

## Annex H      Strensall Ward

<b>H1</b>	Earswick Village (Requested by some residents of High Garth and the Parish Council)
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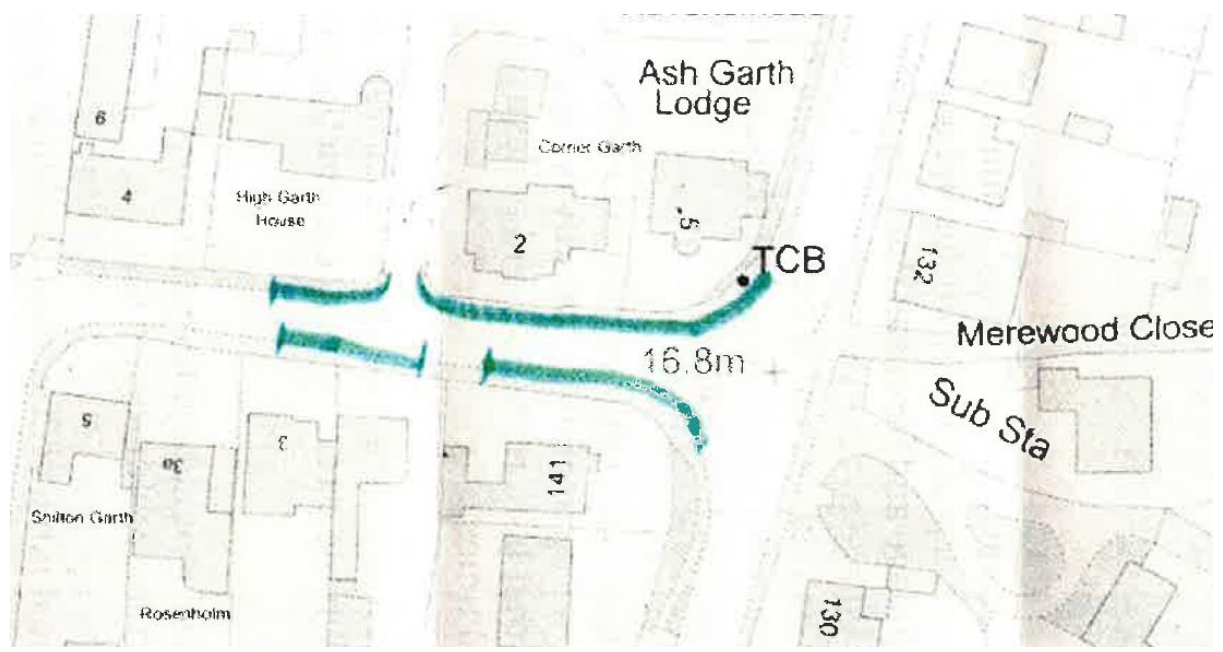
### Nature of problem and plan of Advertised Proposal

We have tried previously to extend restrictions from Strensall Road into the Village and because of the number of objections received, including an objection from the Parish Council, a decision was made to take no further action.

The residents of High Garth were aggrieved by the decision and we referred them to the Parish Council to gain support before we would consider this further.

In January 2018 the Parish Council requested double yellow lines on The Village, both sides from Strensall Road to Shilton Garth Close. In the light of objections received previously, we asked if they were now confident that support would be forthcoming.

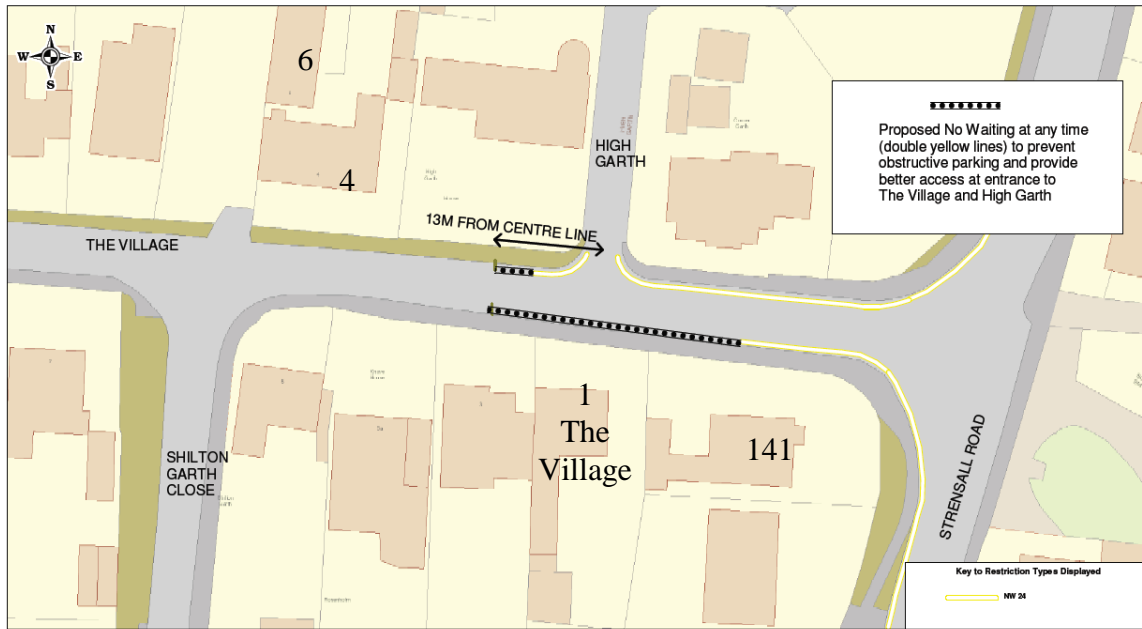
The Parish Council undertook a survey of residents and consulted residents on the plan below which was not as extensive as their earlier request:



