

## Annex A Dringhouses & Woodthorpe

**A1** **Location** Trent Way/Acorn Way junction  
(Requested by Ward Councillor on behalf of one resident)

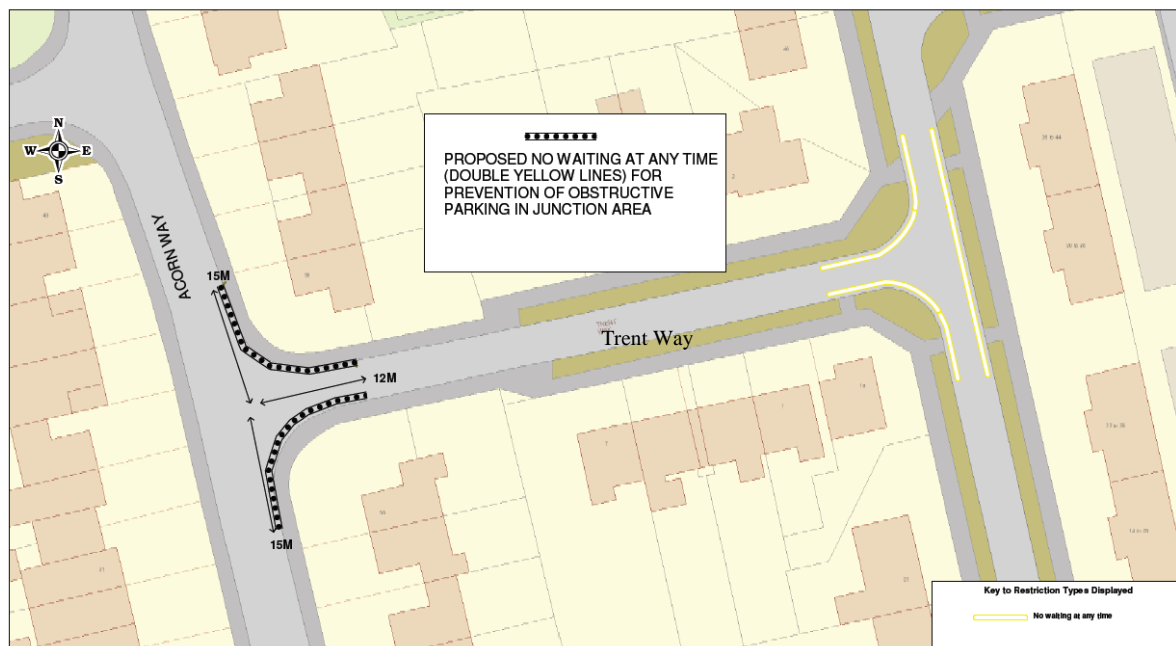
### Nature of problem and plan of Advertised Proposal

Details received on file were:

*I have received a request for double yellow lines on Acorn Way opposite the end of Trent Way as Acorn Way is a bus route.*

*Grateful if this could be considered.*

Consequently we advertised basic junction protection to prevent obstructive parking as shown.



### Representations Received

We received one objection to the proposal:

- We do not need restrictions in the junction area but outside 35 to 39 Acorn Way as people park outside the houses and cause mayhem for larger vehicles. Our drives are big enough for 2-3 cars so the need to park outside your house at this location is just laziness.

### Officer analysis

The information received within the objection is more specific to the location of the alleged obstructive parking. The carriageway is approx. 7m in width. The bus service route 12 travels a straight route along Acorn Way and consequently buses and larger vehicles should not experience obstruction problems at this location where vehicles are parked opposite the junction. The carriageway is wide enough for vehicles to park opposite the junction and others to successfully negotiate the junction area leaving Trent Way. Because we did not receive the correct information of the complaint originally and we do not

consider parking within the junction area is a regular issue we are recommending No Further Action to be taken.

