
Decision Session: Executive Member for Transport and Planning 14 July 2016

Report of the Director of City and Environmental Services

Consideration of the Objection received to the proposed amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014:

R46: Lawrence Street, Residents' Priority Parking

Summary

1. Amendments to the York, Stopping Parking and Waiting Traffic Regulation Order were required to facilitate changes to the agreed highway layout for the Vita Student Accommodation development at 126 Lawrence Street (St Joseph's Convent); planning reference 14/0204.

Recommendations

2. Implement the proposal as advertised. Provide a residential disabled parking bay should any resident affected require this amenity at the time of the works.

Reason: To facilitate the agreed highway works identified within the planning process whilst taking into account the special needs of any resident most affected by the works.

Background

3. The highway changes agreed within the planning process are outlined on the agreed drawing at Annex D.
4. South side of the carriageway, outlined in Annex A and B. The objection does not refer to this part of the proposal.

The proposal removes the 8 space Pay & Display facility from this area (estimated total income loss of approximately £3.50 per week). The new vehicle entrance necessitates the relocation of the bus stop, which in turn causes the relocation of the City Car Club Bay. This reduces significantly the parking amenity within the Zone at this location (currently 1 dedicated space and 8 shared spaces). We are proposing to mitigate the loss to the Residents' Priority Parking zone by removing the pay and display amenity and allocating remaining space to Resident Parking only. A 60 minute parking allowance for non-permit holders will facilitate customers for

nearby business outlets in line with other resident parking bays in the zone.

It is anticipated the works on the south side of the carriageway will be completed within 3 months.

5. North side of the carriageway, outlined in Annex C.

The proposal removes 20 metres (3-4 spaces) of R46 Resident Parking amenity directly outside 87-93 Lawrence Street in order to accommodate the planned pedestrian refuge and improved bus stop facilities.

It is anticipated the works on the north side of the carriageway will be completed at the end of the project, in the next 12-18 months.

We have received one objection to the removal of the parking amenity on the north side of the carriageway.

Objection Details

With regard to the specific plans for change, I refer to the proposed "Bus Clearway" and crossing which will impact on my mother's house.

6. Bus clearway (North Side)

This will remove parking directly outside my mother's house (she still drives and is a Blue Badge holder) and limit the number of parking spaces, which could lead her to having some difficulty in finding a parking space. She uses her car regularly as she visits my father in a local care home. The pressure on parking spaces is increasing as there are more resident's vehicles in the area as more and more houses are being converted into multiple occupancy student accommodation. It is not unlikely that more pressure on these spaces might occur as a result of the development on the Convent site. I also have concerns about the raised footpath and kerbs and the impact this may have on those, like my mother, who are less able. Also, will this have any impact on refuse collection and where bins have to be left?

7. Pedestrian Crossing

Does it include flashing beacons? If so, again I have concerns for my mother as she sleeps downstairs in a room which will almost face the lights. Flashing lights throughout the night could cause some distress.

Options

8. a) Implement the proposal as advertised. Provide a residential disabled parking bay should any resident affected require this amenity at the time of the works.

This is the recommended option because it will facilitate the improvement works to ensure a safer crossing point to access the bus stop, whilst taking into account the special needs of any resident most affected by the works.

b) Implement the proposal for the south side of the carriageway only.

(This option was catered for within the approved drawing at planning (Annex D): the pedestrian refuge and bus stop improvement works were subject to feedback following required public consultation to amend the Traffic Regulation Order)

This is not the recommended option because we can mitigate the effects of the proposal on the resident affected by introducing an advisory disabled parking provision.

Analysis

9. The proposal removes parking amenity outside 87- 93 Lawrence Street. We can provide a disabled parking amenity within the remaining Residents' Priority Parking area. This cannot be reserved exclusively for the use of one particular resident but we have these in many of our resident parking areas and they are very effective. A space could be provided within 5 to 15 metres of the properties most affected. A Community Impact Assessment has been undertaken (Annex E).

Higher kerbs at bus stops are designed to aid disabled passengers. They allow better wheelchair access and a more level access for boarding the bus. A gradual ramped incline is installed to reach the higher level of footway at the bus stop area.

The proposal should not impact on refuse collection. This is a tactile footway crossing point with mid-carriageway refuge. There will be no flashing lights or noise disturbance for the adjacent residents.

Pressure for space

10. We estimate there are currently 35 dedicated Resident Parking spaces and 8 shared spaces within Pay & Display bays for the use of R46 permit holders. The proposal, if implemented will reduce the parking capacity within the zone to 34 dedicated spaces, an overall reduction of 21%.

Currently there are only 8 permits issued in R46 and 9 residents have authorisation cards to enable the purchase of visitor permits. The residential streets leading from Lawrence Street are, in the most part, unrestricted and this could be the reason for the low take up of permits in this zone.

The loss of spaces is not detrimental to the overall zone at this time. Sufficient space remains to accommodate all permit holders. Because the main take up of permits is from properties on the north side of the carriageway, residents of 87-91 Lawrence Street will no longer have the option to park adjacent to their frontage.

The number of Resident Parking permits issued at any one time can vary significantly, especially in areas where many properties are rented with a high turnover of occupiers. It is not possible to predict the level of space required to accommodate permit holders in the future.

The occupants of the new larger student accommodation blocks recently built or being built are not eligible to purchase permits for the R46 scheme.

Consultation

11. We advertised the proposal in "The Press", notices were placed on street and all properties within the R46 received details. North Yorkshire Police, Fire and Rescue Service, Ambulance Service, Freight Association and Haulier Association receive details of all proposed amendments to the Traffic Regulation Order.

Residents adjacent to the shortened bay to be consulted before implementation to find out whether they would benefit from the provision of a disabled parking amenity.

Council Plan

12. The process confirms the focus on accessing reliable bus services and community facilities.

The process confirms we are a council that listens to residents and works in partnership with local communities.

Implications

13. None

Financial

14. Implementation of proposals will be financed by the developer

Human Resources

15. None identified

Equalities

16. The proposal has identified it will be detrimental to one resident who is both elderly and disabled. A Community Impact Assessment has been undertaken and is included as Annex E.

Legal

17. The proposal requires an amendment to the York Parking, Stopping and Waiting Traffic Regulation Order 2014:

Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply.

Crime and Disorder

18. None identified

Information Technology

19. None identified

Land

20. None Identified

Other

21. None identified

Risk Management

22. There is an acceptable level of risk associated with the recommended option.

Contact Details

Author:

Sue Gill
Traffic Technician
Transport
(01904) 551497

Chief Officer Responsible for the report:

Neil Ferris
Director for City and Environmental
Services

Date: 21 June 2016

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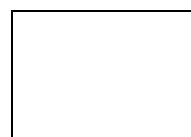
Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected:

Fishergate
Guildhall

For further information please contact the author of the report.



Annexes

Annex A: Existing restrictions, south side of the carriageway

Annex B: Proposed restrictions, south side of the carriageway

Annex C: Proposed restrictions north side of the carriageway

Annex D: Highway changes identified within the planning process

Annex E: Community Impact Assessment