


Annex M Rawcliffe & Clifton Without Ward

M1	Location: Bowness Drive junction with Shipton Road
<p>Nature of problem and plan of Advertised Proposal</p> <p>The road safety team reviewed this junction, following concerns regarding vehicles approaching the junction on the wrong side of the carriageway and the forward visibility towards the bend into Bowness Drive. This resulted in a request for an extension of restrictions to be taken forward in the next review to alleviate this problem.</p>  <p>An extension of 10m was recommended to improve forward visibility on approaching the bend/junction.</p>	
<p>Objections Received</p> <p><i>We have received 2 objections to the proposal associated with the business outlets adjacent to the proposed extension.</i></p> <p><i>I have owned the property for around 25 years and we have never had to have yellow lines outside our business premises in the past.</i></p> <p><i>So why is it required now?</i></p> <p><i>Buses have been going past the property for many years without any issues!</i></p> <p><i>York Council created more off a problem the other year when you double lined this lot. (referring to other nearby restrictions)</i></p> <p><i>I very strongly object to what you are doing.</i></p> <p><i>Do you want to see empty shops at this location also?</i></p> <p><i>As you are making it very difficult for my tenants to trade.</i></p> <p><i>By putting out double yellow lines the other year we lost about 4 car</i></p>	

parking spaces and now you are intending to take another 2 car parking spaces away from outside my property.

Where are customers supposed to park?

Shall we ask them to park on the grass at the side of the A19?

And:

I am emailing to strongly oppose your proposal to introduce a “no waiting at any time restriction”, outside Tile With Style on Shipton Road.

We are a very busy, small family run business and we have been tenants of these premises for over 15 years. Over the years we have had to put up with various disruptions from Yorkshire Water and the highways department making improvements, which have proved challenging to us as a business but unavoidable.

We have very restricted parking outside our showroom now, restricting it even further is going to affect the day to day running of our business greatly. We have a small and a large delivery van which we need to park to load up our customers deliveries. We deal with the general public and have many trade customers who need to be able to park their vehicles when they visit the showroom and when picking up orders. We have materials delivered to us, usually on a daily basis, the delivery drivers need to be able to pull in for a limited time.

We are always very vigilant when it comes to parking, if we see anyone parking illegally or they are not a customer of ours we would kindly ask them to move.

We do not own these premises, we are tenants so we pay rent and high rates and we pay to keep the grass verges and hedges opposite maintained, keeping it looking neat and tidy.

In our opinion the road is far too narrow for a bus route. With or without parking restrictions there would still be issues with the day to day traffic alone. Restricting our parking spaces outside our shop is only going to cause us problems. Our customers could choose to shop elsewhere if they have nowhere to park.

Running a business these days is a real struggle anyway and if these parking restrictions go ahead it will only add to the struggle.

Officer analysis

An officer has met with the objectors on site to ascertain whether a compromise would be acceptable. We offered to reduce the proposed length from 10m (2 car lengths) to 4.5m. This improves visibility to a more ‘acceptable’ distance.

There have been questions raised on whether we could construct a parking area in the green verge opposite the business outlets and the owner has offered a contribution to the costs of this. Whether the removal of a green area to provide a small parking area for business outlets in this area is desirable or possible is outside the remit of this report.

Key aspects to take this forward would include funding for investigation, design and the proposals process and getting the 'Highway Scheme' taken into the capital programme.

Delivery and trade vehicles are able to wait on restrictions for the purpose of loading and unloading. This is an activity that will not be prevented by an extension of yellow lines in this area.

Options:

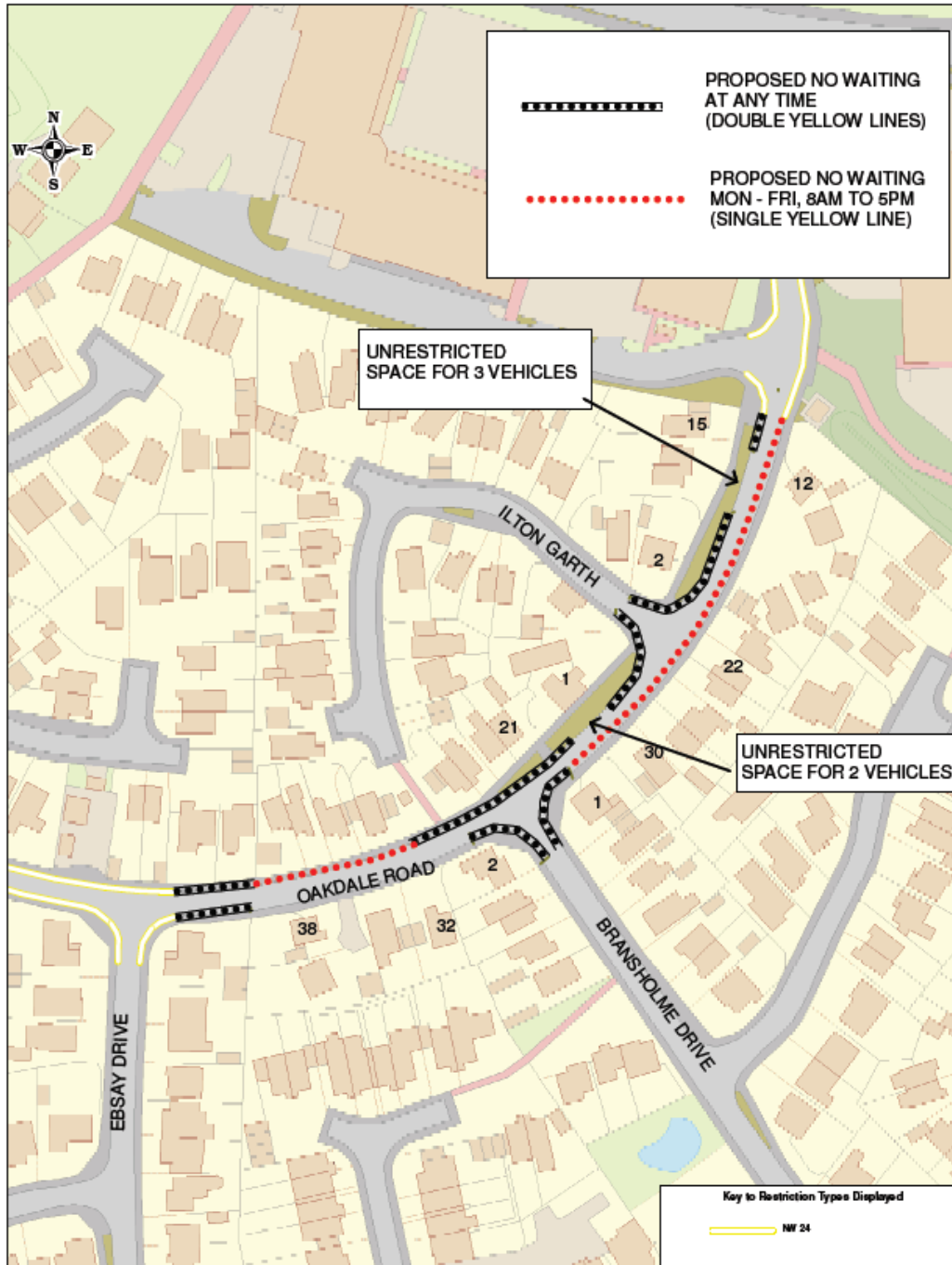
1. Over-rule the objections and implement as advertised.
This is not the recommended option because we are mindful of the perceived effects to local business community
2. Uphold the objection and take no further action
This is not the recommended option because the road safety team had identified issues which required addressing
3. Uphold the objection in part and place a lesser restriction; extending the restrictions by a length of 4.5m (one car length)
This is the recommended option because it will address the safety issues whilst still leaving as much parking amenity as possible for the adjacent business outlets.

M2

Location: Oakdale Road

Nature of problem and plan of Advertised Proposal

Parking on Oakdale Road at the Clifton Moorgate is creating problems of access and sight lines. The parking is allegedly associated with staff parking from the nearby garage outlets and has increased significantly since the Tower Court management took steps to remove commuter parking from their parking areas.



Objections Received

We have received three representations to the proposal all requesting more restrictions than we have advertised:

I live at No.28 and I since Tower Court started the limitations on the car park we have had severe issues on the street this is caused by the BMW staff parking opposite our homes.