**Options (Trent Way/Acorn Way junction):**

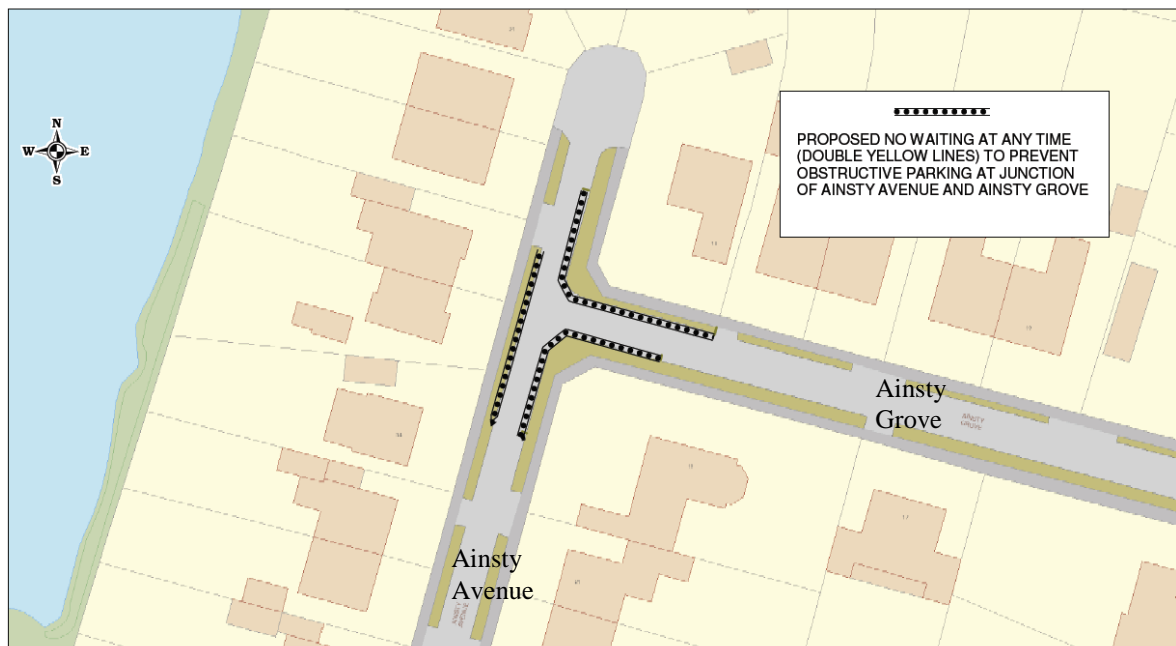
1. Implement as Advertised
2. Take no further action (recommended option)
3. Implement a lesser restriction than advertised (e.g. a shorter length of restriction)

**A2**

**Location** Ainsty Avenue/Ainsty Grove Junction  
(Requested by one resident)

**Nature of problem and plan of Advertised Proposal**

A complaint was lodged about refuse vehicles over-running and damaging the grass verge at this location. Larger vehicles were unable to negotiate the junction because of parked vehicles.



As advertised:

- (a) Ainsty Avenue, on its:
  - (i) west side, between points 7 metres north and 15 metres south of the projected centreline of Ainsty Grove,
  - (ii) east side, between points 15 metres north and 15 metres south of the projected centreline of Ainsty Grove,
- (b) Ainsty Grove, on its:
  - (i) north side, from the kerbline on the east side of Ainsty Avenue east to the projected eastern property boundary line of No. 18 Ainsty Grove, south side, from the kerbline on the east side of Ainsty Avenue east for 12 metres

### **Representations Received**

We have received 4 objections, one of which represented four other households in the area and 1 representation of support for the advertised restrictions.

