

## Annex A

## Acomb ward

# A1

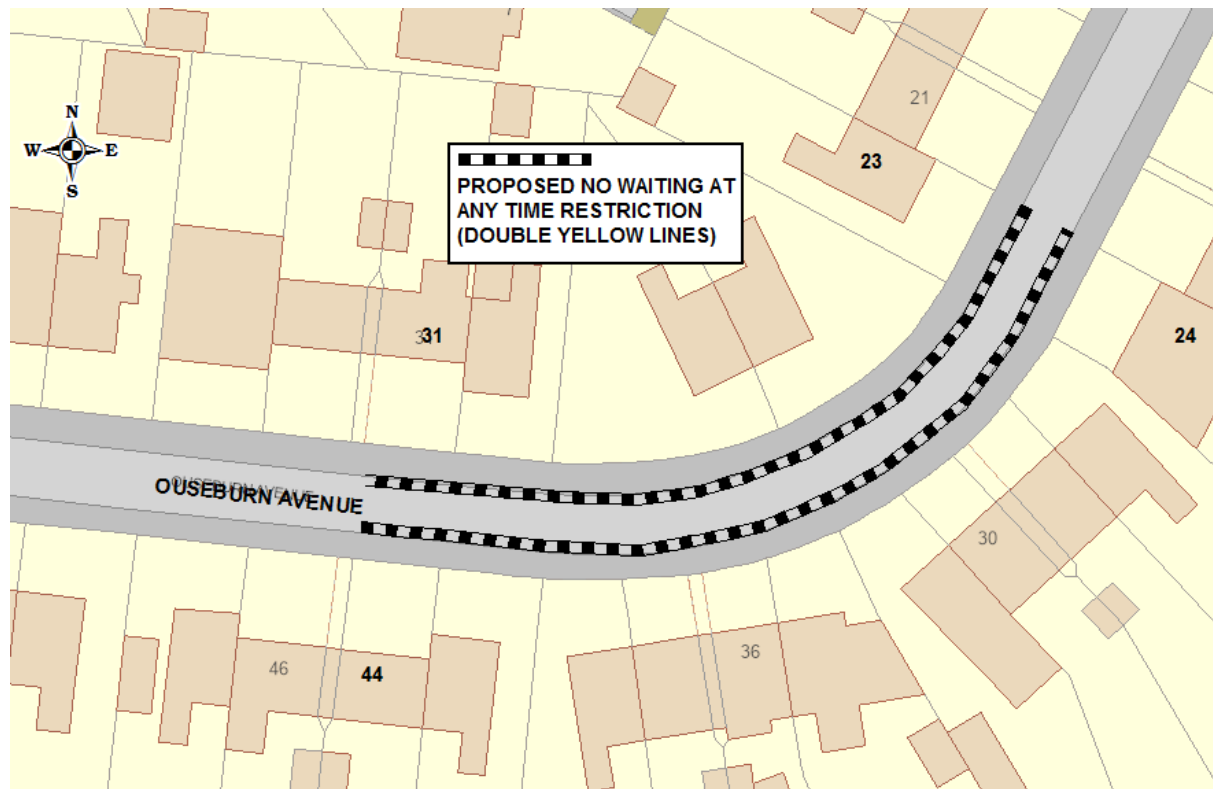
Location: Ouseburn Avenue

### Nature of problem and plan of advertised proposal.

Details received on file were:

Vehicles parking on the footpath of the bend, leading to pedestrians having to walk in the carriageway unsighted by vehicles and vehicles being unsighted to each other when rounding the bend.

Plan of advertised restriction:



### Representations Received.

We received 6 objections and 1 representation in support of the proposed restriction.

Objections:

- By introducing double yellow lines along this section, the removal of parked vehicles may unintentionally increase vehicle speeds, particularly around the bend. At present, parked cars naturally calm traffic by requiring drivers to slow down. Without this, there is a risk that the bend could become more dangerous for residents, pedestrians, and other road users.

