

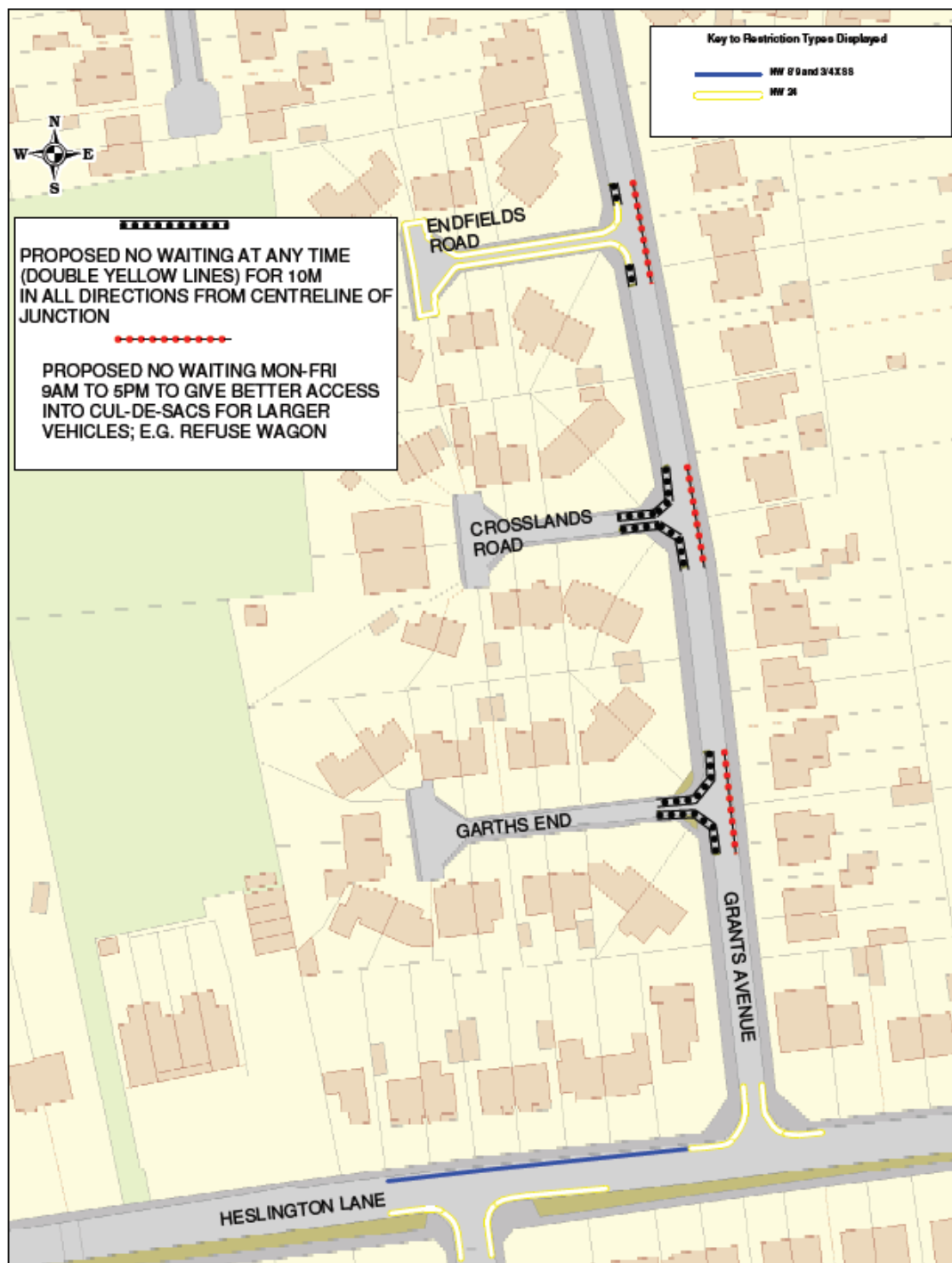
Annex D Fishergate

D1

Location:
Grants Avenue Junction areas

Nature of problem and plan of Advertised Proposal

Restrictions were requested by the Council's waste collection service. Larger vehicles (e.g. refuse wagons) unable to access or egress from cul-de-sacs when vehicles parked opposite the junctions.



