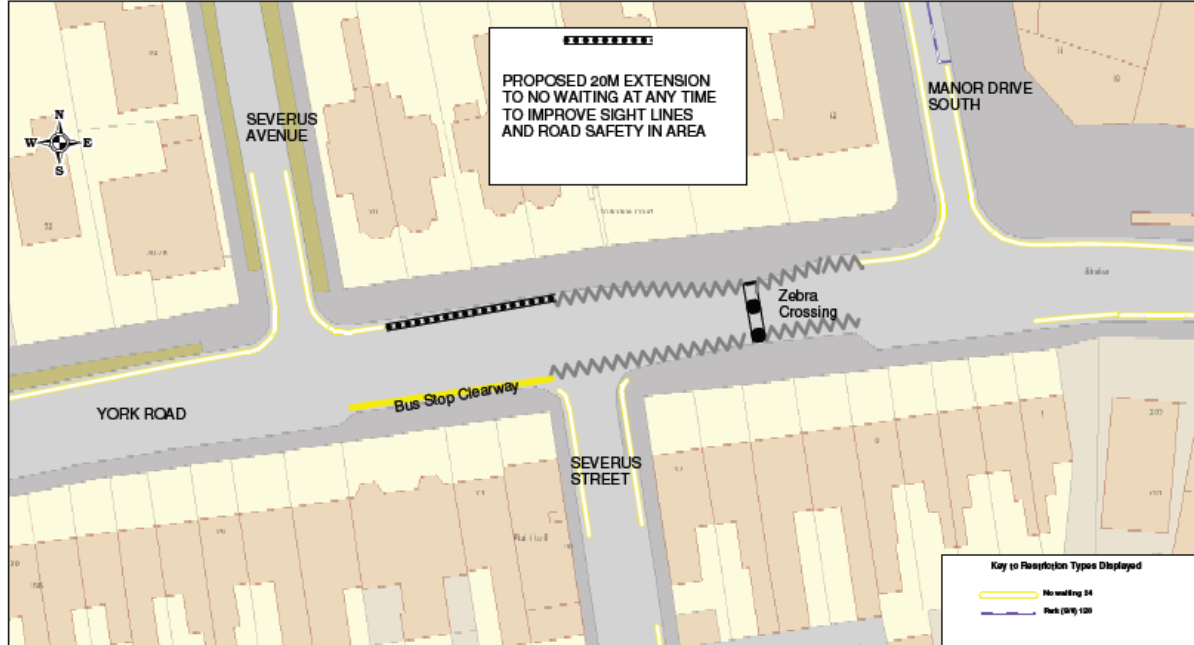
1. Implement as Advertised(Recommended)
2. Take no further action.
3. Implement a lesser restriction than advertised

J2

Location Severus Avenue/York Road junction

Nature of problem and plan of Advertised Proposal

Ward Councillor and residents request to extend waiting restrictions to improve sight lines when leaving Severus Avenue.



Recommendation advertised: 20m extension to meet zig-zags for pedestrian crossing as requested.

Representations Received

We received two representations in objection to the proposal.

- I am writing to express my objection at the proposal of extending the 'No Waiting at any time' restrictions on York Road (Acomb). Reasons for objection are as follows:
I understand that the main rationale for extending this no waiting area is to improve visibility for vehicles pulling out of Severus Avenue. Severus Avenue is a quiet cul-de-sac with a 20mph limit. As such it is appropriate to refer to the Department for Transport's Manual for Streets.
In this document there are a number of recommendations that will be contradicted by implementing this proposal.

Parking

"8.1.2 The level of parking provision and its location has a key influence on the form and quality of a development, and the choices people make in how they travel. The way cars are parked is a key factor for many issues, such as visual quality, street activity, interaction between residents, and safety"

One walk up Severus avenue and you will be guaranteed to see passive aggressive leaflets placed by residents on unfamiliar cars asking people not to park on their street. You will no doubt have received a number of complaints from the residents of Severus avenue that too many non-residents are parking on their street. Reducing the number of parking spaces on York road will only exacerbate this problem.

8.1.3 A failure to properly consider this issue is likely to lead to inappropriate parking behaviour, resulting in poor and unsafe conditions for pedestrians.

