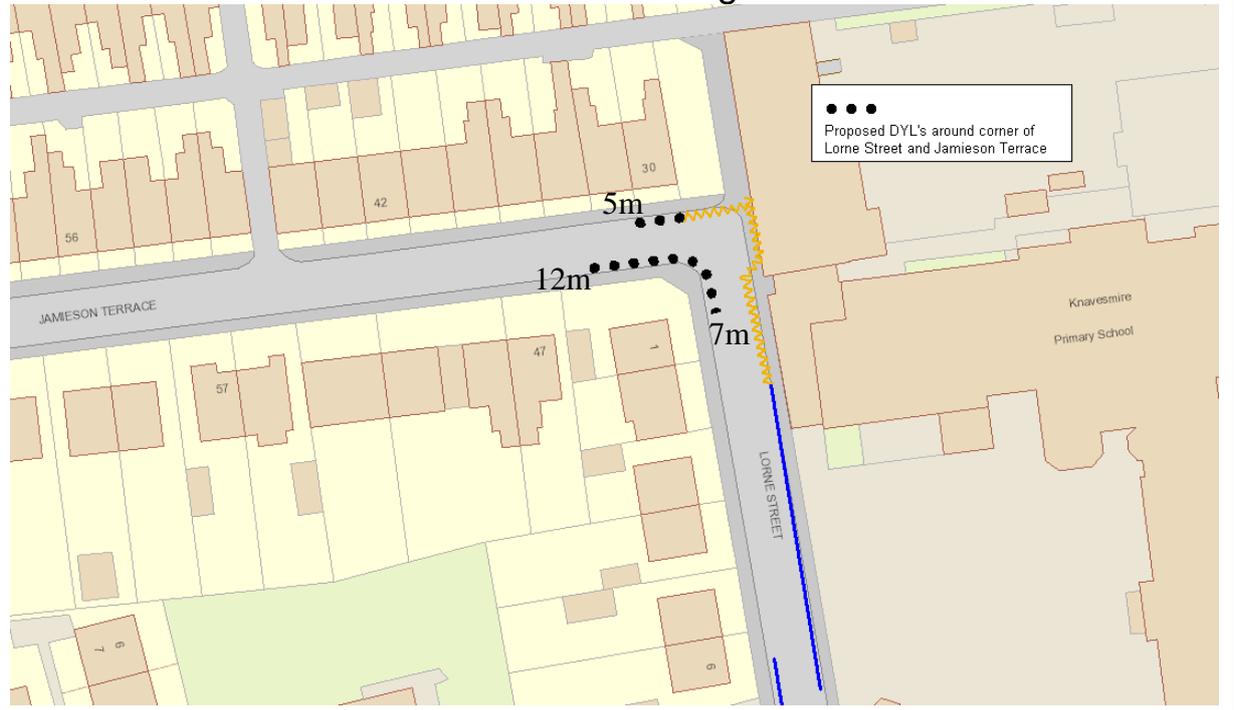


Annex F Micklegate Ward

F1	Location Lorne Street/Jamieson Terrace junction/bend (Requested by a resident)
Nature of problem and plan of Advertised Proposal When vehicles are stationery on Jamieson Terrace the turning area is too tight for a vehicle to advance from Lorne St to Jamieson terrace. Additionally the parked cars force vehicles to travel around the bend (junction) on the wrong side or middle of the carriageway without sight of other vehicles approaching. A minimum length was proposed to reduce the conflict around the corner and allow larger vehicle access. 	
Representations Received We received 4 representations to the proposal. Comments received included: <ul style="list-style-type: none">• Why does the proposed restriction have to be 7m into Lorne Street, would 3m not suffice• Can the restriction be extended to cover the vehicle access to 1 Lorne Street from Jamieson Terrace• Would seasonal parking be an option – e.g. Monday to Friday during day time hours• Proposal will have little effect on access and passage on these road• Proposal is likely to induce abuse of restrictions for short and longer periods of time• This cannot be described as a junction, it is a connection	

- Bend already protected for access by school zig-zag markings
- Parking required in this area for residents, parents/carers and business users for the school
- Access required for emergency vehicles and the straight sections on the streets can present obstruction issues, not just the corner
- Not witnessed issues with delivery vehicles or refuse wagons negotiating the corner
- No overall long term justification for these proposals
- The proposal will only displace parking onto the zig-zag markings outside the times of operation and move the problem not solve it
- It is already a struggle to park on both these streets and this proposal will exacerbate this

Officer analysis and Recommendation

There have been some valid points made within the consultation period. This area is under heavy pressure for parking amenity with conflicting short term and long term needs.

