
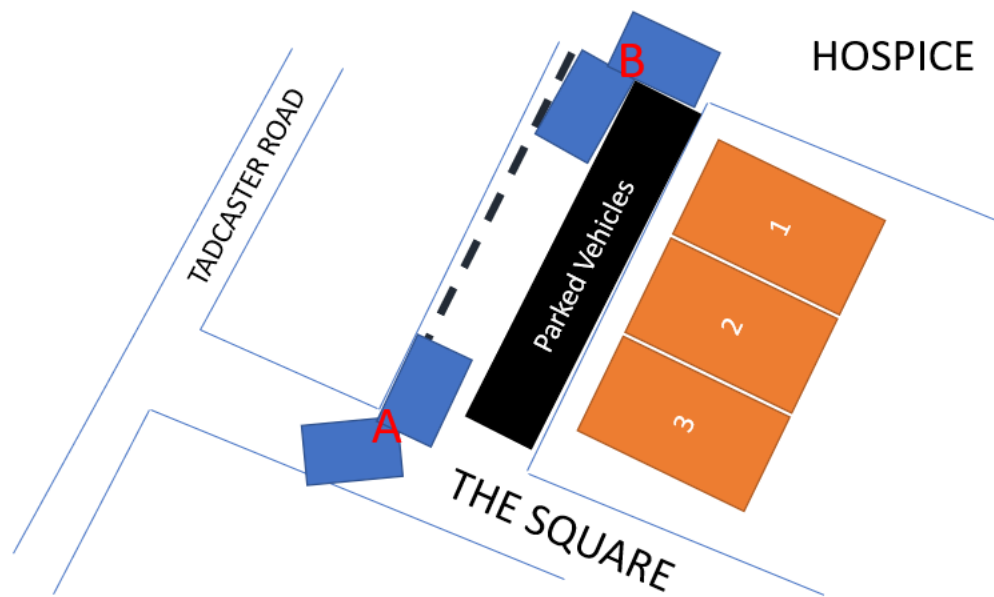


Annex D Dringhouses & Woodthorpe Ward

D1	Location The Square
<p>Nature of problem and plan of Advertised Proposal</p> <p>Vehicles parking on both sides of the carriageway entering The Square from Tadcaster Road leading to access issues for residents, delivery vehicles and ambulances visiting St. Leonards Hospice. Reports have indicated these are students of York College and residents of The Square with more than one vehicle.</p>  <p>The map shows Tadcaster Road on the left, which turns into The Square. St. Leonards Hospice is on the right. Residential houses are numbered: 185, 1, 2, 3, 4, 8, 37, 38 to 43, 44 to 49, 50 to 55. A dashed line with arrows indicates a proposed parking restriction area along the road. The distance from the start of the restriction to the junction is 41m, and the total length of the restriction is 69m.</p>	
<p>Representations Received</p> <p>We received one objection and one in support of the proposal.</p> <p>Objection:</p> <ul style="list-style-type: none">• The no waiting at any time restrictions need to include the curb next to Houses 1 to 3. Having the restriction on the opposite curb only will encourage parking on the curb nearest to the said houses. This is extremely dangerous for the following reasons: <ol style="list-style-type: none">1) If cars are parked on the curb closest to the houses, HGVs (oxygen cylinders etc) and Emergency vehicles will find it impossible to access or leave the Hospice.2) Due to only one lane being available, accidents will be caused where vehicles coming into the square, turning left to access the Hospice could crash with vehicles leaving the Hospice near House No.3. Point A on diagram.3) Due to only one lane being available, Accidents will be caused	

where vehicles leaving the Hospice crash with those coming into the Hospice near House No. 1. Point B on diagram.



Support:

- I write to support the proposal for traffic restrictions at The Square. However, I draw your attention to the likely unintended consequences. Those vehicles that tend to park where the restrictions are proposed will be inclined to use the space opposite Nos 9-13 thus making it very difficult for the residents in those properties to manoeuvre their vehicles. This has been observed in the past when the entrance road has been fully occupied. I understand that the Square Management Company had submitted an addendum to the original proposal requesting this 'extension' but this seems not to have been carried forward. I hope you will be able to give due consideration to this extension of the proposal.

