

Annex D Hull Road Ward

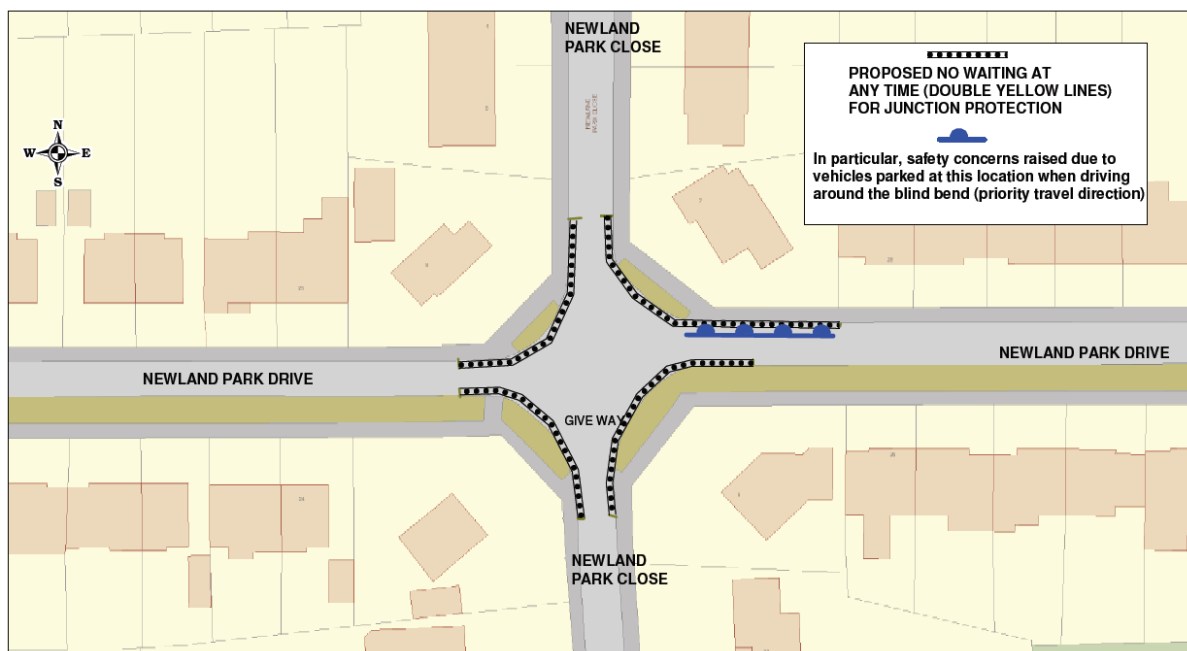
D1

Newland Park Drive/ Newland Park Close
(Requested by a resident and Ward Councillors)

Nature of problem and plan of Advertised Proposal

This area is subject to heavy parking during University terms. The junction has very little or no visibility. Cars park very close to the junction area, causing others to negotiate the junction on the wrong side of the carriageway.

The restrictions on all junctions are more than the “standard” 10m, being either 12m or 15m from the junction area, and 25m on the north eastern side of the junction on Newland Park Drive.

