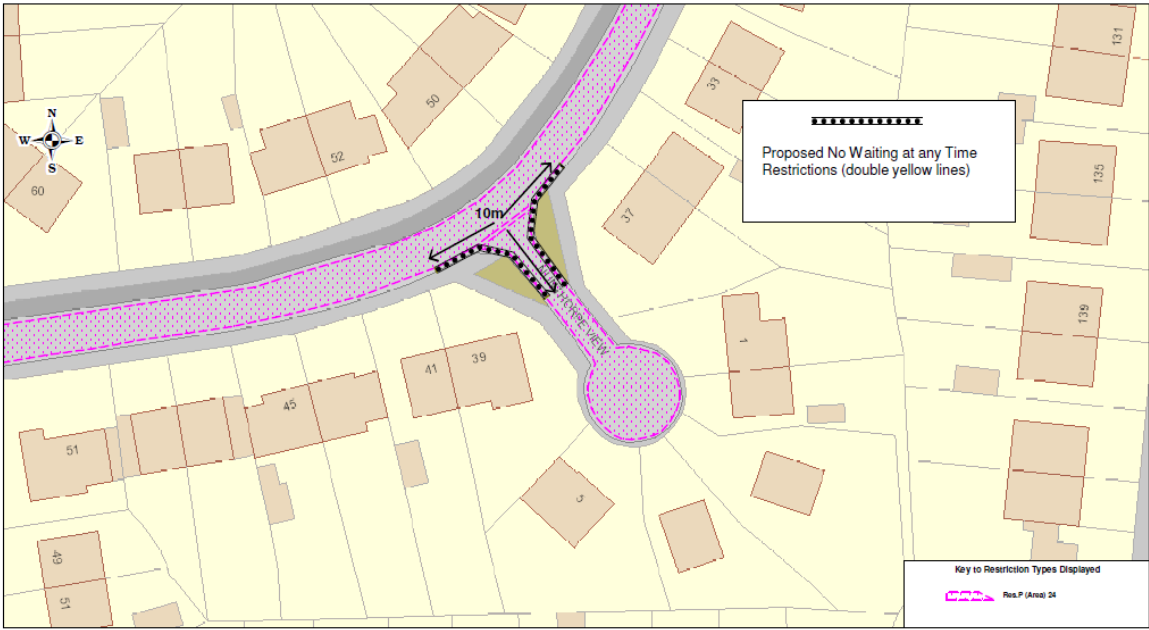


Annex I Micklegate Ward

<p>11</p>	<p>Location: Junction of Nunthorpe Crescent and Nunthorpe View</p>	
<p>1 Background information (reason for proposal)</p>		
<p>Vehicles parked on the grass verges close to the junction restrict the visibility for drivers and cyclists at the junction. This is a residents parking zone, hence these vehicles will belong to residents or their visitors. The junction is approximately 75m from the end of the cul-de-sac so vehicle numbers and speeds will be very low. The bend in the road at this point helps to minimise any visibility issues. The issues here are possibly more to do with damage to the small grass verges.</p>		
<p>2 Proposed amendment to the Traffic Regulation Order</p>		
<p>Implement 10m of No waiting at any time restrictions both sides of the junction.</p>  <p>The map illustrates the proposed 10m No Waiting at any Time Restrictions (double yellow lines) at the junction of Nunthorpe Crescent and Nunthorpe View. The restrictions are shown as double yellow lines extending 10m from the junction on both sides. A key to restriction types is provided, indicating that the double yellow lines represent 'Proposed No Waiting at any Time Restrictions (double yellow lines)'. The map also shows a north arrow and various house numbers in the area.</p>		
<p>3 Objections received</p>		
<p>We have received two requests for a shortened length of restriction on Nunthorpe Crescent from residents on Nunthorpe Crescent.</p>		
<p>Objections/Concerns raised</p> <p>We do not want the double yellow lines across our driveway. Is it possible the lines could stop at the southern end of the dropped kerb at 37 Nunthorpe Crescent.</p>	<p>Officer Comments</p> <p>The main complaint was one of regular parking on the grass verge areas causing obstructive sight lines for cyclists and causing verge damage.</p>	

