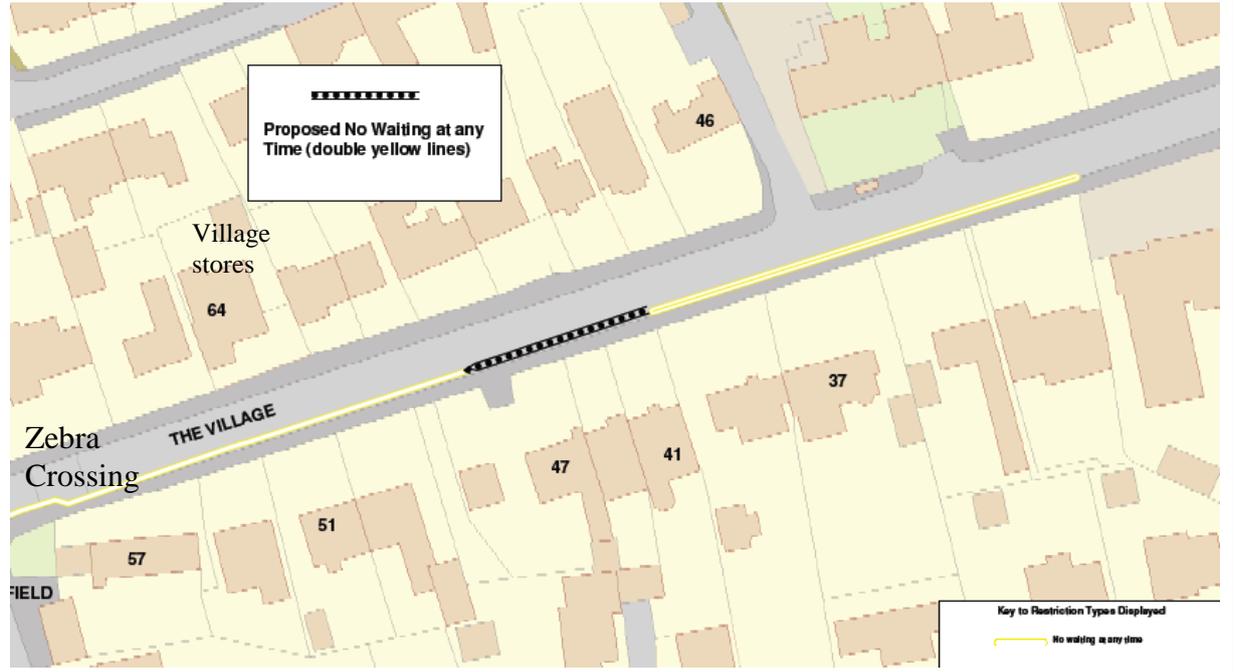


Annex G Haxby and Wigginton Ward

G1	Location: The Village, Wigginton
<p>Nature of problem and plan of Advertised Proposal</p> <p>Parking on both sides of the carriageway creating problems of pass and re-pass. Restrictions proposed in the last review were not implemented for the full length. The Parish Council and some residents requested this is reconsidered and the restrictions implemented from this review.</p> 	
<p>Representation Received</p> <p>We have received one representation in objection to the proposal and two representations in support.</p> <p>Objection from a Resident:</p> <p><i>I would refer you to a previous email to yourselves dated 16/12/2017 (copied below) when proposal 14/29 was communicated. Our circumstances have not changed and we still need to park our car on the highway outside our house - No 45 The Village. We always ensure that we park with consideration to our neighbours, not parking directly opposite the driveways on the north side of The Village, nor on the pavement as to obstruct pedestrians. All the other houses in the proposed no waiting zone have driveways that can accommodate a car, we do not, additionally we do not have the facility/capability to park at the rear of our house.</i></p> <p><i>We would ask, as previously requested (in red below), that this be taken</i></p>	

into consideration due to our circumstances.

I would like to lodge an objection based on the fact that we park a car on the road in front of our house, all the other houses in the proposed no waiting zone have driveways that can accommodate a car, we do not, additionally we do not have the facility/capability to park at the rear of our house.