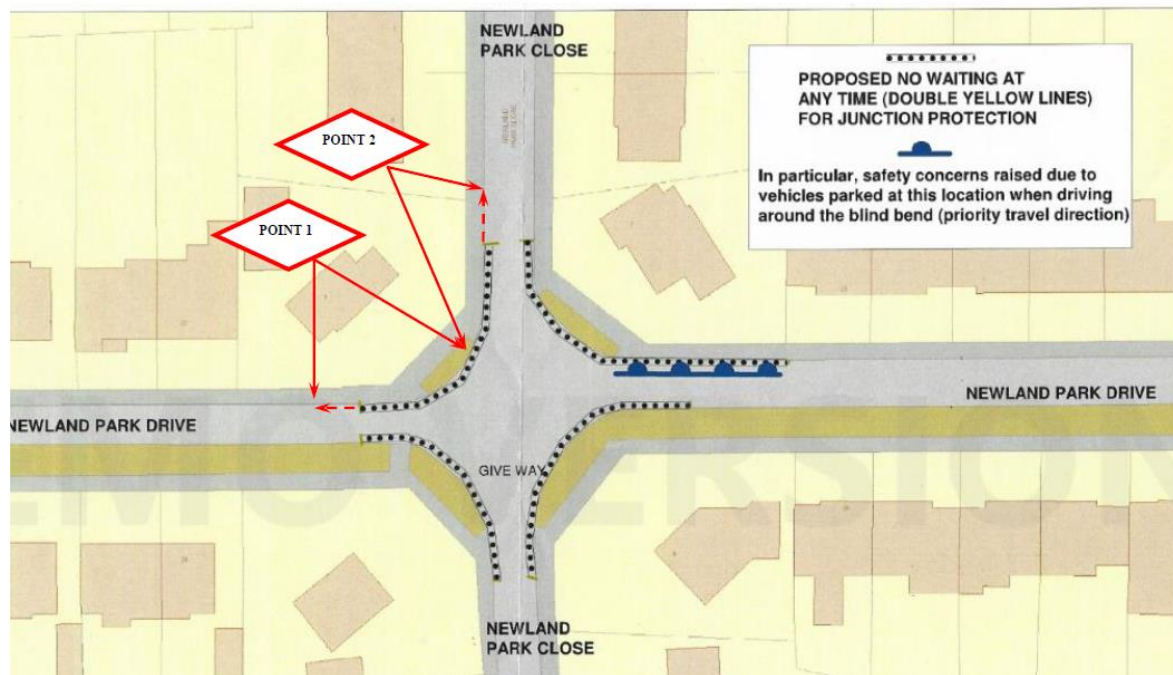


Representations Received

We have received one objection on the grounds the proposal for restrictions does not go far enough.

On the attached proposals map which I have indicated as **POINT 1** it shows double yellow lines on the Northern side of Newland Park Drive going East to the kerbline with Newland Park Close but there is no mention of this part of the Highway on the written proposals in the “Newland Park Drive, on its: (i) north side” section ? This is an dangerous part of the junction where motorists park their cars on the footpath forcing vehicles and pedestrians out in into the middle of the road and there have been numerous incidents with cars coming up Newland Park Close and turning into Newland Park Drive at speed. Would it be possible to extend the double yellow lines further along Newland Park Drive as shown to prevent this happening ?

Also on the proposals map which I have indicated as **POINT 2** it shows double yellow lines on the West side of Newland Park Close going 15m North to the kerbline with Newland Park Drive. This is another dangerous part of the junction where again motorists park their cars on the footpath forcing vehicles and pedestrians out in into the middle of the road and there have been numerous incidents with cars coming along Newland Park Drive and turning into Newland Park Close at speed. Would it be possible to extend the double yellow lines further along Newland Park Close to the boundary line of No6 Newland Park Close prevent this happening ?



Officer analysis and Recommendation

The resident is mistaken regarding the published proposals; the written notice of proposals refers to the full proposal as shown on the advertised plan. The alleged missing section was published as follows.

“north side, between the projected property boundary line of No. 25 Newland Park Drive and a point 15 metres west of the projected western kerbline of Newland Park Close”

We are unable to extend the restrictions from this proposal. To extend the proposals would require re-advertising which would delay implementation.

Officer Recommendation – Implementation as advertised and monitor. Any further restrictions required to be referred to the 2019 review