#### **Support:**

- In recent years there has been an increase in irresponsible parking, we have approached Little Green Rascals Nursery about staff parking on corners and too close to the junction preventing access of refuse vehicles. Staff from Loves Hair & Beauty also use this area for parking.
- Residents all have off street parking and should not be impacted by proposal.
- The damage to the grass verges is shocking

#### **Objections:**

- Never been aware of any significant problems involving vehicle movements at this junction or on both streets.
- Accept there is an increase of parking on race days but there is no demonstrable need for the proposal. On the rare occasion where there has been an inconvenience, this has been temporary or minor and straightforward to overcome.
- See no need for any enforced traffic restrictions, I easily negotiate this junction
- Proposal not backed up by hard evidence or justification
- Proposal will have a significant detrimental effect on residents
- Displacing parking further up the roads, which are narrow with vehicles parked either side. Currently access is manageable, with these proposals these roads will be at risk of more difficult manoeuvring.
- There is a lack of community consultation – why has this not taken place?
- Where is the evidence that obstructive parking is taking place?
- We know of only one resident who objects to parking on these roads.

### **Officer analysis and Recommendation**

This is a proposal for a minor issue and as such does not warrant a community consultation prior to advertising. The legal process includes the consultation period. All those objecting to the proposal have been informed of the details of the decision session meeting.

The photograph showing significant verge damage within this report is evidence of over-run in the junction area. Because these streets and the

junction turning area is narrow it will take significant restrictions to allow larger vehicles to negotiate the junction without over-run if vehicles are parked. The carriageway on Ainsty Grove is approximately 5m in width and Ainsty Avenue 4m. Vehicles parked, in particular on Ainsty Avenue would need to encroach onto the verge areas to allow others to pass safely. Placing bollards to protect the grass verge without restrictions are unlikely to help the situation as this may make the junction inaccessible for larger vehicles to use unless restrictions are in place.

The photograph from google street maps at the junction demonstrates the problem turning left for larger vehicles when parking is close to the junction even when vehicles are parked partially on the verges.



### **Recommendation**

Most adjacent residents are prepared to tolerate the parking rather than have waiting restrictions, although the original complaint about parking with evidence of verge damage appears to be justified and consequently we are recommending option 3 below.

Options:

1. Over-rule the objections and implement as advertised
2. Uphold the objections and take no further action
3. Implement a lesser restriction and reduce the waiting restrictions to a standard length of 10m from the kerb edge to the south on Ainsty Avenue and on Ainsty Grove with a lesser restriction to the north of the junction on Ainsty Avenue (as shown on the plan below). This is not a significant reduction from the original proposal.