Extending the no waiting area on York road will almost certainly result in an increase in vehicles (including York council vehicles) that see fit to park on the pavement.

8.3.5 Local planning authorities will need to consider carefully what is an appropriate level of car parking provision. In particular, under-provision may be unattractive to some potential occupiers and could, over time, result in the conversion of front gardens to parking areas (see box). This can cause significant loss of visual quality and increase rainwater run-off, which works against the need to combat climate change. It is important to be aware that many disabled people are reliant on the use of the private car for personal mobility. Ideally, therefore, layouts should be able to accommodate parking provision for Blue Badge holders.

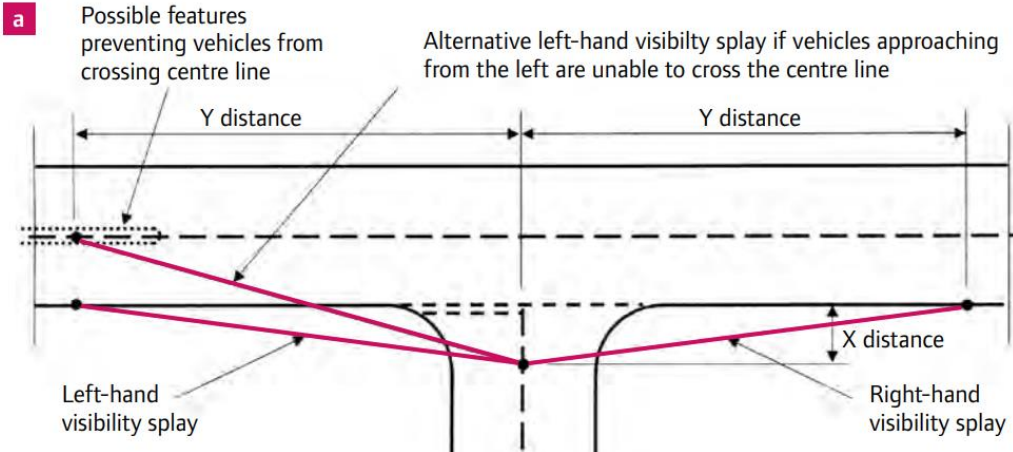
Has the level of parking provision been "carefully considered"? Given the number of businesses that rely on on-street parking in this area (Tower Vets, Footprints Nursery, The opticians, York Family mediation service). This problem will again be exacerbated by the opening of Vetruvius Tiles and the Bluebird bakery - both recent approvals - it seems contradictory to increase demand and remove supply of parking in the same year.

8.3.17 In deciding how much on-street parking is appropriate, it is recommended that the positive and negative effects listed in the 'On-street parking box' are considered.

This is a mixed use area, with a high amount of residential and business use. If you refer to the list, the pro's certainly outweigh the cons

Visibility

Please see fig 7.1 from this manual below. I am confident that lines of visibility at this junction have been met already whether this has been taken from an x distance of either 2.4m or 2m.



7.7.9 Longer X distances enable drivers to look for gaps as they approach the junction. This increases junction capacity for the minor arm, and so may be justified in some circumstances, but it also increases the possibility that drivers on the minor approach will fail to take account of other road users, particularly pedestrians and cyclists. Longer X distances may also result in more shunt accidents on the minor arm. TRL Report No. 18420 found that accident risk increased with greater minor-road sight distance.

Section 7.7.9 states that increasing visibility from the minor road means that cars approach at greater speeds with more confidence and consequently fail to ascertain other dangers. Report 18420 evidences that this actually leads to an increase in accidents. The Junction of Severus Avenue and York road is situated in between 2 closely and clearly visible pedestrian crossings that provide regular opportunities for vehicles to safely pull out. It is an area of significant pedestrian activity due to the local businesses in the proximity. The points raised in the Department for Transport's manual suggest that introducing your proposal will prioritise vehicular movement above pedestrian safety, residential parking and the viability of local businesses.

- I wish to object against the proposal to extend the no waiting area on York Road.

The reason given for this proposal is that it will improve the sight lines, however this is not the case.

The road at the point of the crossing narrows (as you can see on your site map) and the result of this on the ground is that a pedestrian waiting to cross on either side of the road can see and be seen for at least 200m in both directions - a much further distance than the minimum requirement for sight lines in a 30mph zone.