As a suggestion, If the proposal goes ahead, would it be possible to allocate a space/dispensation outside our house to accommodate a car or indeed not extend the double yellow lines to No. 45

Support from a resident:

We wish to express our strong support for this proposal. When the original proposal to introduce no waiting restrictions was proposed there was strong support from the majority of affected residents. When residents were informed that the restrictions were not to be implemented as proposed, such residents were extremely disappointed and, as you are aware, sent a joint letter to the Highways Department. Whilst a couple of affected residents have moved, the feeling amongst the majority of residents remains supportive of introducing a no waiting restriction. The part implementation following the previous proposal has only increased the traffic risk by creating a chicane effect due to traffic parking on both sides of the road. Introducing full no waiting restrictions on one side of the road would prevent this and allow free flow of traffic. Even though the proposal will implement no waiting restrictions outside our house, we nonetheless trust that the Council will implement the restrictions as proposed.

Support from the Parish Council

At the Wigginton Parish Council meeting held on 19.02.20 members were informed of the Notice of Proposal re No. 14/43 2020. Members resolved that they support the proposal.

Officer analysis

The resident who raised the objection has confirmed they do not have sufficient off street car parking amenity to the rear of the property. It is not possible to park a vehicle on Back Lane without obstructing the footway because of the width of the carriageway. Consequently, one vehicle is required to be parked on-street intermittently nearby. Site visits (during working hours) have shown vehicles are not present at all

times.

The Parish Council and some residents believe removing parking from the south of the carriageway on the village is necessary to traffic flow and this outweighs any resident need to park at this location.

Parked vehicles, creating a chicane effect can act as a natural traffic calming measure and reduce the speed of traffic. Chicanes and build outs are created on other routes to provide this effect. It is important to ensure traffic speeds are not increased as drivers approach the zebra crossing which is used heavily by children crossing to school.

This is a straight carriageway where drivers can see parked vehicles and other vehicles approaching. The parked vehicle is not located close enough to the zebra crossing to obstruct pedestrian sight of drivers approaching or drivers' sight of pedestrians waiting to cross.

It will depend on vehicles parked to the north of the carriageway, adjacent to Wigginton Stores, as to whether a parked vehicle on the south creates a chicane and any obstruction to traffic flow. Although this is a busy route with a frequent bus service, we have not had to wait in a vehicle for more than 30 seconds before being able to manoeuvre around the parked vehicle. At school peak hours with children using the zebra crossing and the traffic flow increased the time waiting to manoeuvre around a parked vehicle may increase.

A waiting restriction will prevent long term parking – it may not prevent short term parking by customers of the stores or parking by any driver with a disabled badge (for up to 3 hours) and consequently disruption to the traffic flows may still ensue.

It is considered the benefit to improving traffic flows may cause greater risk to pedestrians by an increase of traffic speed.

Options:

1. Uphold the Objection and take no further action
This is the recommended option because it is considered some intermittent parking at this location acts as an efficient traffic calming measure.
2. Over-rule the Objection and implement as advertised
This is not the recommended option because it is not considered a vehicle parked at this location creates a sufficient obstruction to other highway users to justify the action.

Ward Councillor Comments:

Cllr Pearson, Cllr Cuthbertson and Cllr Hollyer

We would like to re-affirm our **support for Option 2**, i.e. to implement the double yellow no waiting at any time restrictions. This option is supported by other residents and Wigginton Parish Council.

Not only is there a zebra crossing on the corner of the busy junction with Westfield Lane to the west, but there is a bus stop to the east. Both of these can restrict traffic flow every so often. Additionally the Village Stores are located to the north of The Village, which generates a steady flow of short stay parkers visit at all times of the day.

These features leads to frequent short stay parking/waiting by cars and buses on the north side of The Village and therefore create a restriction to both lanes of traffic. We believe the removal of parking from the south side of The Village in this location will improve traffic flows, sight lines and safety for all road users including buses, cyclists and pedestrians.

Option 1 will not resolve this ongoing issue, and while traffic calming measures would be desirable not just on this stretch of The Village, but right from Mill Lane to the West and through to The Village in Haxby to the east, we would argue any traffic calming measures on this main road should be planned, permanent features designed to reduce speeding vehicles, rather than irregular, unreliable and frustrating on street parking which can cause conflicting traffic movements and dangerous manoeuvres from impatient drivers.