

# Annex P1a

I write in connection to the CYC (City of York Council) proposal for double yellow lines on Front Street Naburn.

Below I have provided a quick profile of relevant experience in highways, the Local Arrangement, considerations/concerns and suggestions in relation to the City of York Council proposed double yellow marking.

## Brief Profile

I have over 25 years of civil engineering experience predominantly in Highways Designs and Road Safety whilst working within Local Authorities and multi-disciplinary consultancies in the transportation, highway engineering and road safety sectors.

I have completed ROSPA Road Safety Engineering Courses and have provided Road Safety Assessments and Road Safety Audits.

## Local Arrangement

The junction in question in Naburn of York Road and Front is currently a priority 'give way' junction and accommodates for a small amount of residential traffic and in one direction a local bus route.

York Road is a primary route for those villages accessing York on the B1222 and includes on street parking for residents of York Road. This parking at present requires vehicles to give way for through vehicles to pass.

Front Street is a residential road with some residences having driveways and some without thus parking on street is necessary. This is inkeeping with CYC policy which is for upto a maximum of 1.5 cars per residential unit and set out in PPG-3 Housing. This proposal for double yellow marking goes against the CYC and PPG-3 policy.

Visibility on the egress of the junction of Front Street onto York Road is considered adequate when reviewing against standards such as DMRB (Design Manual for Roads and Bridges) and MFS2 (Manual for Streets 2) when shrubbery is cut back.

The left turn from York Road into Front Street requires a tight slow manoeuvre and the inside of the bend incorporates a fence which limits forward visibility for both directions along Front Street.

York Road and Front Street are illuminated by means of Street Lighting.

It is noted the current signage for 'give way' marking to TSRGD 602 (Traffic Signs Regulations and Directions) is not to current standards, it is suggested that this sign is brought upto standard of 2.1m height and illuminated in support of road safety and be in accordance with national standards.

## Considerations / Concerns:

Summary with detailed explanation after;

- the proposal of double yellow markings over the length proposed from the junction of York Road and Front street is not inkeeping with CYC policy
- will relocate parked vehicles to other unsafe areas
- relocated parked vehicles will impede the main through route of Naburn causing significant traffic issues
- no footpath to CYC standards on the side of road for where relocated parking will occur

- will impede local residents which is against CYC policy
- increase likelihood of vehicle speeds increasing on Front Street
- increase likelihood of speed related accidents on Front Street

The CYC policy is for parking to be provided for residences of 1.5 vehicles per residence, some of driveways on Front Street are not sufficient in width to accommodate vehicles thus these require parking on road such as those without driveways. The proposed double yellow extent will impede the parking of residents and go against CYC policy and PPG-3 for provision of adequate parking.

Double yellow marking if introduced will not alleviate the issue of parking but will relocate the parked vehicles to other areas, the nearest location being York Road. With the relocation of parking onto York Road the passing of parked vehicles will significantly raise the potential for accidents of conflicting vehicles and put other NMU (Non Motorised Users) at risk where there is no footpath on the West side of York Road. Front Street incorporates parking on both sides of the road at varying locations for residents parking, for those of multiple occupancy with vehicles. Parking on street in this location does promote its own traffic calming measures. Without the parking on road vehicle speeds will increase and as shown in national guidance higher vehicle speeds increase likelihood and severity of accidents.

The current parking along Front Street currently acts as speed reduction measures with vehicles parked at varying locations, this introduces its own speed reduction measures keeping the observed vehicle speeds low.

Suggestions to alleviate the issue of the junction and parking

- Realign the road markings at the junction of Front Street and York Road, introduce a white marked hatch area on the south side of the junction to improve vehicle visibility turning left into Front Street
- If double yellow markings are deemed necessary then introduce the minimum standard of 10m from the junction, this will provide sufficient manoeuvre space for vehicles entering and travelling along Front Street
- Introduce a one way system on Front Street, thus no conflicting vehicle movements, the issue of left turn into Front Street from York Road is removed
- Replace the current non standard 'give way' sign with a sign erected at the correct 2.1m height and illuminate.