Furthermore, your map states that the crossing is a zebra crossing. This is incorrect. The crossing is a push-button pedestrian crossing with traffic lights. These traffic lights can be seen from even further away - at least 300metres. Additionally, there is always the option of altering the Operational Cycle of the crossing if there are any concerns.

Officer analysis and Recommendation

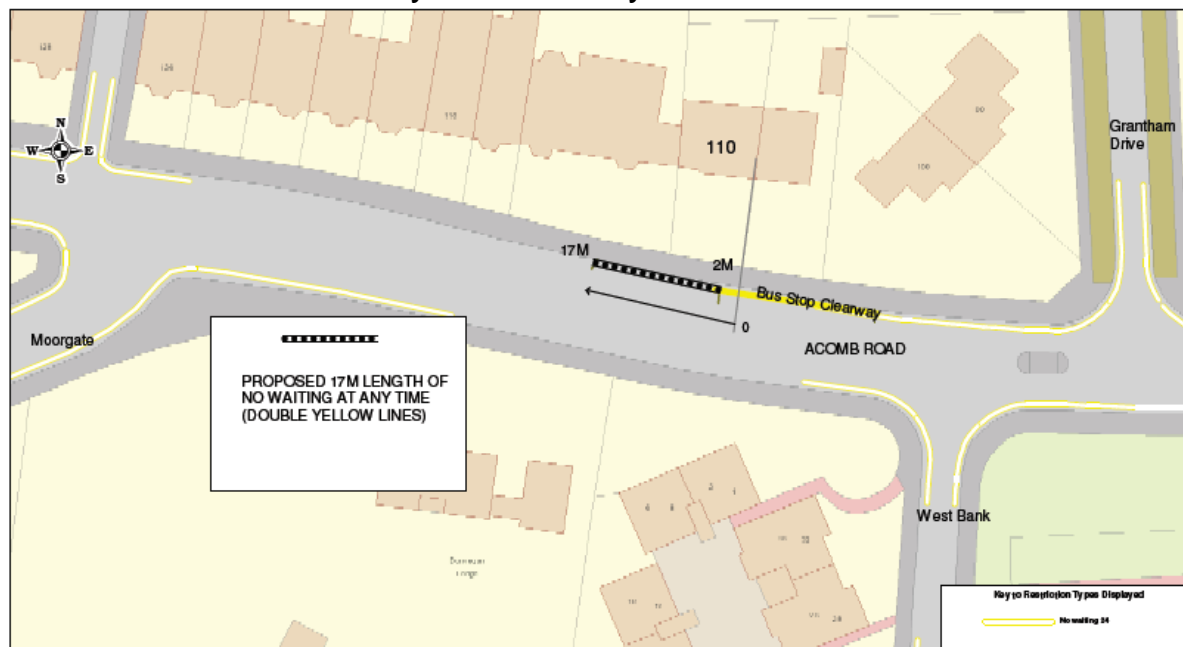
The visibility when exiting Severus Avenue in either direction is already protected by the existing pedestrian crossing ziz-zags to the right and bus clearway to the left. Therefore, the recommendation is to take no further action at this location.

Options

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

J3**Location** Acomb Road**Nature of problem and plan of Advertised Proposal**

Vehicles parking too close to traffic island causing too narrow chicanes for bus access and safety issues for cyclists.



Recommendation advertised: Waiting Restrictions to protect area from inconsiderate parking and improve safety and access.

Representations Received

We received three representations in objection to the proposal.

- I would like to object to the parking restrictions near 110 Acomb Road because it will reduce parking for local residents. Parking is already problematic due to the conversion on 126 and 128 Acomb Road into flats.
- I would like to strongly oppose these restrictions as they directly impact my business at 112 Acomb Road.

I recognise that 110 Acomb Road had an issue once when a car parked across their driveway and think double yellow lines there would be a reasonable idea to protect access to their driveway, but I see no benefit in extending the restriction in front of my own property at 112.