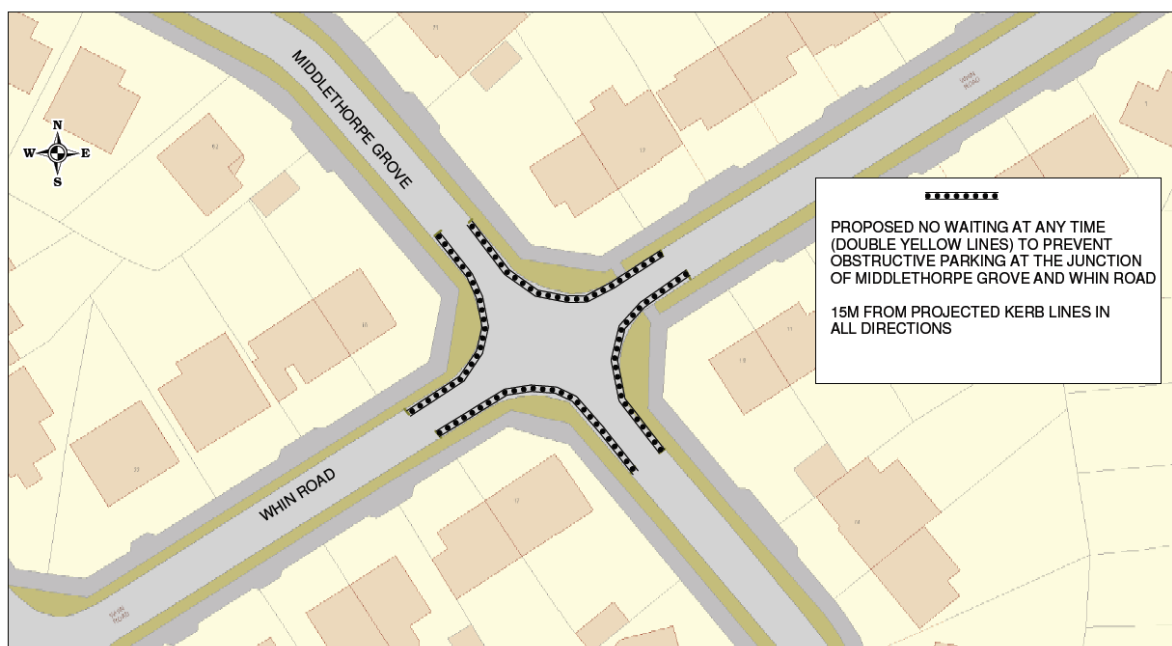
**A3**

**Location** Whin Road/Middlethorpe Grove junction  
(Requested by a Ward Councillor and one resident)

**Nature of problem and plan of Advertised Proposal**

Request for restrictions received for the crossroads where Whin Road intersects Middlethorpe Grove. Cars and trades vehicles parking on or near the junction causing issues with visibility and also leading to large vehicles mounting the verge, spreading mud causing a skid hazard. Reports of sight visibility issues for vehicles and pedestrians crossing the road (school children, dog walkers etc.).

The proposed restrictions considered the pedestrian crossing points, and the sight visibility splays for pedestrians.



**Representations Received**

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

**Support:** This should have been done long ago; the council will not have to continuously refurbish the verges because of over-run caused by parked vehicles and it will improve sight lines for children and enable drivers to see the children.

**Objection 1:** We support the standard 10m from the junction (if it would help ensure the safety of road-users, but not the additional 5m proposed. It is unnecessary and means we would no longer be able to park in front of our house (we only have an off street parking amenity for one vehicle). There are no dropped kerbs provided for pedestrian crossing – the small infill sections of paving are for putting out dustbins

not to facilitate pedestrians crossing the road.

(Questions asked about measures for enforcement of the 20mph speed limit, which is outside the scope of this proposal and report).

**Objection 2:** I find it hard to believe that at this junction there is any justification for installing parking restrictions when there is no other parking restrictions on the whole estate. There are far worse traffic safety issues at different locations on the estate.

- 1) Dangerous pinch point at the top of Middlethorpe Grove just at the bend where vehicles constantly park on the left and visibility is restricted.
- 2) Bracken Road where vehicles park half on the footpath half on the road. On the other side half on the grass and the road is barely wide enough for 1 car never mind 2 way traffic. Questionable if emergency services could get through?
- 3) The junction of Bracken Road and Whin Road, dog walkers park on all sides of the junction.
- 4) The corner before and after the junction of Middlethorpe , Dringthorpe and Lycett.
- 5) Top of Middlethorpe Drive exit on to a very busy A road where a line of cars park on the left, some of who do not even live on the estate.

If you proceed to install these lines where are the residents who park there at present going to park? Maybe on the bend beyond the parking restrictions is all you are going to do is park outside somebody else's property and that is going to upset more residents?

At present the vehicles that park on the Middlethorpe Grove side provide a traffic calming solution to the corner. If you took the time out to monitor the vehicles approaching the corner you would note the speed that they approach. It is far too fast, especially the buses. This is a family estate and children are often present at the corner, at least the parked vehicles make them slow down and pay more attention to the road ahead.

### **Officer analysis and Recommendation**

The annual review process is in response to requests for action at specified locations – not a review of a wider area.

Concerns about speeding in an area should be referred to North Yorkshire Police. There are details on their website and an on line form to request a speed review.

Because we have received complaints about parking at this location over a number of years we are recommending some restrictions are placed in the junction area.

