

Notice of a public

Decision Session - Executive Member for Transport

- To:** Councillor D'Agorne (Executive Member)
- Date:** Thursday, 20 June 2019
- Time:** 4.00 pm
- Venue:** The Thornton Room - Ground Floor, West Offices (G039)

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Support Group by **4:00pm** on **Monday 24 June 2019**.

*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent which are not subject to the call-in provisions. Any called in items will be considered by the Customer and Corporate Services Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Tuesday 18 June 2019**.

1. **Declarations of Interest**

At this point in the meeting, the Executive Member is asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which he may have in respect of business on this agenda.

2. **Minutes**

(Pages 1 - 12)

To approve and sign the minutes of the meeting held on 14 March 2019.

3. Public Participation

At this point in the meeting, members of the public who have registered to speak can do so. The deadline for registering is **5.00pm** on **Wednesday 19 June 2019**. Members of the public can speak on agenda items or matters within the Executive Member's remit.

To register to speak please contact the Democracy Officers for the meeting, on the details at the foot of the agenda.

Filming, Recording or Webcasting Meetings

Please note that, subject to available resources, this meeting will be filmed and webcast, or recorded, including any registered public speakers who have given their permission. The broadcast can be viewed at <http://www.york.gov.uk/webcasts> or, if recorded, this will be uploaded onto the Council's website following the meeting.

Residents are welcome to photograph, film or record Councillors and Officers at all meetings open to the press and public. This includes the use of social media reporting, i.e. tweeting. Anyone wishing to film, record or take photos at any public meeting should contact the Democracy Officers (contact details are at the foot of this agenda) in advance of the meeting.

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at

https://www.york.gov.uk/downloads/file/11406/protocol_for_webcasting_filming_and_recording_of_council_meetings_20160809

4. Consideration of Objections to an Advertised Proposal to Introduce a Residents Priority Parking Area on the Danesmead Estate (Pages 13 - 36)

To report representations received to the advertised proposal to introduce a Residents' Priority Parking Area on the Danesmead Close Estate, and to determine what action is appropriate from the options given.

5. Urgent Business

Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officers:

Catherine Clarke and Louise Cook (job share)

Contact details:

- Telephone – (01904) 551031
- Email catherine.clarke@york.gov.uk and louise.cook@york.gov.uk
(If contacting by email, please send to both Democracy Officers named above).

For more information about any of the following please contact the Democratic Services Officers responsible for servicing this meeting:

- Registering to speak;
- Business of the meeting;
- Any special arrangements;
- Copies of reports and;
- For receiving reports in other formats

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

 **(01904) 551550**

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City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport and Planning
Date	14 March 2019
Present	Councillor Dew
In attendance	Councillors Carr, Crawshaw, D'Agorne and Waller

76. Declarations of Interest

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda. He confirmed he had none.

77. Minutes

Resolved: That the minutes of the Decision Sessions of the Executive Member for Transport and Planning held on 17 January and 7 February 2019 be approved and signed by the Executive Member as a correct record.

78. Public Participation

It was reported that there had been eight registrations to speak at the meeting under the Council's Public Participation Scheme.

Alexander McCallion (Director of Works and Precinct) and Mark Calvert (Chair of the Neighbourhood Forum) spoke on agenda item 4 (Minster Precinct Neighbourhood Plan Area and Forum) in support of the officer recommendation to approve the designation of a Neighbourhood Plan Area and Forum. He advised that the Minster and surrounding area was a much loved and visited part of York with a unique and valued atmosphere. He advised the Executive Member that all parties would be represented with a public consultation, workshops and regular meetings for the wider forum and the public and that they would also work closely with representatives from York Minster, in order to produce a plan for the community based on the needs of the community.

Councillor Waller, Ward Member for Westfield Ward, presented a petition from local residents in relation to junction safety on Thanet Road near Acorn Rugby Club. He advised that, the previous day, work had started on the installation of a longer line of utility boxes. The petition asked that “no additional utility boxes be placed on Thanet Road due to the safety problems with being unable to see traffic clearly when leaving sports club car park” and requested that “the council work with utility companies to reduce the number of boxes here”. He asked the Executive Member and officers to consider this petition.

With regard to agenda item 4 (Economy and Place 2019-20 Transport Capital Programme), Councillor Waller queried when the list of highway repairs would be published and referred to a letter he had sent to the director to advise of several heavily used roads in his ward that were in need of significant repair. With regard to agenda item 7 (Vehicle Activated Speed (VAS) Indicator Device Trial) he expressed his support for residents’ requests for action in relation to speeding on Wetherby Road and for the use of the new style VAS signs. With regard to agenda item 8 (Petitions relating to highway and transport issues) he expressed concern regarding the proposed response to the Kingsway West petition in light of recent damage to verges on Dijon Road and highlighted this as a example of development in areas with narrow roads.

