

Report of the Corporate Director of Economy and Place

**Consideration of results from the consultation in Holgate following petitions received requesting Residents' Priority Parking**

**1. Summary**

To report the consultation results for Holgate Central undertaken in February and to determine what action is appropriate

**2. Recommendation**

It is recommended that approval be given to advertise an amendment to the York Parking, Stopping and Waiting Traffic Regulation Order to introduce Residents' Priority Parking Area as outlined in Option One:

Reason: To progress the majority views of the residents consulted and to take into consideration the needs of the schools and churches in the area

**Background**

- 3.** Petitions were received from Railway Terrace and St Paul's Terrace. In addition, the local Liberal Democrat focus team carried out wider consultation in the area indicating there is reasonably strong support for residents parking in the surrounding streets. These were reported to the Executive Member for Planning and Transport at a public decision session on 10<sup>th</sup> November 2016. The Executive Member requested we undertake a formal consultation over a wider area, including the private streets of Enfield Crescent and Wilton Rise (part) to ascertain the level of support. The reports and decision notices are available to view on the website.
- 4.** This area is subject to heavy commuter parking because of its proximity to the city centre. There is a bridge linking Railway Terrace to the rear of the Railway Station with easy access to workers in close proximity to this.

5. St Paul's Nursery School and St Paul's C of E Primary School are situated within the consultation area and neither have an off-street parking amenity. We understand during term time it is likely that approximately 25 staff vehicles are parked in the local area. The schools are very concerned that the staff are provided with a parking amenity within the scheme to enable them to function efficiently and remain viable. The letters we have received from the schools are included within the report as Annex D.
6. Currently, there is no provision within the York, Parking, Stopping and Waiting Traffic Regulation Order to provide teaching and other staff of educational establishments with permits to park in Residents' Priority Parking schemes. This is the first time we have come across the issue whereby schools included within an area have no off-street parking amenity.
7. St Pauls CE Church has various events and services for which parking is required. The York Spiritualist Centre on Wilton Rise has a small parking area, but this is insufficient for the main service which takes place on Sunday at 6pm.
8. A recent Resident Parking Scheme (R60: Holgate Central) was introduced on Holgate Road as part of the Cycle Lane scheme. The proximity to the recent consultation area suggests any implementation north of Holgate Road should be considered as an extension of the R60 area.

### **Summary of Consultation Results ( for full details see Annex C)**

9. **We consulted with 357 Properties within the Adopted Highway areas**

171 Properties responded (48%). Of these:

115 (67%) supported the introduction of a Resident Parking Scheme

56 (33%) did not support the introduction of a Resident Parking Scheme

### **We consulted with 79 properties in the Private Street areas**

35 Properties responded (44%) Of these:

11 (31%) supported the introduction of a Resident Parking Scheme

24 (69%) did not support the introduction of a Resident Parking Scheme

### **Options with Analysis**

10. **Option 1 (Recommended Option)**

- a) Advertise an amendment to the Traffic Regulation Order to extend the R60 Residents' Priority Parking Area to operate Monday to Saturday as outlined on the plan at Annex F (excluding private streets and St Paul's Mews).
- b) St Paul's Mews to be reconsidered for inclusion in the scheme if further representations are made within a 18 month period from implementation of any neighbouring scheme.
- c) The bays on Watson Street to be marked and signed individually to allow 2 hour parking for non-permit holders.
- d) Advertise an amendment to the eligibility requirements of Commercial Permits to allow staff from St Paul's Nursery School and St Paul's CE Primary School to purchase permits to park.

*Current Eligibility: "A person who, in the course of that person's business or calling, is required to visit residential or business premises within a zone." These are issued for use away from the normal place of work. Recommended Addition: "Any staff member of an education establishment for 0 to 18 year olds that doesn't have off street parking provision at the time the residents parking zone is implemented."*

- e) Replace and add street name plates for Enfield Crescent and Wilton Rise to include wording "Private Street, Resident Parking Only"

**Option 1 (Recommended):** this is the recommended option because:

11. The results of the consultation were not conclusive, some streets achieved a high return and others a zero return. Consequently we have not achieved our normal criteria of 50% return with the majority of those in favour.

We do not recommend implementing a scheme just for the streets that achieved these criteria. In our experience, leaving adjacent streets unrestricted in an area has resulted in displacement parking causing residents to request inclusion in a very short time-frame. Consequently, we recommend advertising a comprehensive scheme taking in the full area with the exception of St Paul's Mews and the private streets.

The legal procedure provides an additional consultation period. Any interested party is able to make formal representation to the advertised proposal. Objections to the proposal will receive further consideration as part of this process. The decision to withdraw streets from the proposal and leave them unrestricted could be an option at that time.