I have run a business here since 2011 and there were never any issues with parking on the road before last year. However, last year the council gave permission, despite objections, to a large number of flats without requiring sufficient parking, so that all the residences and businesses along this stretch of Acomb Road now struggle with parking. I have been closed for 14 months due to Coronavirus and am now trying very hard to retain and reopen my

business. While the local and national government have been supportive during the pandemic, this feels very unsupportive, compounding problems created by those additional flats.

Perhaps you could consider extending the restrictions adjacent to the bus stop on the south side of the road. There are fewer residences and businesses on that side of Acomb Road and flats on that side have their own parking. If you limit parking on the north side, many residents will have to carry their children, shopping, etc across the busy road, deliveries and tradesmen will be affected and it is altogether an unhelpful change to a greater number of businesses and homes.

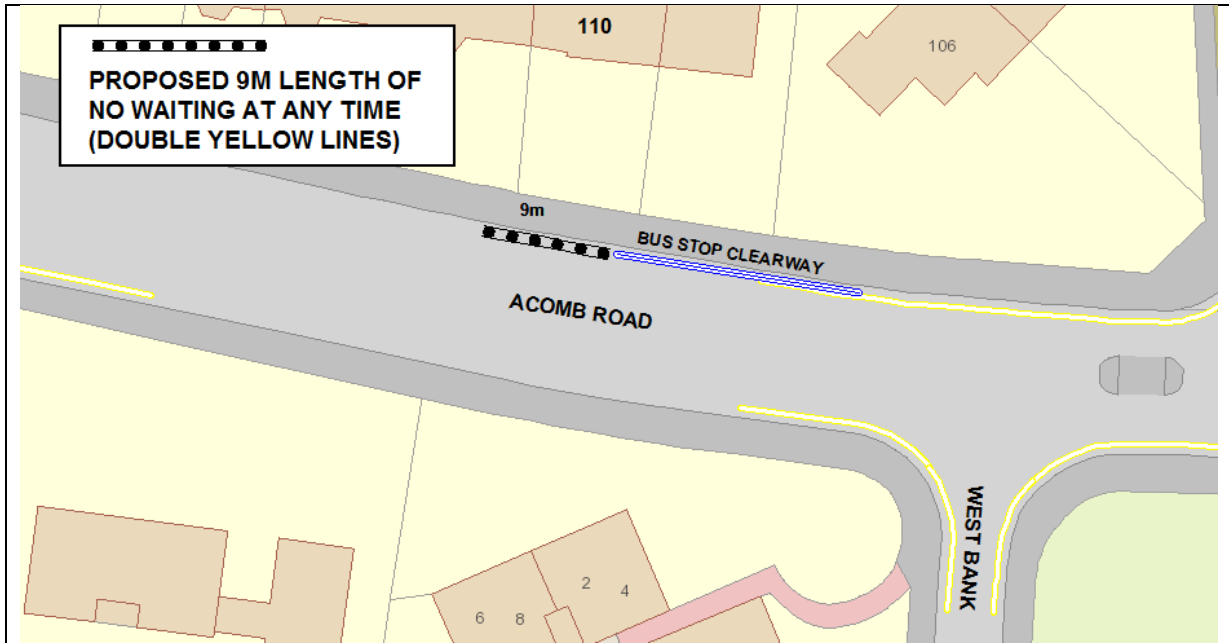
- Parking along this stretch of Acomb Road has become much more difficult since the planning applications for conversion of the two corner properties (Acomb Road / Braeside Gardens) were enacted last year, creating numerous flats with limited parking of their own. There is no obstruction to visibility splays due to parked cars on the stretch of road outside our property.

I have no objection to the no waiting being implemented outside 110 Acomb Road, but object strongly to a reduction in ability to park outside our own home.

Incidentally, I also mentioned earlier that the Bus Stop Clearway, now physically marked on the roadway on the North side of the road opposite our property, is missing from your map. In order to improve visibility and traffic flow at the junction with West Bank, especially during morning rush hour, it would actually make more sense to introduce double yellow lines on the North side of Acomb Road, running from the "missing" Bus Stop Clearway to West Bank. There are no properties fronting Acomb Road at that point, but when cars park there it does occasionally cause obstruction to the flow of traffic.

Officer analysis and Recommendation

Having a restriction in the approach to the bus clearway will serve to protect the ability to enter the filter lane for West Bank and provide access to the bus clearway (plan below).



Options

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