

Attachment 1

On 8 May 2019, at 10:12, [REDACTED] wrote:

Good morning [REDACTED]

Further to our recent correspondence, the following is a summary / update.

I attended briefly last Thursday to carry out a quick test of turning out of the access. Agree entirely with your comments, and with vehicles parked opposite, it is very difficult to turn out to the right, even given the overall width of the access. The issue is compounded by drivers who park 'away' from the wall, thus narrowing the available carriageway.

This morning, I have discussed your concerns and my findings with a senior colleague, on the basis that any removal of on-street parking will result in enquiries of us, as to why it has been necessary.

In a nutshell, I will be arranging for the painting in of a yellow line. Due to the parked vehicles when I attended, I could not accurately measure out the lengths of remaining parking and length of the required line, but the rough estimate is that it will leave the two 'lower spaces' in that section, with a yellow line continuing above. I need to get back to the road and carry out some measurements and pre-marking for Signs and Lines, in order to raise a Works Order for their staff, and would hope to do this early next week. Unfortunately, the wet weather needs to be gone for this to be done, etc.

The effect of this should allow a representative vehicle to turn out with much greater ease.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Traffic and Highways Officer
Traffic and Highway Services
States of Guernsey

[REDACTED]



Site Notes – Pointues Rocques – Yellow Line Reconsideration

On the morning of Friday 24th May 2019, I undertook a site visit to Pointues Rocques to consider the content of a complaint made regarding the necessity of a new yellow line installed and the impact it is having on a resident who has restricted mobility.

The yellow line had been installed following a request from a resident of a property known as [REDACTED] due to difficulties they had been experiencing utilising the off-road parking area with a [REDACTED] and particularly when the parking space in front of the neighbouring property (shared driveway) is in use.

On attending I placed cones approximately 2.2m from the wall on the southern side of the road (allowing that drivers might park away from the wall to be able to open doors). I noted that the private parking area did not have a turning point and therefore attempted to reverse into the access in order to exit forward facing.

Despite multiple tacks and noting the front nearside of my vehicle moving some of the cones I concluded that the manoeuvre (reversing from the St Clair Hill direction) would not be possible in my Citroen Berlingo and unreasonably difficult in a [REDACTED] I considered whether the reverse from the opposite direction would be any easier but determined from visual inspection it would not.

In conclusion, it appears that the type of vehicle using the access has changed and the limited road width, lack of bellmouth on the access, use of the neighbouring parking area and the likelihood of vehicles being parked slightly out from the roadside wall are by combination, problematic.

In light of the above, I determined that the grounds for installing the yellow line had been justified. However, I was conscious that I had attempted to use the access with a larger vehicle than a [REDACTED] and therefore organised a fellow Traffic Services Officer also used to assessing this type of issue to undertake a site visit with his [REDACTED] This was as a double check given the concerns raised and noting the limited on-road parking in the vicinity.

[REDACTED]
Senior Traffic Services Officer

28/05/19

File Note – Pointues Rocques

Notes made Tuesday 28th May

On Friday 24th May [REDACTED] asked if I could carry out a site visit at a property called Barford, Pointues Rocques, St Sampsons.

I was specifically asked to undertake a manoeuvre in my vehicle, a [REDACTED] to access a gateway at the property where a yellow no parking line was recently installed opposite.

The reason for the manoeuvre was to determine if I could reverse my vehicle into the driveway allowing for a vehicle to be parked opposite on the yellow line.

At about 11.45am the same day I drove to the road and noted that a vehicle was parked just above the yellow line which allowed me to consider the position of a vehicle had one been parked opposite the gateway.

The first reverse manoeuvre was carried out from a position above the gateway and as I reversed into the access I could tell that the front of my car was positioned over the space where a vehicle may have been parked and would have prevented me from successfully entering the driveway.

I then tried the same manoeuvre from the opposite direction, however, again this manoeuvre would have been made very difficult if not impossible had a vehicle been parked on the yellow line.

[REDACTED]
Traffic Services Officer