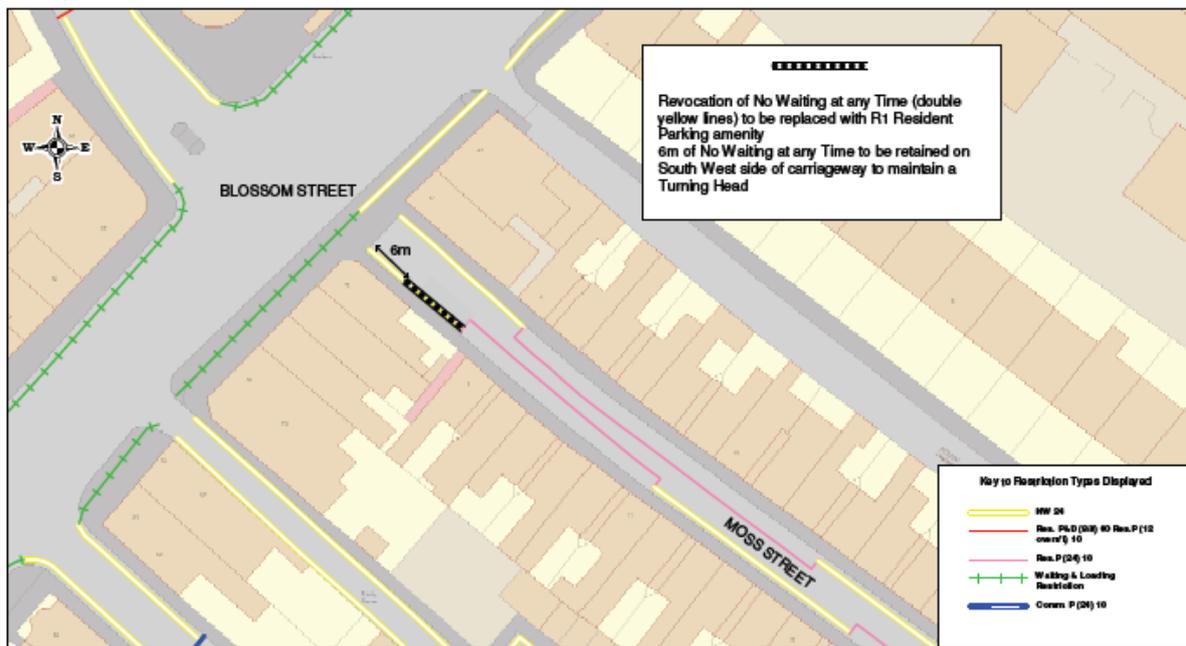
Parking is likely to displace onto the zig-zag area outside the hours of operation, which may cause similar obstruction issues on evenings and weekends. However, this is at a time when access for refuse and delivery vehicles is not commonly needed. Because of this we are recommending implementation as advertised.

Options

1. Over-rule the objections and implement as advertise
(Recommended option)
2. Uphold the objections and take no further action at this time
3. Place a lesser restriction than advertised.

F2**Location** Moss Street (R1, Resident Parking)
(Requested by one resident)**Nature of problem and plan of Advertised Proposal**

As for many of our Resident Parking zones we continue to receive complaints about lack of space and requests for additional space to be identified and implemented. This is not usually achievable. The length of double yellow lines at the Blossom Street end of Moss Street is excessive and the proposal aimed to reduce the length on one side and replace with parked vehicles whilst still allowing sufficient length for vehicles to turn at the end.

**Representations Received**

We have received one objection to the proposal:

I firmly believe that reducing the double yellow area will simply result in more difficulty for drivers to turn around at the end of the street, increasing the number of times that cars are damaged

I would suggest that if the existing order were actually enforced there wouldn't be any need to change the parking provision. Residents would be able to park if people without permits we're deterred from stopping outside our homes and on the double yellow lines while visiting (and quite regularly consuming and dropping litter from) the take away outlets on Blossom Street.

Officer analysis and Recommendation

The proposal still allows a 6m length on the west carriageway and 19.5m on the east enable vehicles to turn.

Currently the double yellow lines on the west side of the carriageway are longer than recorded in the traffic regulation order – they should be 10m in length, but appear to be around 15m in length. We could achieve one extra vehicle space by changing the existing length to that recorded in the Traffic Regulation Order.

Because the length of restrictions is approximately 5m longer than it was originally intended does make the turning area excessive. If we reduce the existing length of double yellow lines, we will achieve one extra space whilst meeting some concerns of the resident objecting by allowing additional space in the turning area to reduce the risk of damage to parked vehicles.

Consequently we recommend reinstating the length of bay and waiting restrictions as existing already in the Traffic Regulation Order.