Councillor Carr, Ward and Parish Councillor for Companthorpe, spoke in support of agenda item 5 (Request to authorise taking a definitive map modification order out of turn). He expressed his desire to maximise the benefits to the community of Copmanthorpe by moving the crossing of the east coast mainline to a more convenient location while still meeting Network Rail’s requirements. He presented the Executive Member and Officers with a set of annotated plans showing three routes (the present position of the crossing, the location proposed by Network Rail and the location which he felt would be most beneficial to the community of Companthorpe) along with a satellite photo showing all 3 routes. He stated that he would be happy to meet with the Executive Member, officers and Network Rail to discuss the best location for the crossing.

Lawrence Mattinson, Strensall with Towthorpe Parish Councillor, addressed the Executive Member in relation to agenda item 7 (Vehicle Activated Speed Indicator Device Trial). He expressed his support for York Road in Strensall to be used

as a trial site for a new speed indicator device as this would enable data to be collected to see if the device was effective in reducing vehicle speeds in the area.

Susan Hamilton, a local resident and organiser of a petition requesting highway maintenance to be undertaken on Grange Street (agenda item 8), spoke in support of the petition which had been signed by residents of Grange Street and neighbouring streets. She expressed concern over the state of the road surface stating the danger that potholes posed to cyclists. She advised that the paint which had marked the potholes for repair had faded and that the potholes had just been filled with tar that morning. She asked the Executive Member to consider resurfacing the street as a more economical long term solution rather than continual patching of potholes and then repatching of patches.

Councillor A D'Agorne, Ward Councillor for Fishergate, also spoke in support of the petition discussed by the Ms Hamilton (agenda item 8) He advised that due to cars parking on both sides of the street, the two track marks in the centre of the road needed attention. He expressed the view that the repeated process of patching patches was not a good use of council resources and asked the council to look at a more flexible approach to repair of potholes rather than just the options of resurfacing the whole street or repairing individual holes and to consider the use of other materials which were more resilient to damage. With regard to agenda item 9 (Consideration of Modification to Bishopthorpe Road Crossing Points), he welcomed option 1 as detailed in the report.

Councillor I Cuthbertson, Ward Member for Haxby and Wigginton had registered to speak at the meeting in relation to 8 petitions which he had previously presented to officers on behalf of local residents which related to the poor and deteriorating quality of concrete or asphalt/tarmac coated concrete roads in Haxby and Wigginton. He was not able to attend the meeting but submitted a written representation which set out the problem and asked that the Council took steps to deal with it (with Coppice Close as a priority) at the earliest possible time.

Councillor J Crawshaw spoke in relation to agenda item 9 (Consideration of Modification to Bishopthorpe Road Crossing Points). He noted that although parents' preference was for a push button crossing, this could not easily be achieved and he welcomed the intention to monitor the impact of the

recommended change to the crossing and consider the potential for a signalised crossing if the proposed change was not effective. He expressed his support for option 1 but stressed this needed to be in conjunction with speed reduction measures. He advised that existing ResPark schemes in the area had impacted on parking in neighbouring streets and further petitions in favour of residents parking would be submitted in due course. He raised concerns that the report referred to possible parking partially on the footpath as part of the proposed Respark scheme and stated that he could not support that without formalising an approach.

79. Directorate of Economy & Place 2019/20 Transport Capital Programme

The Executive Member considered a report which set out the Economy & Place Transport Capital Programme as agreed by Council on 28 February 2019 and provided further detail on the split of funding for the Local Transport Plan. It included the proposed programme of which had been developed to implement the priorities of the Local Transport Plan (LTP3) and the Council Plan.

Officers advised that further reports with more detail would be brought to the Executive Member through the year and would take account of any carry over items that come from changes at the end of the current financial year.

In response to Cllr Waller's question on the resurfacing of streets and when the programme of works would be published, officers advised that surveying of streets had been taking place, the data from that was currently being matched against the increased budget which had been approved that year and the list should be published before the end of the month.

Resolved: That the proposed Economy and Place Transport Capital Programme for 2019-20 be approved.

Reason: To implement the council's transport strategy identified in York's third Local Transport Plan and the Council Priorities, and deliver schemes identified in the council's Transport Programme.