12. Cecilia Place is a social housing development with grasscrete and on-road parking on the adopted highway. We have included it because of complaints about the level of non-resident parking damaging the tree roots.
13. We received a poor response from residents of St Paul's Mews (32%). This is a street with 73 properties, most of which have a private parking amenity. We recommend this street is left unrestricted at this time with the option to re-consult should residents on this street make further representations requesting it.
14. We are unable to place a Traffic Order restriction on a private street without the consensus of all the frontagers. We are recommending replacing or adding Street Name Plates indicating the private nature of these streets with "Residents Parking Only" as a deterrent. Residents on these streets would be responsible for introducing their own enforcement should it become necessary.
15. Although most residents have expressed a preference for a 24 hour, 7 days a week operational time, we have received comments that the pressure for space is not as extreme on a Sunday. Unrestricted parking on a Sunday takes into account the needs of the wider community; i.e. St Paul's CE Church and the Spiritualist Centre. It will give residents additional flexibility for visitor parking on a weekend.
16. The marking and signing of bays on Watson Street will allow opportunity for parking by non-permit holders to visit nearby community amenities Mon - Sat whilst the scheme is in operation.
17. We have received considerable requests from parents, residents and staff from the schools for consideration to be given to providing employees of the schools permits to park. We believe the majority of teaching staff will be coming into the area during the working week when many residents' vehicles are not present and leaving at a time when the residents are returning. Therefore there could be scope for providing school staff with permits to park. This may prove to be a contentious

issue as community services/businesses in other Resident Parking zones/areas are only allowed to purchase one Business Permit.

Should the recommended option be approved and taken forward to implementation, staff would be eligible to purchase a Commercial permit for one zone, current cost £144, by providing evidence of employment at St Paul's CE Primary School or St Paul's Nursery School.

It is not considered appropriate to extend permit eligibility for schools in existing areas (all of which have an off-street parking amenity) and where schools have reduced or removed the off-street parking amenity by choice to provide extra teaching or play facilities.

18. **Option 2:**

Advertise an amendment to the Traffic Regulation Order as outlined in Option 1, a to e, but as a separate scheme.

This is not the recommended Option because by amalgamating the proposed scheme and the existing R60 Holgate Central zone it will give permit holders more flexibility of parking space. Currently the bay adjacent to 106 – 122 Holgate Road is underused.

19. **Option 3:**

Advertise an amendment to the Traffic Regulation Order as outlined in Option 1, a, b, d & e; omitting part c (not providing for school staff).

This is not the recommended option because it will leave the schools disadvantaged by the scheme and consequently may affect the quality of service they provide to the pupils and wider community.

20. **Option 4:**

Advertise an amendment to the Traffic Regulation Order as outlined at Option One, a to e, with operational times of 24 hours, 7 days a week.

Although the majority of residents have requested a 24 hour, 7 days a week operational time, this is not the recommended option because it is important we try to consider the needs of the wider community when implementing a Residents' Priority Parking Area.

21. **Option 5:**

Advertise an amendment to the Traffic Regulation Order as outlined at

Option One, a to e, to operate 9am to 5pm, 7 days a week.

This is not the recommended option because most residents who have expressed a preference requested a 24 hour operational time.

22. **Option 6:**

Advertise an amendment to the Traffic Regulation Order as outlined at Option One, a to e, for the following streets only:

- Watson Street
- Railway Terrace
- St Paul's Terrace
- St Paul's Square

This is not the recommended option because displacement parking would create difficulties for the terraced streets left unrestricted. The pressure for space on these streets would increase dramatically not only from non-residents but also from residents of the restricted streets who do not wish to purchase permits to park.

23. **Option 7:**

Take No Further Action at this time.

This is not the recommended option because the majority of streets have indicated sufficient support to take forward a scheme to the legal process. We normally request a 50% return and the majority of those to be in favour to take forward a scheme. All residents are given further opportunity to comment and raise objections within the legal process.

### **Consultation**

24. The consultation documentation is reproduced within this report as Annex A and B (private streets). The results of the consultation are reported in Annex C. Comments received during the process are précised in Annex D (schools) and E.  
If approval to proceed is granted further consultation will be carried out as part of the legal process.

### **Council Plan**

25. The above proposal contributes to the City Council's draft Council Plan:

- A prosperous city for all,
- A council that listens to residents

### **Implications**

26. This report has the following implications:

**Financial** – Residents parking schemes are self financing once in operation. The £5k allocated within the core transport budget will be used to progress the proposed residents parking schemes.

**Human Resources** – None

**Equalities** – None

**Legal** – The proposals require amendments 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** – None

**Information Technology** – None

**Land** – None

**Other** – None

**Risk Management** - There is an acceptable level of risk associated with the recommended option.

### **Contact Details**

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**Report Approved** ✓ **Date** 12/06/17

**Wards Affected: Holgate**

**All**

**For further information please contact the author of the report.**

**Annexes:**

- A Consultation documentation package (highway adoption areas)
- B Consultation Documentation (Private areas)
- C Consultation results
- D School replies to the consultation
- E Comments received during the consultation
- F Plan of Recommended Option: (Boundary)