Options:

1. Over-ruling the objection and implementing as advertised
2. Up-hold the objection and take no further action
3. Place a lesser restriction than advertised and implement the restrictions as already recorded within the Traffic Regulation Order (Recommended Option)

F3

Location Victor Street, Rectory Court Access issues
(Requested by one resident)

Nature of problem and plan of Advertised Proposal

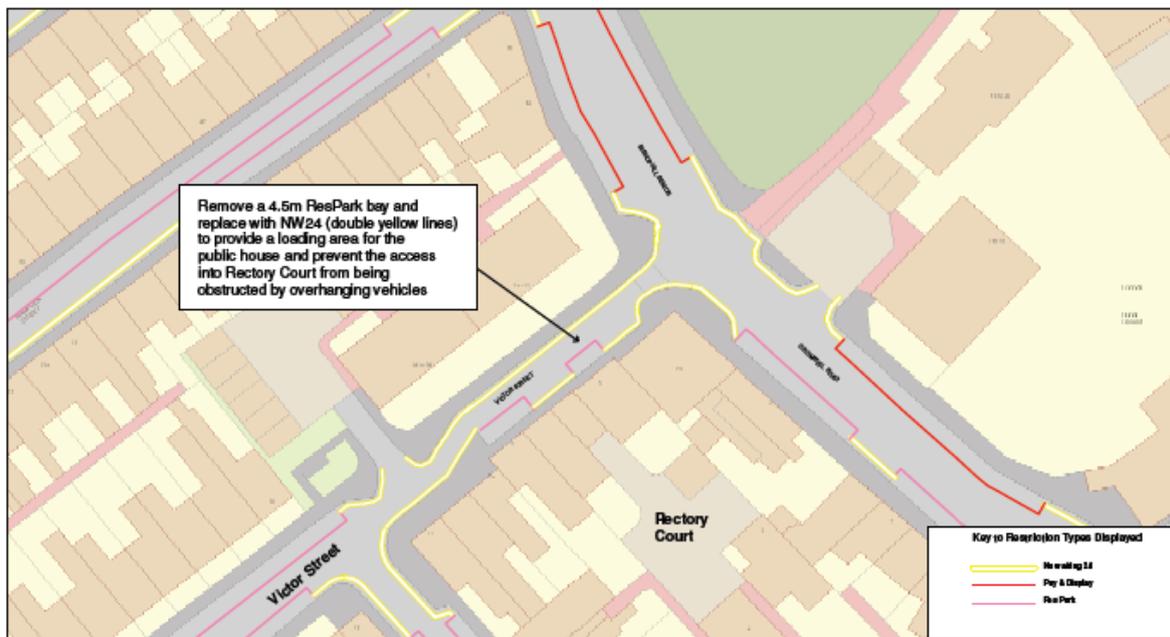
In 2018 we reinstated some waiting restrictions within a parking lay-by adjacent to the side elevation of Golden Ball Public House in line with restrictions already recorded within the Traffic Regulation Order. We received the following response at that time:

Keeping a parking space outside No 3 Victor Street will not allow any vehicle to deliver to the Golden Ball delivery hatch. This length must also be double yellow lines, or there will be no improvement whatsoever.

Access by car, in and out of Rectory Court is now very difficult. Often, cars or vans in the adjacent spaces restrict the very narrow entrance through The Old Rectory.

Are you aware that Rectory Court accommodates cars for 6 houses plus a space allocated for visitors?

Consequently, we advertised the following proposal to achieve a better loading area for deliveries and to lessen the obstruction issues for access to Rectory Court.



Representations Received

We have received three comments in objection to this proposal.

Comments received included:

- The Golden Ball Cooperative pub has confirmed that no further restrictions are necessary to allow delivery to the pub hatch on

Victor Street and the restrictions are not necessary for this purpose

- Deliveries are no longer undertaken by large wagons
- Losing a parking bay appears to be rash considering the pressure for parking space in this area
- Getting rid of on street parking for residents of the terraced areas to make it slightly easier for people with private parking inside the courtyard is ridiculous and causes bad feeling amongst the community.
- I rely on on-street parking for health visitors, nurses and prescription deliveries and consequently do not support a reduction of spaces provided
- There are 6 properties on the south east side of Victor Street along with 12 flats immediately opposite the proposed reduction of parking amenity
- I have access to a vehicle space in Rectory Court, in the 18 years I have lived here I have never had a problem.

Officer analysis and Recommendation

It would appear from comments received and confirmed by the member of public who runs the Golden Ball Public House that the existing restrictions are adequate for deliveries to the pub hatch on Victor Street. In addition a resident who has a parking space on Rectory Court has confirmed they do not have an access issue. Consequently the alleged obstruction of access is unlikely to be a long term issue. Consequently, we recommend taking no further action.