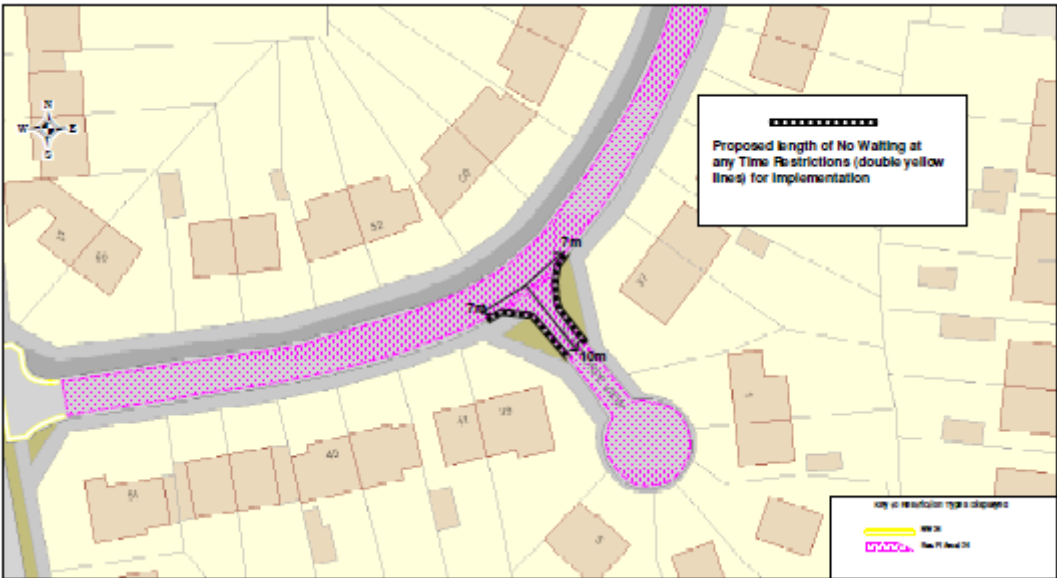
We believe reducing the extent of double yellow lines along Nunthorpe Crescent would not be detrimental to the safety improvements sought. Both streets are no-through road with limited traffic and a 20mph speed limit. The resident parking area prevents indiscriminate and obstructive parking. We do not have an off-street parking area and park our car on Nunthorpe Crescent adjacent to our property. We believe we park our car in a safe and considerate manner. (Requesting a distance of 6.5m from centre line.)

Because this area has limited traffic and low speeds, we believe we can reduce the length of restrictions as requested.

A 7m restriction would cover the verge extent in both directions.

4 Options Available

- a) Implement the proposal as advertised
This is not the recommended option because we are able to amend the proposal without significant detriment to the overall objectives of the scheme.
- b) Uphold the objections and implement an amended restriction as outlined in the plan below.



This is the recommended option because we are able to take the views of residents into account without compromising road safety.

5 Recommendation

Option(b):
Implement an amended restriction with shorter lengths being applied on the Nunthorpe Crescent elevations.