The proposal was designed to remove parked vehicles from the junction areas during the working day. Double yellow being introduced for standard junction protection and sight lines on the immediate junction with single yellow lines opposite the junctions to operate 9am to 5pm to give delivery and refuse vehicles better access without over running the kerbs during the working day whilst still allowing some parking amenity for residents on an evening and weekend.

Representations Received

We have received two representations to the proposal, both requesting additional restrictions.

"I am very pleased to see that steps are finally being proposed to address the parking problems on Grants Ave which I am sure will go some way to improving vision along Grants Ave when exiting Crosslands Road, Endfields Road and Garths End hopefully making Grants Ave safer ...

However due to the fact that Grants Ave dips down from Endfields Road to roughly a midpoint between Crosslands Road and Garths End and also curves slightly to the West from the Southern edge of Crosslands Road junction I believe a 10 metre restriction on the South side of Endfields Road and particularly Crosslands Road still shields .. clear view of any traffic travelling North on Grants Ave to any vehicle exiting Endfields Road and in particular Crosslands Road. After a little experimentation with parking a vehicle at 10 metres and then 15 metres from the centre line of, in particular Crosslands Road, I have found that the view is greatly improved at 15metres. As such can I request that consideration is given to the 'No Waiting at any time' restrictions for South from the centre line of Endfields Road and Crosslands Road is revised to 15 metres?

Additionally would it be possible to look at the three 'No Waiting from 9am to 5pm Monday to Friday' restrictions proposed for Grants Ave to be extended to 8am to 5pm or ideally 6pm as a number of delivery vans and vans belonging to residents of Garths End, Crosslands Road and Endfields Road tend to be mobile at this earlier and later time.

As all properties appear to have room for parking none of these additional restrictions should affect any residents and probably make Grants Ave a safer place, provided the 20mph limit is adhered to and care is still taken exiting the side roads and driveways.

The second representation from a resident is concerned the restrictions will exacerbate the issue of vehicles parking opposite the driveway by

displacing them from the junction area and would like consideration to be given to extending the restrictions further from the centreline north of the junction with Endfields Road. This resident does not want to delay the implementation of restrictions already proposed.

Officer analysis

We are unable to implement additional restrictions from this round of advertising, or change a proposed timed restrictions unless it is a lesser restriction. Altering the time of the single yellow line, whilst a valid request, would be more restrictive than advertised.

The drive access for the second representation is approximately 25m from the centre line – a longer line on one side of the carriageway displaces vehicles to the other and creates the same issue for different residents. It is difficult to solve this issue without restrictions for virtually the full length of the street on both sides.

The advertised proposal was made to improve access for refuse vehicles. It has raised other concerns which we are unable to resolve through the proposal.

Options

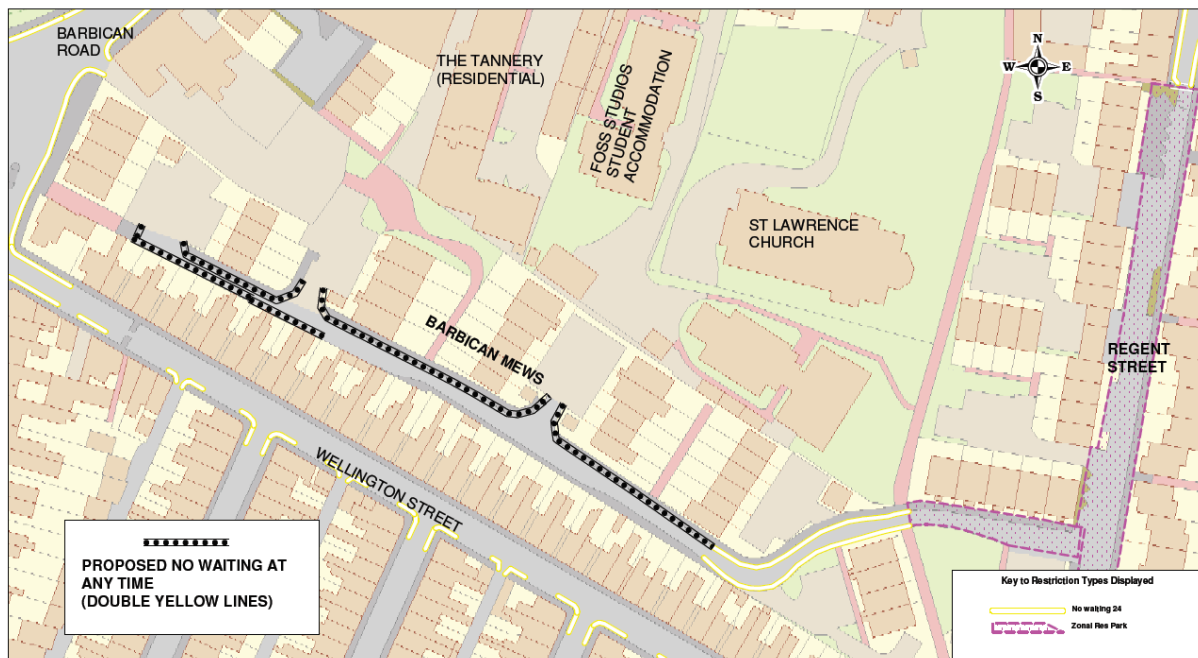
1. Implement as advertised and refer the request for additional restrictions for consideration and taking forward in the next review. This is the recommended option because to re-advertise would cause a delay to the proposed restrictions.
2. Take no further action at this time and re-visit the issue with a view to re-advertising a more restrictive proposal. This is not recommended because of the delay to getting some restrictions on street. Once implemented we will be able to better monitor what additional restrictions are required or necessary.

