

Greenbank Place Objection

>>> Ronald Whyte <[_____](#)> 22/08/2011 10:35 >>>

Graeme,

Thanks for the information.

I have reviewed the proposals and wish to lodge our objection.

Unfortunately these additional parking restrictions will not resolve our access problem.

They will also be detrimental to local business, in that the removal of a substantial number of parking places on the road, will make it more difficult to retain employees, as there is no other nearby street parking.

Schoolhill have around 30 employees and provide off-road parking for 16.

Proserv on the south side of the road employ around 50 people and provide off road parking for 10.

The reduction in parking as proposed is unnecessary in this extent.

It is correct that we have access problems receiving articulated vehicles into our premises at Schoolhill Engineering Co at 4 Greenbank Place. This issue has been made much worse than previous by the recent "One Way" introduction.

It is now almost impossible for trucks to enter our loadout area at the East end of our workshop, as they now have to enter Greenbank PI from the west end of the road and are facing the wrong way for reversing in.

This is a fairly narrow entrance and most drivers prefer to reverse to the right, which is not possible with the current 1 way system in place. The proposed parking restrictions will not help this at all.

Unfortunately the way our works are set up requires truck access at both ends of the premises, and our truck reversing access, requires trucks to travel in both directions along Greenbank Place.

Usually this would be east along the road to reverse into our west end bays and to travel west along the road to enter our east end access.

However as far as our goods receiving access at the west end of our premises is concerned, there is a substantial camber on the pavement area, which causes some vehicles to ground their trailer support wheels. Delivery drivers need to have the choice from which side they prefer to make this approach.

Recently trucks being forced to reverse to the left have become stuck on this camber on several occasions.

Although we do not require articulated vehicle access, as most of our loads are less than 5 tonnes, all the haulage contractors that attend our premises seem to prefer the use of articulated vehicles. Perhaps this may be due to the current logistics of transferring trailers at their depots rather than the additional risk involved in transferring goods from fixed units to artics, which are pretty much used exclusively for inter city transit. The inconvenience for lead times and the

additional costs to our business were we unable to accept articulated vehicles, would be prohibitive.

We are not sure what the intention of the introduction of the 1 way system was, but unfortunately this was not at all well thought out, and we do not believe this has achieved any benefit for any of the industrial premises on the street. Greenbank Place is not a "through road" used to access any other street. Its only use is to serve the 4 or 5 small businesses located on this road. The one way system has certainly had a detrimental impact on our business at Schoolhill.

Restricted roadside parking would undoubtedly improve truck access to our premises, but only in conjunction with a 2 way road, as truck drivers should have the option, after viewing our access, to chose which direction they prefer to face, prior to reversing in.

We therefore strongly request that 2 way travel is reinstated on the road.

Unfortunately the width of Greenbank PI and it pavements does not meet current requirements for the area.

The roadway is approximately 6M wide and pavements at both sides are around 3M wide.

Traffic on this road is now much heavier than it was designed for and most employees of businesses on Greenbank PI drive to work. There is little or no pedestrian use of these wide pavements, and as such they are a waste of valuable road space. The roadway on the other hand is far too narrow. The whole situation on this street could be easily rectified by simply reducing the pavement width at both sides and increasing the road width accordingly. The other solution which was working perfectly well was for cars to park on the pavements, until of course someone sent the traffic wardens round to ticket these vehicles.

Of course, people now park on the street and this worsens the access problems ??

Once the road is returned to its original 2 way status, some limited "at any time" restrictions will be of considerable benefit, and I will be pleased to discuss these with your department.

Yours sincerely,

Ronald Whyte

MD

Schoolhill Hydraulic Eng Co Ltd