This has made it exceptionally difficult to get on and off my drive, it's been very dangerous and hard at times for the No.6 Bus Route and the white line that was put down before Christmas has made zero difference to the situation.

The proposed two car parking spaces opposite my house are not suitable, we as home owners do not require more car parking as we all park on our drives and property.

You are enabling the BMW staff and not making any difference to the problem which is sheer laziness and ignorance of the staff parking on our street despite the access they have to a private car park which is around 10minute walk to their HQ.

I oppose the decision on the grounds of driving safety and unsuitability of the ideas.

I hope you listen to the residents and you will make only appropriate changes If you do decide to put two car parking spaces opposite our house, as residents we will use instead of our drive to prevent the staff at BMW using them for their own parking.

You're not solving the issues, you're making them worse.

I support the proposals, but would prefer for there not to be two unrestricted spots in front of 30 Oakdale Road.

I live at 30 Oakdale Road and I strongly support the need for parking restrictions, but believe when that area of the road (opposite my drive) is parked in it and cars try to manoeuvre on/off the drive of 30 Oakdale Road, it becomes dangerous and a nuisance to other road users.

My drive is big enough for three cars and so are most of the other drives down Oakdale Road. The parking problems started when tower court put in place parking restrictions (which is understandable). Before the parking restrictions were in place at tower court, cars rarely parked opposite 30 Oakdale Road and if they did it was in the evening (which is fine as the proposed parking restrictions are for single yellow lines on part of the road).

I hope you can consider my above amendment to the restrictions.

Since vehicles started parking and abusing our road last year when Tower Court car park introduced reduced car parking times and hefty fines our street has become a nightmare to negotiate, especially as Oakdale Road is a busy bus route.

The council's initial plan to paint white lines across driveways has completely failed to improve the situation.

The houses opposite you proposed unrestricted car parking spaces all have enough parking and drive space for several of their own vehicles, having parked vehicles opposite your drive makes getting off your private drive onto the road extremely difficult. I have noticed several damaged vehicles over the many months that we have endured this problem.

If it is absolutely necessary for unrestricted parking on our street I intend to use it myself to stop BMW staff using it and will be actively promoting the idea to our neighbours.

Please think this proposed plan through carefully, after all this is our street and we all pay council tax for our property and council services and NOT to enable others to park freely and block our road.

Who is going to enforce parking restrictions? I don't suppose for one minute that the local residents will benefit from any fines. Will we pay more to fund whoever monitors the parking situation?

I look forward to having full double yellow lines without parking spaces on our street.

Officer Analysis

We are unable to implement additional restrictions than advertised. This would require a re-advertisement and delay the process of implementing the proposed restrictions.

The proposal included two small areas of unrestricted carriageway during the working day which were adjacent to grass verges without drive access points for the following reasons:

1. When we undertook the consultation with residents in the area prior to placing H bar markings and the proposal for restrictions it

became apparent that not all residents had sufficient off street parking amenity for their needs and relied on on-street parking.

2. Although most residents do have sufficient off-street parking for their needs, this may not be the case for any trade or visitor vehicles.
3. Some vehicles parked in the area can be beneficial as a traffic calming measure. If all vehicles are removed, this is likely to increase traffic speeds and raise different road safety issues.

The small gaps of unrestricted carriageway are likely to be parked on during the working day.

This is a residential area close to large business outlets and a busy road. There is a regular bus service and a primary school close by. The proposal is likely to displace commuter parking into the residential cul-de-sacs.

We undertook consultation with residents in 2019 and asked them what restrictions they would like to see implemented. As usual, a general consensus was not obvious. Some, like the residents who have objected, advised that restrictions both side the full length were required. Other residents wanted to see the minimum restrictions possible to overcome the congestion issues and improve sight lines around the bends. The proposal we made was a compromise of both views.

Options:

1. Over-rule the objections, implement as advertised and continue to monitor.
This is the recommended option because residents generally accept that some restrictions are required in this area and we do not want to delay implementation further. The requested restrictions opposite 28 and 30 Oakdale Road to be referred to the next review.
2. Uphold the objections and re-advertise a proposal to remove the proposed parking areas.
This is not the recommended option because it will delay resolution of the congestion issues being experienced.

Ward Councillor Comments:

Cllr S Waudby – No comments received

Cllr D Wann – No comments received

Cllr D Smalley – No comments received