Options

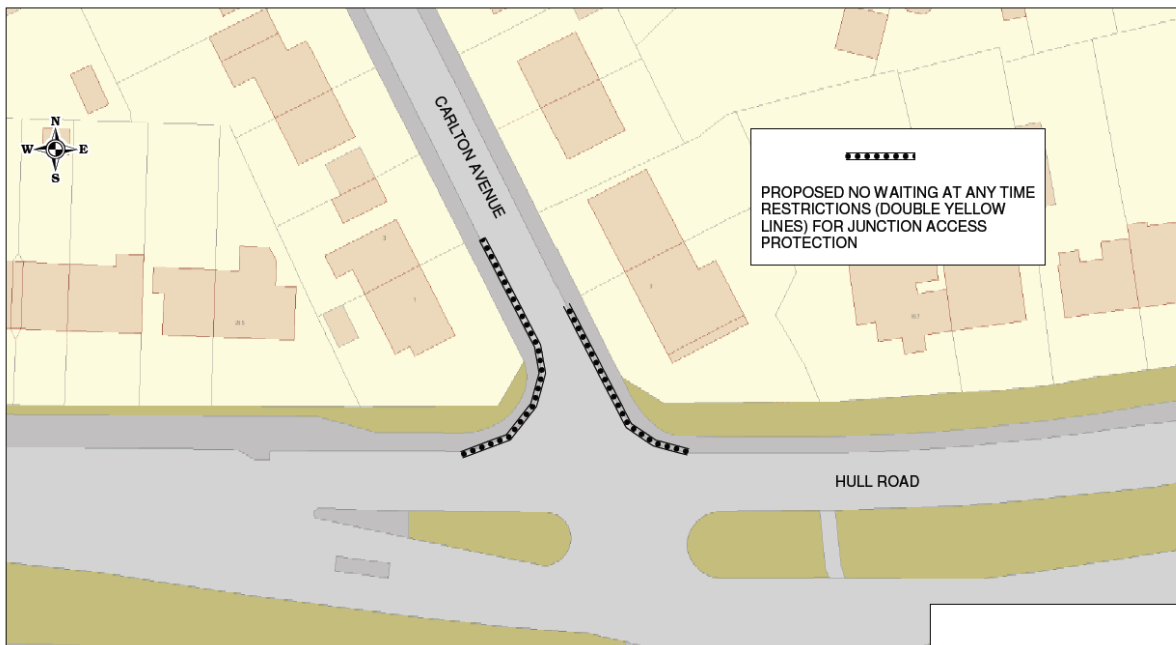
1. Over-rule the objection and Implement as advertised and continue to monitor (Recommended Option)
2. Uphold the objection and re-advertise the proposal to include the additional lengths requested

D2

Carlton Avenue/Hull Road junction
(Requested by a resident)

Nature of problem and plan of Advertised Proposal

Resident reported parking on Carlton Avenue close to the junction with Hull Road creating safety issues when you turn into the road. Allegedly there were a lot of near misses. Requested waiting restrictions to ensure the street is free from parking to enable better access and egress.

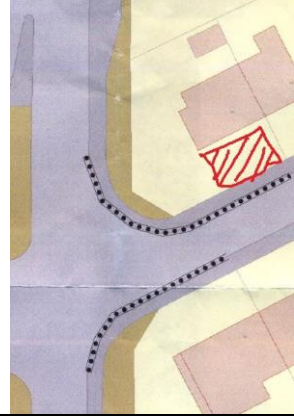


Representations Received

We received one objection to the proposal.

I am the house owner of 1 Carlton Avenue.

We plan to move our parking space in near future within the indicated red area in the appended picture below. Currently the house parking space is located facing to Hull road. We have felt unsafe to park/drive away at/from there. In particular, note that a lot of school children from/to AHS pass by and many cyclist run the cycle road very fast, along the Hull road.



My concern is whether our future plan to make the parking space in the red area would be affected by the proposed change. If it would, we would like to find an alternative proposal, such that the double yellow line does not stretch in front of the red area.

Officer analysis and Recommendation

We replied to the house owner that we believed the proposal may be beneficial in that it would prevent parking in front of the proposed new dropped kerb area and assure access to it. The objection was not withdrawn. Currently, the private parking amenity is accessed from Hull Road.

The proposal extends on the west side of the carriageway to the northern property boundary of 1 Carlton Avenue (approx. 25m) and the northern property boundary of 2 Carlton Avenue (approx. 20m). As you turn in from Hull Road, parked vehicles are not visible until the straight section which starts approximately 15m away from the junction when turning into Carlton Avenue from the West. The proposal allows the driver to observe the parked vehicles at a safe distance to stop to allow exiting vehicles to pass. We do not consider the proposal to be excessive and the officer recommendation is to implement as advertised. A shorter length would not be of benefit because it would not clear the bend turning into the street from the west.

Options

1. Over-rule the objection and implement as advertised (Recommended Option)
2. Uphold the objection and take no further action at this time
3. Place a lesser restriction than advertised

Ward Councillor Comments:

Cllr M Pavlovic – No comments received

Cllr A Musson – No comments received

Cllr G Norman – No comments received