12	Location: Butcher Terrace area
1 Background information (reason for proposal)	
<p>A local resident has raised a number of concerns regarding various junctions and the possible danger the unrestricted parking poses to cyclists.</p> <p>Butcher Terrace leads to the Millennium Bridge and forms part of a designated cycle route. In addition, there is pedestrian access to Rowntree Park and is a pleasant walking distance to the city centre, hence there will be some parking in the area associated with the park and commuters.</p> <p>The area is not a through route, except for cyclists, so vehicle numbers are minimal and vehicle speeds are considered to be low.</p> <p>The Finsbury Street and Terry Street junctions with Butcher Terrace either have none or quite minimal restrictions in place and whilst parking may not always take place right up to the junction visibility can be reduced due to careless parking.</p> <p>Bearing in mind the low vehicle numbers and speeds, plus the need to maximise parking potential for local residents the restrictions taken forward were kept to a minimum rather than the more usual 10m at a junction. This amount of restrictions would not contribute to increased vehicle speeds in the area.</p>	
2 Proposed amendment to the Traffic Regulation Order	
<ol style="list-style-type: none"> 1. Butcher Terrace / Finsbury Street – 5m of No waiting at any time on all four corners of the junction 2. Butcher Terrace / Terry Street – 5m of No waiting at any time on the unrestricted corner of the junction 	
<p>The map illustrates the proposed traffic regulation order for Butcher Terrace. It shows the street layout with Butcher Terrace running diagonally from the bottom left towards the top right. It intersects with Finsbury Street (top left) and Terry Street (middle right). The map highlights the corners of these junctions with double yellow lines, indicating 'Proposed No Waiting at any Time Restrictions'. A key in the bottom right corner identifies the symbols: a double yellow line for 'No waiting' and a blue arrow for 'One-way'. A north arrow is located in the top left corner.</p>	

3	Objections received	
	We have received three objections.	
	<p>Objections/Concerns raised</p> <p>The millennium bridge has caused this area to become a free car parking facility. (all objectors)</p> <p>The council installed gates to Rowntree Park which increased the problem and ensures we have to suffer parking from park goes all weekend. (two objectors)</p> <p>Why compound an already choked couple of streets by effectively reducing the streets by 60 metres. (2 objectors)</p> <p>Does it not occur to the council that residents might have vehicles and they might like to park nearby.(all objectors)</p> <p>I suggest an Access Only restriction (2 objectors) or a Pay and Display on the Terry site to generate more income.(1 objector)</p> <p>We believe a 5m restriction is too severe. It will remove two parking spaces from outside our property alone. It is very difficult to find a parking space. We support the decision to ensure dropped kerbs are kept clear – but a shorter restriction covering just the dropped kerbs would suffice. (1 objector)</p>	<p>Officer Comments</p> <p>The highway code advises drivers not to park within 10 metres of a junction; we have proposed lengths of 5m in order to leave as much parking amenity for residents as possible.</p> <p>The dropped kerb areas on Finsbury Street both sides of the junction with Butcher Terrace will only just be covered by the 5m proposal.</p> <p>Access restrictions are no longer supported by the council. They are not successful – most of our Resident parking zones were introduced on the failure of this restriction. An access restriction can only be enforced by the police who do not have the resources to give to these areas.</p> <p>To improve parking we only have two options;</p> <ol style="list-style-type: none"> i. Introduce waiting restrictions which equally apply to residents as non-residents and are not popular for this reason ii. Introduce a residents' priority parking area. We are aware some residents have tried to gain support for resident parking schemes without success. <p>We are aware there is non-residential</p>

<p>As more areas become resident parking, our streets are becoming more of a free car park. Your proposal does not address the significant parking concerns for residents but exacerbate it. (all objectors)</p> <p>We ask you to reconsider and introduce further open discussions with residents to find a more suitable way forward. (1 objector)</p> <p>Why should we support Resident Parking and pay to park to solve a problem the council has created? (1 objector)</p>	<p>parking taking place in nearby streets to the north of Butcher Terrace. Residents on these streets have requested a residents' priority parking scheme which is currently being progressed.</p>
<p>4 Options Available</p>	
	<p>a) Implement the proposal as advertised. This is the recommended option because the proposed restriction already takes into account the pressure for parking amenity in the area.</p> <p>b) Uphold the objections and take no further action. This is not the recommended option because the problems of parking around the junction areas creating problems for pedestrians and sight lines would remain.</p>
<p>5 Recommendation</p> <p>Option (a):</p> <p>Implement the waiting restriction as advertised.</p>	