I would be grateful if you could consider appropriate traffic-calming measures as part of these changes, or review whether the current proposal could be adjusted to maintain safety at this location.

- the main problems with the street is everyone parking on the street around the bend even if they have a drive or its visitors that park there even tho they are visiting someone from 5-10 houses away, the yellow lines would stop that but for the people who live there if we need to park on the street for any reason are we going to get fined? I feel like you've seen the problem but chose to hinder the people that live their not just stop the visitors clogging the streets up, i strongly appose this idea as do most of our street, is there no better alternative? How about resident badges for the people who live on the street where the lines will be? Then your not just making our lives harder just actually solving the problem?
- Outlined will be no waiting at any time restrictions in place on the bend of Ouseburn Avenue. I do know that this is a bad bend to see oncoming traffic and can cause little inconvenience to both directions. If people are travelling fast I do believe that an accident could happen. And I can see that with the parked cars along this section of road this increases the danger. Initially, I did think this would be a good idea. However, the more I thought about the proposal, the more I thought of the problems that doing this would cause down the line.

Unfortunately, people need cars to get to work etc, so simply removing the ability to park outside their homes will not dissuade people from using cars. The cars/vans currently parked in this section will undoubtedly move further up and down the road creating the same trouble of line of sight/getting through elsewhere along Ouseburn Avenue.

If the reasoning is to stop people from parking on the pavement, I, unfortunately, believe my above point stands - the trouble will simply move further up and down Ouseburn Avenue. Currently it is mostly on the "odd" number houses side with the "outer" side of the road being the route both take.

To help with making people slow down enough to prevent any accidents, would having several full width speed humps be more beneficial? There are other humps on roads nearby (namely Almsford Road) which would be ideal to match on Ouseburn Avenue. This could also prevent people using it as a cut through which, I believe, is the majority of speeding vehicles.

Another suggestion I would like to introduce would be to turn the section between the crossroads at Wheatlands Grove to Boroughbridge Road a one way system. I do not have the knowledge or qualifications to say which way would be best however I'm sure that there are people in office who could work out the best direction for this section of road. This completely

eliminates the possibility of meeting oncoming vehicles from either side and creates a safer route throughout without the need of putting double yellow lines.

If you would like an input, my initial thoughts would be one way from Boroughbridge Road side as this would prevent the cut throughs from Beckfield Lane and would only have the households along this section of Ouseburn Avenue needing to turn from Boroughbridge Road.

I want to point out that I live at number .. Ouseburn Avenue and can get my work vehicle and other vehicles on the drive so having the double yellows outside my house does not effect my ability to park outside my house, only visitors parking. However, what does concern me is having the cars currently parked in this section being forced to move further along the road creating more congestion/parking issues for others who also park outside their houses. I would fully support speed humps to slow down drivers and/or a one way system along Ouseburn Avenue.

- This proposal is unacceptable for the following reasons:

Road Safety Concerns:

Removing the ability to park on one side of this tight bend will likely encourage vehicles to take the corner at higher speeds, increasing the risk of accidents. Currently, parked cars act as a natural traffic-calming measure.

Access and Practicality for Residents and Deliveries:

The proposal will make it significantly harder for residents to unload vehicles or receive deliveries. Double yellow lines typically prevent stopping, which is impractical for households with limited off-street parking. Delivery drivers will have no safe or legal place to stop, causing disruption and inconvenience.

Impact on Families and Community:

Across the street, families with young children rely on nearby parking. Forcing them to park further away on already congested roads will increase risks for pedestrians and children crossing the street.

Parking Pressure Will Escalate:

The surrounding area already suffers from high parking demand. Removing spaces will exacerbate congestion and displace vehicles to unsuitable locations, creating wider problems.

### Consultation Process is Outdated and Inaccessible

Requiring residents to visit council offices to view documentation in the digital age is intentionally inconvenient

and creates a barrier to participation. This process must be modernised to allow full online access to all relevant documents.