D2

Location:
Barbican Mews

Nature of problem and plan of Advertised Proposal

A Petition from Residents of Barbican Mews was received requesting waiting restrictions on the wall side of the carriageway.



Although the petition requested restrictions on the wall side (rear of Wellington Street), our proposal was designed to protect the footway side, maintain sight lines for drivers on egress from the residential areas and leave some parking amenity for residents/visitors. Restrictions were proposed on both sides of the carriageway on the narrower section. Barbican Mews is part of the cycle network route. Restrictions as detailed on the plan.

Representations Received

A letter drop was undertaken to all residents in Barbican Mews, including those facing Barbican Road. We received an objection from one Resident:

I do not believe that the plans for double yellow lines on Barbican Mews are fit for purpose. I believe that the double yellow lines on the opposite side of the road to my property should be extended from their proposed location to where the current double yellow lines are in place.

The reason for this is that if there are no double yellow lines put here then all the parked cars that will be unable to park where the proposed double yellow lines are going will all try to park in this area. I also do not understand why the entrance to the square in front of my property is

treated differently to the entrance to the square further down where double yellow lines have been proposed.

Analysis

We can sympathise with the views of this resident, the carriageway is narrow and can vary from 5m to 3m in width. We have protected the narrowest part to ensure vehicle access with restrictions both sides of the carriageway.

As the petition requested restrictions on one side of the carriageway we have to assume most residents would like some additional parking amenity on street. We are unable to implement additional restrictions from this proposal. If implemented and obstruction issues still occur we will propose additional restrictions at that time