Officer analysis and recommendation:

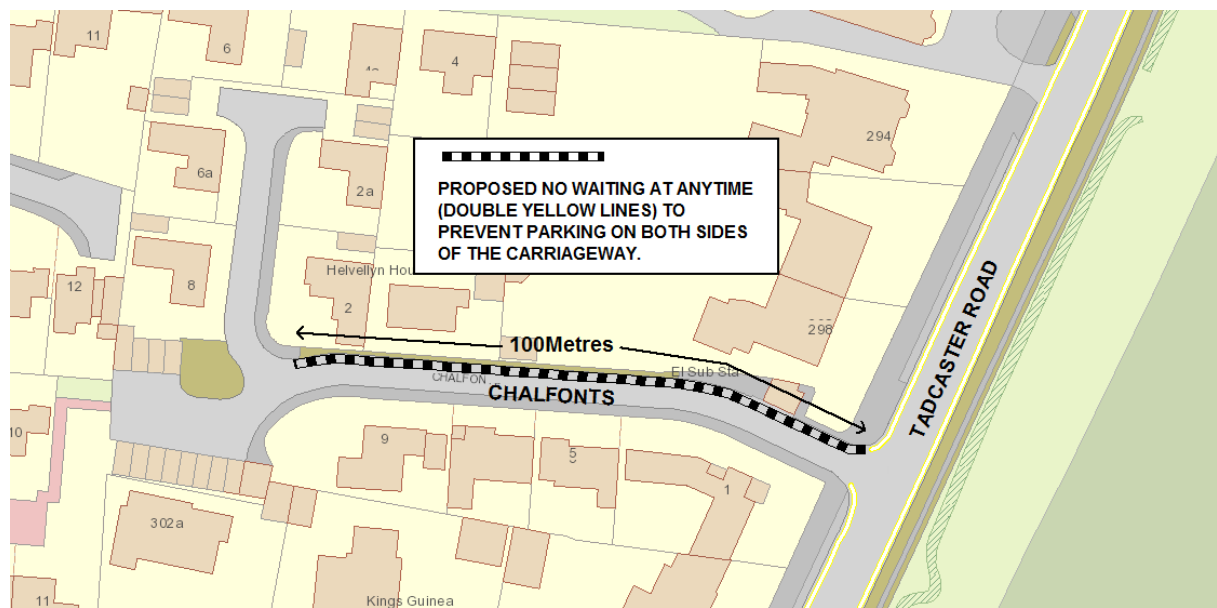
The representations received are not against the proposed restrictions but are requesting additional restrictions, but the current proposal cannot be amended to include additional restrictions, without delaying the implementation of the proposed restrictions. It is therefore recommended to implement as proposed and continue to monitor the area, with additional restrictions proposed if required.

Options:

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

A2**Location** Chalfonts**Nature of problem and plan of Advertised Proposal**

Residents have reported an issue of vehicles parking on both sides of the carriageway leading to refuse and recycling vehicles being unable to access the full length of the street and make collections.

**Representations Received**

We have received 1 objection.

- I have lived in Chalfonts since 1984 and cars parking on the north side happens only occasionally. Much more useful would be lines on the south side on the corner near the garages. The refuse lorries, in particular, have difficult with cars parked there and frequently have to mount the kerb and grass verge. This grass is now very rutted.

Officer analysis and Recommendation:

Under the current advertised proposal we are unable to implement an increase of the restriction, or in a different location to the advertised restriction. Taking into account the objection raised and images provided of damage to the verge located near to the garages a proposal to implement restrictions in this area could be advertised separately under a delegated review. Therefore, the recommendation would be to implement the proposed restrictions as advertised.

Options:

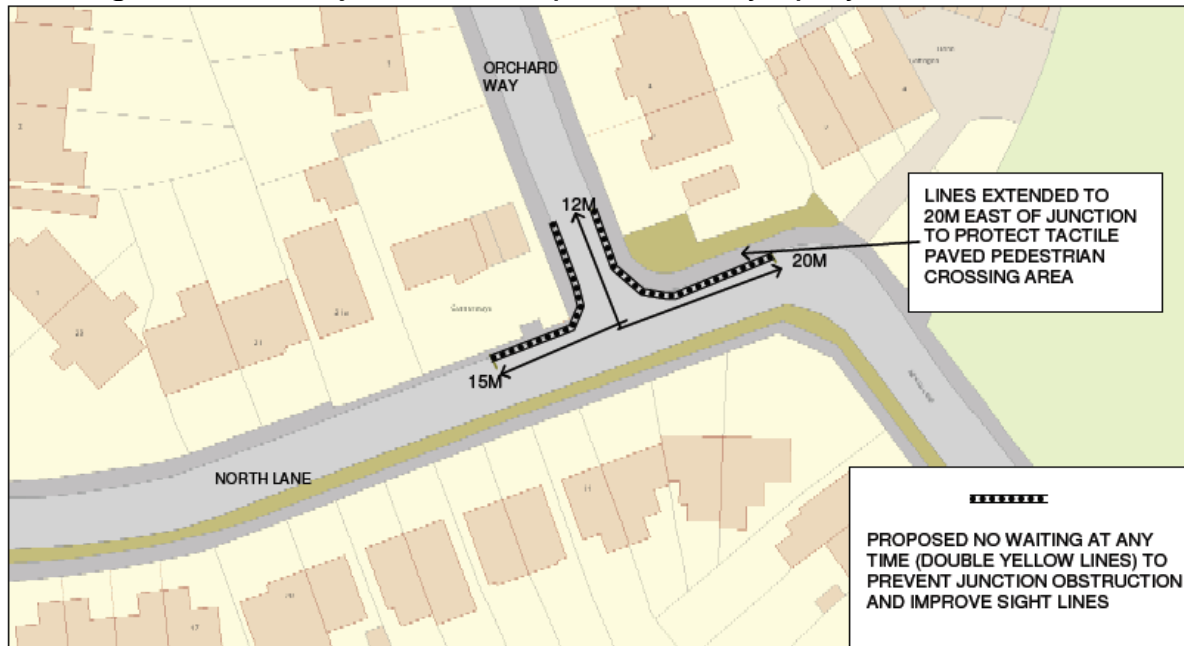
1. Implement as advertised(recommended)
2. Uphold the objections and take no further action
3. Implement a lesser restriction than advertised

A3

Location Orchard Way/North Lane Junction

Nature of problem and plan of Advertised Proposal

Parking close to the junction and poor visibility splay.



Representations Received

We received one objection:

- Heading North on entering Orchard Way there is space for 4-5 vehicles to park without being directly in front of anyone's house. Whilst residents rarely park at the junction end, there are often other visitors (often those parking whilst walking their dogs on Hob Moor), who do park here. The concern is that removing parking here to this extent may push those who use this space to either park further down Orchard Way, which could hinder residents being able to get on or off their drives. Alternatively, they may choose to park on North Lane close to the Northerly entrance to Hob Moor which would mean parking on the bend of North Lane to the East of the junction. This already is a concern with drivers coming round the bend often on the wrong side of the road so there is concern this would be of greater concern in terms of likelihood of an incident than there is currently. Do the double yellow lines on the left-hand side need to be 12m or could they be shorter to prevent parking immediately on the junction? Currently most people coming from the West do approach this junction with

care and residents fear that this could mean people approaching the junction at greater speed.

On the exit of Orchard Way, the yellow lines will cross the driveway of No 2 where there is rarely anyone parked so would not seem to be any issue here. If lines are seen to be needed here can we have some reassurance that the big pothole close to the kerb could be fixed first?

There has been some indication that these and some of the other proposed changes are due to issues with refuse trucks gaining access. In the near nine years I have lived here I have never seen any such incidents or anything similar with larger trucks gaining access.

The residents at Cornerways on the West approach to the junction are concerned about having yellow lines across their driveway would hinder deliveries and for visiting tradespeople. With parking already busy further to the West of North Lane this could mean either having to park some considerable distance away.

The lines to the East of the junction could force people to park opposite these on North Lane. Again, for those travelling North approaching this junction having cars opposite the lines could cause considerably more danger for those parked where the lines are as they could be blind to these as they turn the corner.

Officer analysis and Recommendation

The restrictions on North Lane have been recommended to take into account the tactile crossing point and to keep all sight lines clear. Orchard Way proposal could be reduced by 2m. However, as they protect a vehicle access point close to the junction it is recommended to implement the restrictions as advertised.

Options

- 1. Implement as advertised(recommended)**
- 2. Uphold the objections and take no further action**
- 3. Implement a lesser restriction than advertised**

Ward Councillor Comments:

Cllr. S. Fenton, Cllr. P. Widdowson and Cllr. A. Mason

We are supportive of the proposed recommendations, but agree that additional double yellow lines are needed in front of 1 to 3 The Square (and opposite 9 to 13 The Square) and would ask that

these are included in the next annual review of traffic restrictions. We would ask that the next review also considers the request for double yellow lines on the corner of the garage area on Chalfonts.