In summary, this proposal will reduce safety, harm accessibility, and negatively affect the community. I strongly urge the Council to withdraw these plans immediately.

- I live right on the bend so i see everything that happens there on the bend.

if you put double yellows it will not help with traffic it will make it worse,

the problem we have cars park on the opposite side of the road and it slows cars down coming round the bend if them cars can't park there and its wide open there will be an accident.

cars already speed round that bed double yellow lines will make it worse.

i and all my neighbours will object we recommend the 2 speed humps be installed on each end of the bed and that will solve any speeding.

my neighbours all have 3 cars at each property and there would be no place to park as the street is a busy street.

please don't put double yellows there it will 100% cause an accident and i will keep a copy of this email to send to the evening press after an accident happens to show them i warned you.

- My grounds for objections is where are residents going to park myself and 3 adult children have cars we can fit 3 on drive at a push but the 4th one usually parks opposite to my address so cars will be getting parked either further up or down the street causing more chaos on the street, also if you have workmen working at your address or a delivery where do they park ? I do run a business from home so customers will not be able to pick up from my address.

When there is no cars parked on the road cars do go faster more than the 20miles zone, on what grounds warrants a "No Waiting at anytime restriction" ?

I think Ouseburn Ave would benefit with either speed bumps or chicaines , or maybe bollards at one end so people can't use as a cut to either Beckfield lane or boroughbridge road

In support:

- Whilst I support in theory a parking restriction on Ouseburn avenue, I have a concern that this will just push parking to other parts of the road. This will be problematic for being able to see any oncoming traffic when exiting my drive. Is there anything that can be done about this? It would significantly increase the risk of collision with another road used for me and my neighbour. Is there scope to extend my dropped kerb to make it implausible for a vehicle to park there thus the risk of me exiting my driveway remains the same?

With that small amendment I would be happy to support the proposed amendment.

### **Officer analysis and recommendation**

We understand the concerns of the residents, however the width of the street and poor visibility on the bend suggest that speeds will remain low with the restrictions in place.

The current Agilysis speed data for Ouseburn Avenue is:

Speed limit: 20mph

Mean speed: 16.1 mph

85th percentile: 20.1 mph

The parking taking place on the north side of the bend is currently restricting access to the footpath, leading to pedestrians being unable to proceed and having to cross the road on the apex of the bend, often in close proximity to parked vehicles.

The restrictions would lead to a displacement of parking. However, the parking would no longer be taking place in a dangerous location on the bend. The restriction would provide greater visibility for all road users and provide full pedestrian access along the footpath.

### **Options:**

1. Implement as Advertised-**Recommended, with Speed Data Radar surveys completed before implementation and 3-6months after.**
2. Take no further action.
3. Implement a lesser restriction than advertised.