Options

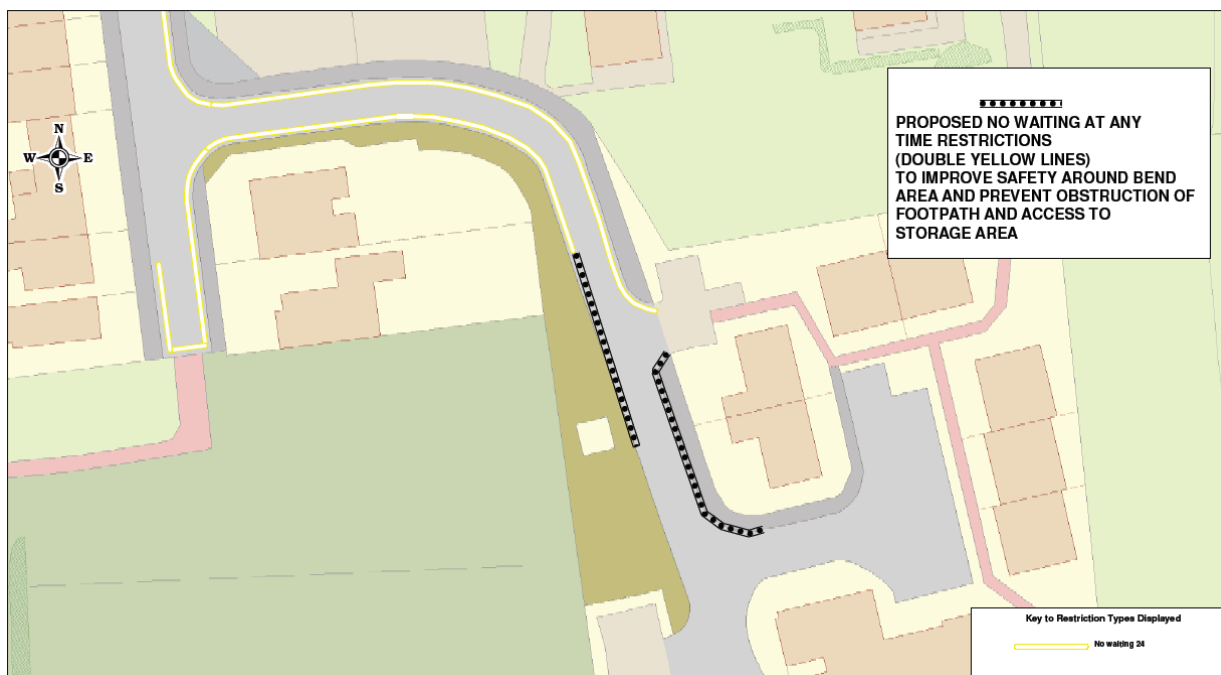
1. Over-rule the objection and implement as advertised.
This is the recommended option because it meets the expectations of residents who petitioned the council to introduce waiting restrictions.
2. Uphold the objection and advertise a proposal for restrictions the full length both sides of the carriageway.
This is not the recommended option because it would delay implementation of restrictions by several months and we do not believe this is the view of the majority of residents. We are able to advertise additional restrictions should they be required in the future.

D3

Location:
William Plows Avenue

Nature of problem and plan of Advertised Proposal

Parked vehicles causing problems with visibility and vehicles on the “wrong” side of the road. Discussions with the Residents association developed the proposal for waiting restrictions as detailed on the plan below:



The proposal was designed to protect sight lines on exiting the parking areas, keep the footway clear of obstructions from parked cars and to ensure drivers negotiated the bend area on the correct side of the carriageway.

The Residents Association discussed the proposal which resulted in the following request for an amendment to the proposal:

This is in accordance with a meeting of our Residents' Association at which residents felt that the problem was complex. Residents agreed that the proposal should be split into two parts. Part 1 being the introduction of double yellow lines to the east side of William Plows Avenue (behind the bungalows), and Part 2 the introduction of double yellow lines to the west side up to and including in front of the bin store.

Residents voted almost unanimously FOR Part 1, and almost unanimously AGAINST Part 2. I would therefore suggest that the proposal as it stands be scrapped, and replaced with the lesser proposal of what I refer to as Part 1 i.e. the introduction of double yellow lines on the east side ONLY of William Plows Avenue (i.e. behind the

bungalows).

The reason for this objection is that the introduction of double yellow lines on the west side of WPA up to and in front of the bin store would mean - in out-of-working hours - the loss of approximately 5 car parking spaces, which residents - at the time of the above meeting found would be detrimental to residents, their visitors and carers.

In addition to the above request we have received two individual objections (in part) from residents of William Plows Avenue requesting the same amendment.

Analysis

The request from the Resident Association is reasonable, restrictions on the East side will protect the footway and remove some of the issues of vehicles travelling around the bend on the wrong side of the carriageway. Not implementing the restrictions on the West Side will enable an area of unrestricted carriageway for residents, visitors, carers and tradesmen to use.

Options

1. Over-rule the objection and implement as advertised.
This is not the recommended option because the majority of safety concerns can be addressed by only implementing restrictions on the East side of the carriageway.
2. Uphold the objection and only implement proposed restrictions on the East side of the carriageway.
This is the recommended option as it falls in line with resident wishes and the majority of safety concerns can be addressed by only implementing restrictions on the East side of the carriageway whilst leaving an improved parking amenity for resident use.

Ward Councillor Comments:

Cllr A D'Agorne – No Comments received

Cllr D Taylor – No Comments received