### Options (Whin Road/Middlethorpe Grove junction):

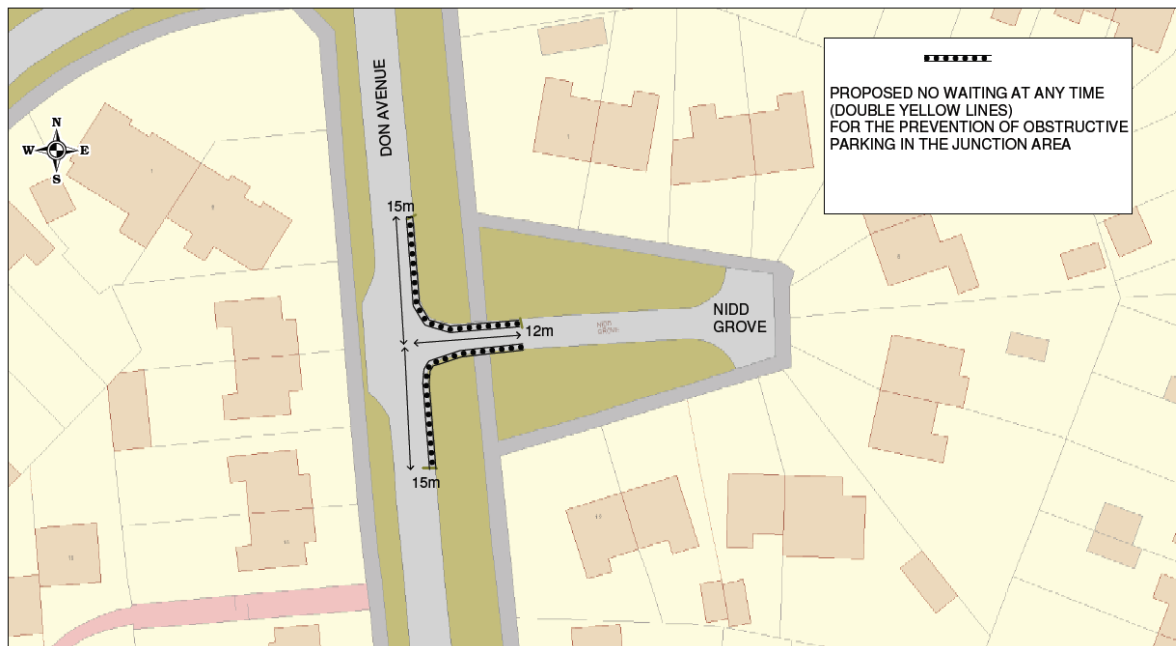
1. Implement as advertised
2. Uphold the objections and take no further action
3. Implement a lesser restriction than advertised. This is the recommended option. It is suggested we reduce the length of restriction to 10m from the projected kerb lines in all directions. A reduction of 5m from the advertised proposal

**A4**

**Location** Nidd Grove/Don Avenue junction  
(Requested by Ward Councillor)

### Nature of problem and plan of Advertised Proposal

Ward funding was used to install some tarmac run-overs at the junction. Vehicles are using these to park which obstructs sight lines at the junction. Consequently the following proposal was advertised



### Representations Received

We received one objection:

The proposed places are the only street parking we have and need. If we use this area, residents and guests of residents are all considerate and park far onto the grass so as not to block the road, and the bin lorries never have a problem getting down.

A further point to make, is that the road surface in our area is terrible. In our opinion the money would be much better spent on resurfacing than painting lines.

### **Officer analysis and Recommendation**

The proposed lines are not directly outside any property. Residents should not park on the grass – there is no dropped kerb access for this purpose. A vehicle parked where shown in the photograph will impede sight lines at the junction area.