**A2**

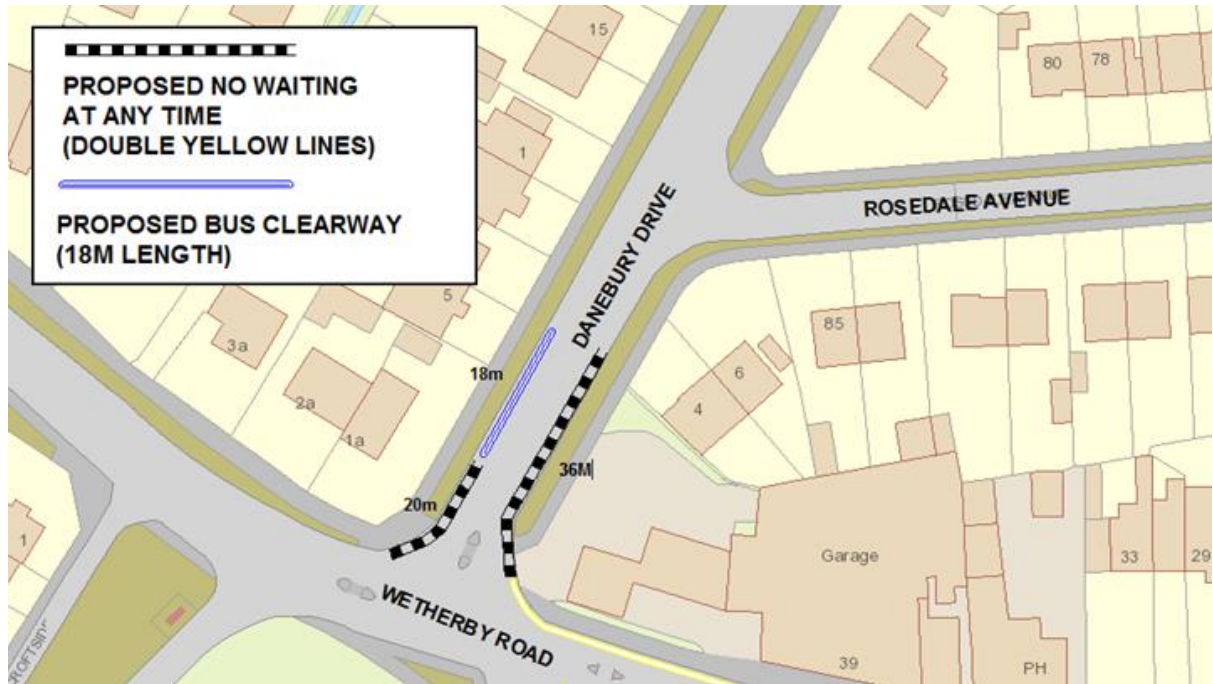
**Location: Danebury Drive**

**Nature of problem and plan of advertised proposal.**

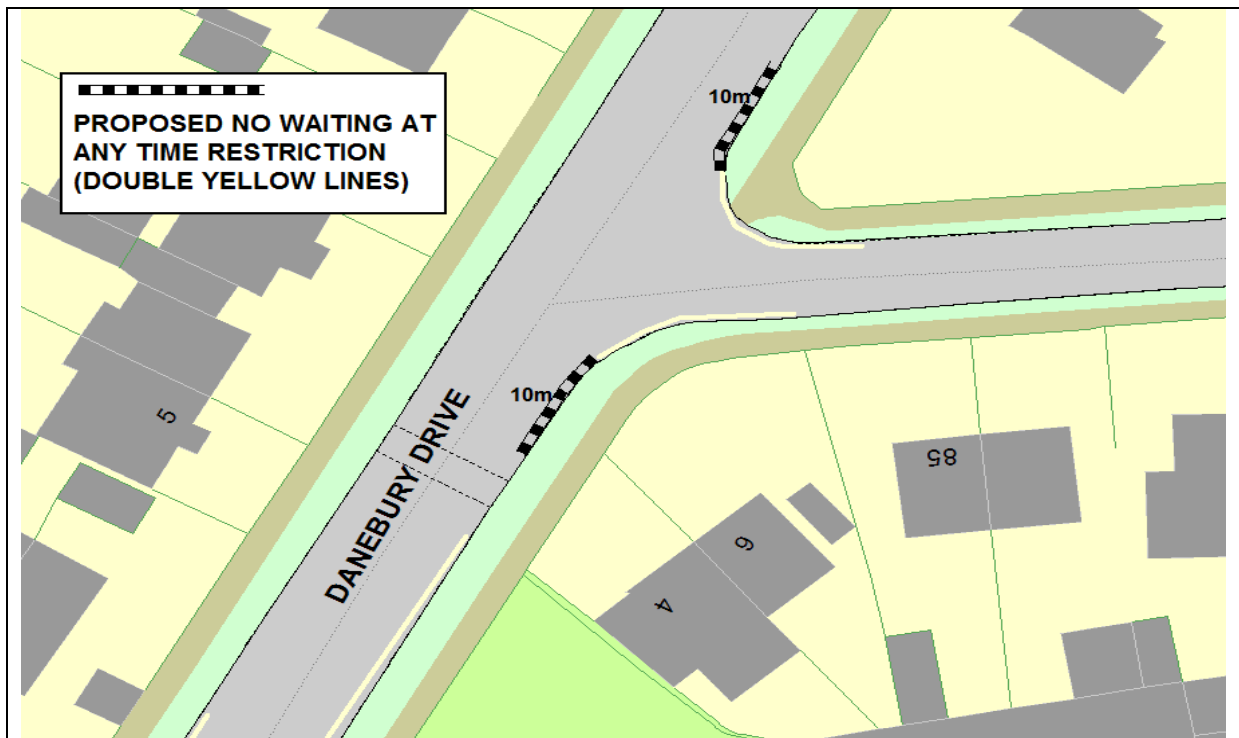
Details received on file were:

Issue of vehicles parking close to the junction on Danebury Drive and restricting visibility when exiting Rosedale Avenue. The junction of Danebury Drive/Wetherby Road was raised in a previous review.

Please find below a plan showing the previously implemented restrictions:



Following implementation, residents raised the issue of restricted visibility when exiting Rosedale Avenue. We advertised to extend the existing no waiting at any time restriction by 10m to increase visibility when exiting Rosedale Avenue, as per the plan below.



### **Representations Received.**

We received 1 objection and 1 representation in support of the proposed restriction.

Objection:

- Firstly I would like to say I object for several reason following. Putting the double yellows outside my property would stop any visitors/colleagues and workman been able to park close to my property and the house in recent times has been undergoing a large amount of building works and repairs which are not finished. The double yellow lines will not get to the route of the problem that garage next door to me have a large forecourt which essentially is used as a scrap yard with cars been left for years without been touched causing antisocial behaviour and attracting thieves. If the forecourt was clear of these cars from the garage wouldn't have to park along Danebury drive. Putting the double yellow lines would only move the vehicles further down Danebury drive, Rosedale avenue, Wetherby road, and the sides of the Acomb green. This would deter people from been able to use the businesses and the green which would have an impact on the area. Also, the white lines at the end of Rosedale Ave on to Danebury drive are not existent which makes the junction hard to understand if you're unfamiliar. When the pervious double yellow lines where installed I objected for the same reason also I requested my driveway be widened as part of the scheme which may make it possible to get an extra vehicle on my driveway, but this was declined.

I actually believe the double yellow lines are being done for profit not as an actual safety measure. The bus stops I believe outside of my property's should be marked out but this also include outside the Sun inn, 5 Danebury drive and further down the street.

In support:

- I am writing in support of the proposed parking restrictions on Danebury Drive at its junction with Rosedale Avenue, paragraph 1(s) of the recently published draft order.

I am a resident of Granger Avenue and frequently use this junction for egress into Danebury Drive. This manoeuvre is regularly made extremely dangerous by the presence of parked cars and vans on Danebury Drive right the way up to the junction on both sides. These vehicles obscure any vehicles approaching from the right, and to a slightly lesser extent, the left. The simple implementation of the parking restriction will alleviate this danger.

I am aware that this proposal, which I supported at the time, was made a few years ago, and as the result of consultation a pared back scheme restricting parking only on Rosedale Avenue was implemented. This achieved absolutely nothing in terms of the aim of improving the safety of the junction for road users. The proposal will not affect residents fronting the proposed restriction as they all have drives for parking, and would in fact make their entry and egress onto Danebury Drive safer.

I therefore urge you to implement the restriction in full this time to ensure that the junction is safe for all road users.

### **Officer analysis and recommendation**

The proposed restrictions would provide increased visibility in both directions when exiting Rosedale Avenue and are in line with the highway code. A section of unrestricted carriageway would remain for one vehicle and loading/unloading is permitted from double yellow lines providing the activity is continuous.

We will also request the give way markings are refreshed at the junction of Rosedale Avenue.

### **Options:**

1. Implement as Advertised- **Recommended.**
2. Take no further action.
3. Implement a lesser restriction than advertised.