Options

1. Over-rule the objections and implement as advertised
2. Uphold the objections and take no further action (Recommended Option)

F4

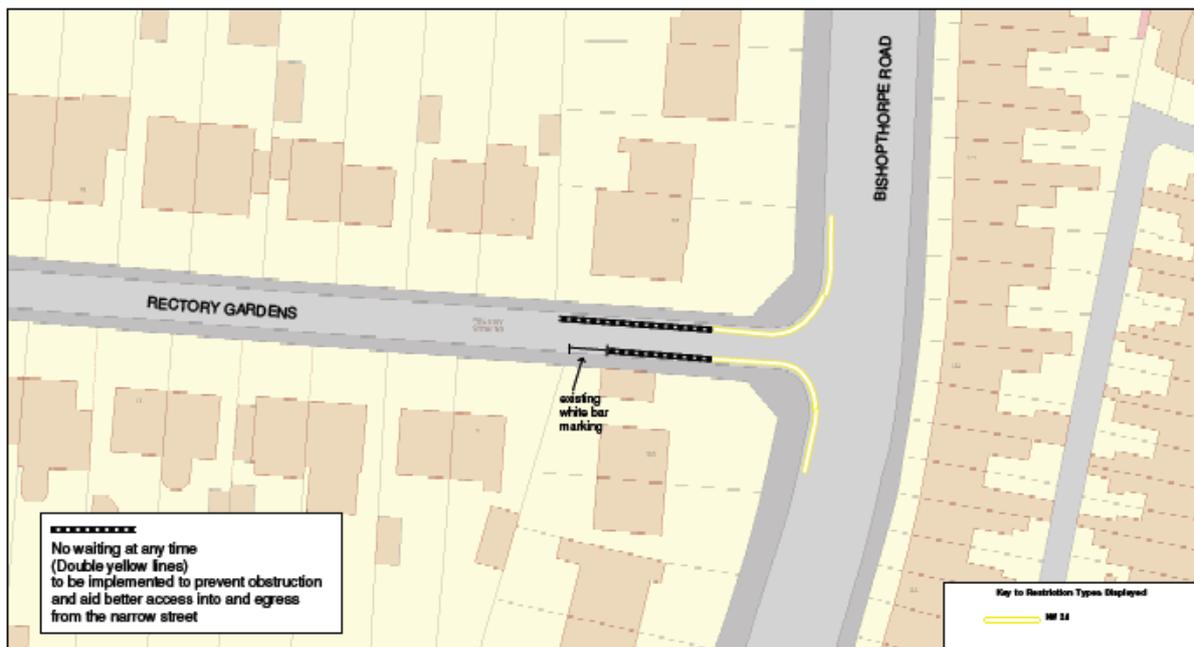
Location Rectory Gardens (access issues)
(Requested by three residents)

Nature of problem and plan of Advertised Proposal

The entrance to Rectory Gardens from Bishopthorpe Road is narrow. The area is subject to quite a high level of non-resident parking and the area is on the waiting list for consideration of Resident Parking.

We have received complaints about vehicles parking close to the junction to allow safe access and egress. Because of the narrow street vehicles park mostly on the footway causing pedestrian obstruction. A residents parking scheme, if implemented may remove some of the problems reported by residents. As a Resident Parking scheme may be some months away, we considered an extension of restrictions at the junction was warranted to ensure a safe entry and exit and keep the footways clear for pedestrians closer to Bishopthorpe Road where pedestrians walking on the carriageway around parked vehicles are more at risk from turning vehicles.

One Bishopthorpe Road resident consistently has issues with vehicles parking on the footway obstructing side gate access (see picture) and the restrictions will prevent this from occurring.



Representations Received

We have received three representations in objection to the proposals. Comments include:

- I want parking to remain in front of my house (5 Rectory Gardens)
- The proposal will only result in vehicles displacing to the rest of the street making situation worse – it does not solve the access problem, in fact it makes it worse
- Please explain why permit parking is not being introduced which would solve the problem – this should be considered as a priority
- Cars will still double park on either side of the street causing access problems for larger vehicles (refuse wagons)
- The problem will be worse because there will be the same number of cars trying to park in less available space
- Main issue is commuter parking from shops along Bishopthorpe Road

Officer analysis and Recommendation

Rectory Gardens is not a suitable residential street for commuter parking, the carriageway is narrow and because of this parking obstructs the footway.

Rectory Gardens is on the waiting list to be consulted for resident parking. We are unable to guarantee this will be implemented in the future depending on the results of that consultation. It will be many months before this process begins and another 9-12 months to implementation.

Consequently we are recommending the restrictions are implemented as advertised to achieve better access, egress and footway clearance close to the junction area.

Options

1. Over-rule the objections and implement as advertise (recommended option)
2. Uphold the objections and take no further action at this time
3. Implement a lesser restriction and remove the proposed restriction from the southern half of the carriageway or implement a shorter length. (Because of the obstruction of the gated pedestrian access from the footway on the north side of the carriageway we recommend this part of the proposal is implemented as advertised)

Ward Councillor Comments:

Cllr J Crawshaw – No comments received

Cllr R Baker – No comments received

Cllr P Kilbane – No comments received