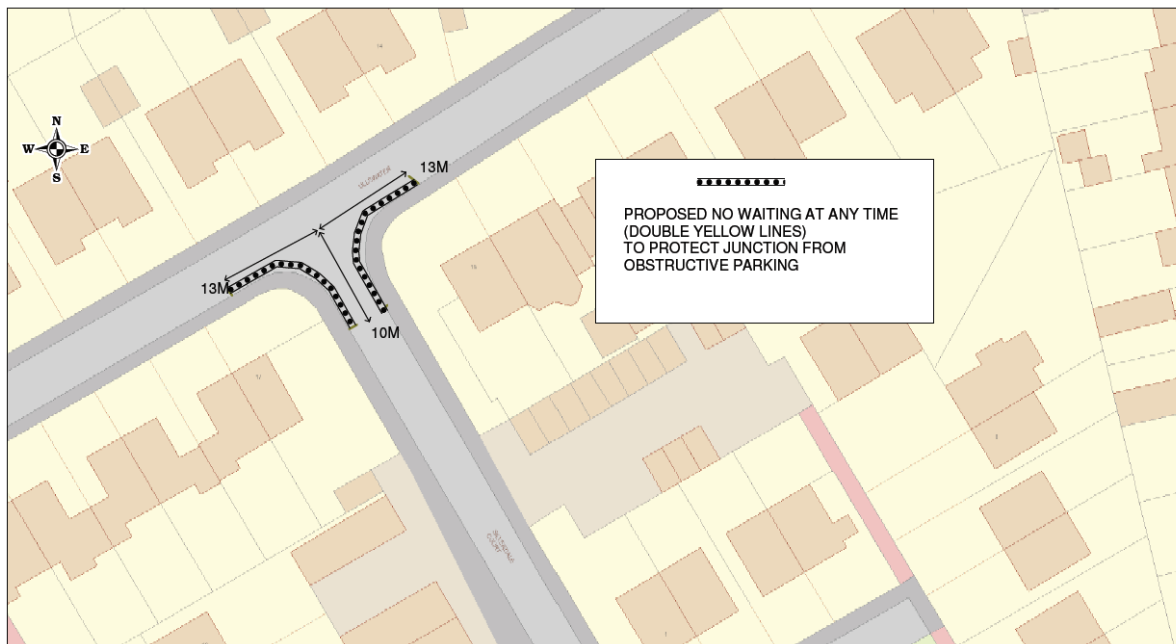
### **Options (Nidd Grove/Don Avenue junction)**

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

**A5**      **Location** Silverdale Court/Ullswater  
(Requested by Ward Councillor)

### **Nature of problem and plan of Advertised Proposal**

Ward Councillor had received reports of poor parking around and opposite the junction. We advertised basic junction protection of 10m around the junction area.



### **Representations Received**

We received three objections from nearby residents. Objections included:

- Vehicles do not park on the proposed restricted area and are therefore unnecessary
- One resident who lives on the corner is elderly and relatives



picking her up will have to park further away

- The only large vehicles travelling regularly into Silverdale Court is the refuse wagon and they do not experience any problems
- Parked vehicles will displace outside my house which is not acceptable – cars parking on street where there are private driveways to use
- May reduce resale value of properties adjacent to the restrictions.

#### **Officer analysis and Recommendation**

This is a residential area and our understanding is that there is not a regular problem with parking in the junction area – this may happen infrequently. The advertised restrictions are of a standard 10m length as advised in the Highway Code and should not be necessary. Neither street is on a bus route.

#### **Options**

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

#### **Ward Councillor Comments:**

**Councillor S Fenton, Councillor A Mason and Councillor P Widdowson**

**A1 – Support the recommendation**

**A2 – Do not support the recommendation for a number of reasons. A number of properties have either no usable off-street parking or very limited off-street parking. The spaces on Ainsty Grove which it is proposed to remove provide a facility for carers to be able to park. If this parking were to be displaced onto Ainsty Avenue it would exacerbate an already congested situation on that street. The proposed restrictions on Ainsty Avenue would also exacerbate the situation.**

**A3 – Support the recommendation**

**A4 – Support the recommendation**

**A5 – Support the recommendation**