The Parish Council reported 46 responses were received with 31 supporting the restrictions shown.

We had reservations regarding the restrictions shown on the Parish Council plan. In particular the gap in the restrictions adjacent to the

dropped kerb areas on the side elevation of 41 Strensall Road and 1 The Village. It is our understanding the main complaint from High Garth residents was vehicles parking in this area creating difficulty with access for larger vehicles (refuse wagon) into High Garth. Consequently we advertised the requested restrictions without the gap.



## Representations Received

We have received 6 objections to the proposal from residents adjacent to or near to the proposed restrictions.

Objections raised:

- Restrictions not necessary or desirable, especially on the North side of the village
- Lessen the restriction to one car length (to the driveway of 141 Strensall Rd) only
- Displaced vehicles will make it worse for other residents by obstructing access and sight lines as well as obstruction of sight lines from Shilton Garth Close
- A nearby resident receives carers several times a day and the restriction could cause difficulty with parking for them.
- Residents on High Garth could bring their wheelie bins to the verge in the village (as already happens on Earswick Chase cul-de-sacs)
- Yellow lines are an urban feature which will jar with the surroundings
- Only ever one vehicle parked on this stretch of road, sometimes two – this does not inconvenience anyone

- Easy to negotiate around the parked cars
- Parked cars at this location slow vehicles down (request for a 20mph speed limit on The Village was requested as part of one objection). Current arrangement makes sure vehicles enter High Garth at an appropriate speed
- Existing restrictions in line with the Highway Code and sufficient
- The lines will eliminate the right for some residents to have guests parking outside their homes – leading to displacement parking outside other homes. This could lead to further requests for restrictions – and the issue escalates again
- Waste of public money
- Only access problem I know about is a very odd occasion for the refuse vehicle – no justification for the proposals
- The proposal will make The Village street significantly more dangerous for everybody
- I have charity coffee mornings with several elderly people attending who cannot walk far. They may not come if they have to park further away.
- The proposal will only create congestion further down the road.
- Installing the lines will have a serious detrimental effect on my property and I would like to know what your offer of compensation will be.
- I have contacted the chairman of the Parish Council who has identified two problems, a vehicle parked too close to the junction with Strensall Road and difficulty for the refuse wagons on access to High Garth. If this really is an issue that has to be resolved, extend the yellow lines to include the driveway entrance to 1 The Village but no further or introduce the restrictions on refuse mornings only.

### **Officer analysis and Recommendation**

We proposed these restrictions on the understanding that the Parish Council had undertaken a consultation and received significant support. This may be the case, but those most directly affected by the restriction have registered strong objections to the proposal.

We would agree with many of the comments made by those objecting to the proposal; in particular that this is an intermittent problem which only creates problems on rare occasions. Parked vehicles at this location will provide a natural traffic calming measure which provides a benefit close to the junctions of High Garth and Shilton Garth Close.

We are not convinced the issues caused by parked vehicles at this

location are sufficient to warrant taking this proposal to implementation.

**Options –**

1. Implement as advertised (not recommended)
2. Uphold the objections and take No further action (Recommended option)
3. Partially uphold the objections and amend the proposal to implement a lesser restriction. Recommendation would be to only implement an extension on the south carriageway to the dropped kerb access to 141 The Village, approximately one car length/6m

**Ward Councillor Comments:**

Cllr P Doughty – No comments received

Cllr T Fisher – No comments received