80. Request to authorise taking a Definitive Map Modification Order Application out of turn

The Executive Member considered a report which asked him to authorise officers to take a definitive map modification order (DMMO) application out of turn and start to process an application to record Yorkfield Lane, Copmanthorpe as a public right of way (PRoW), on the basis of historical documentary evidence and user evidence, immediately as matter of priority. The request was being made to end uncertainty over the status of Yorkfield Lane prior to Network Rail carrying out proposed improvement works to the crossing of the east coast main line and the possibility of housing development adjacent to the lane.

The report explained that determining the status of Yorkfield Lane would give certainty to planners, developers and Network Rail allowing future development to be better integrated into the existing sustainable transport network of the area. This in turn would allow improved sustainable transport links within Copmanthorpe village, particularly to the school. If approval was not given to take the application out of turn, the opportunity to improve the sustainable transport links within Copmanthorpe may be lost.

In view of the comments made by Councillor Carr, Ward Member for Companthorpe, officers clarified that the only decision for the Executive Member to make was whether to authorise that the Yorkfield Lane DMMO be taken out of turn and started immediately or not and that it was not for him to consider the best place for relocation of the crossing. Officers advised that they would, however, pass the information from Councillor Carr onto Network Rail for their consideration and the Executive Member confirmed his support for taking the application out of turn.

Resolved: That authorisation be given to take the Yorkfield Lane DMMO to be taken out of turn and for the investigation to be started immediately as a matter of priority.

Reason: Determining the status of Yorkfield Lane will give certainty to planners, developers and Network Rail allowing future development to be better integrated into the existing sustainable transport network of the area. This in turn will allow improved sustainable transport links within Copmanthorpe village, particularly to the school.

81. Proposed Minster Precinct Neighbourhood Plan Area and Forum

The Executive Member considered a report which presented the applications submitted by the proposed Minster Precinct Neighbourhood Forum for designation of a Neighbourhood Plan Area and Forum with a recommendation that the Executive Member approves both applications and designates the Minster Precinct Neighbourhood Forum and Plan Area as per the applications received.

Officers explained that the proposed Minster Precinct Neighbourhood Forum had submitted the Neighbourhood Plan Area Application and the Neighbourhood Forum Application simultaneously to allow people who lived, worked and undertook business in the Minster area to see the proposals in context and that it also removed the need to consult twice.

Officers were satisfied that both the application for the Neighbourhood Plan Area and the Neighbourhood Forum Application met the statutory requirements and that the council had published the applications in line with regulations. They advised that St Michael le Belfrey had responded positively to the consultation and had expressed support for the plan.

Officers recommended that the Executive Member approve both applications and designate the Minster Precinct Neighbourhood Forum and Neighbourhood Plan Area in line with the applications received. If approved, they advised they would publicise designation of the neighbourhood area and neighbourhood forum and then the Minster Precinct Neighbourhood Forum could start to prepare the neighbourhood plan, with which they would be given appropriate advice and assistance from officers. Once the draft plan had been produced, the Neighbourhood Forum could undertake a pre-submission consultation which was a minimum of 6 weeks.

The Executive Member considered the following four options set out at paragraph 18 of the report and took into account the comments made under public participation by the Chair of the Neighbourhood Forum and Director of Works and Precinct and approved both applications as recommended.

Resolved: That the Neighbourhood Forum application and Neighbourhood Plan Area application be approved as per Option 1 in the report.

Reason: To allow the Minster Precinct Neighbourhood Forum to progress a Neighbourhood Plan for the Minster Precinct area.

82. Vehicle Activated Speed Indicator Device Trial

The Executive Member considered a report which set out the national and local policy context in relation to vehicle activated signs that indicated speeds to drivers which had been prepared in response to a number of requests for vehicle activated signs. The report set out a number of options and sought agreement to undertake a trial of a vehicle activated sign speed indicator device on the authority's highway network. It sets out criteria for that trial and the potential next steps once the trial was complete.

The Executive Member was asked to consider 3 decisions as detailed in the report at paragraph 24 of the report in relation to whether to undertake the trial, the trial site location and which type of sign to be used.

He acknowledged the comments made under public participation by Councillor Waller, Ward Member for Westfield and by Lawrence Mattinson, Strensall with Towthorpe Parish Councillor. He also noted the written representations received from Cllr Ayre, Ward Member for Heworth Without, welcoming the proposals to trial vehicle activated speed indicator devices in the city and particularly his ward, and from residents of Wetherby Road expressing their concerns regarding speeding on Wetherby Road.

Resolved:

- (i) That approval be given to undertake the trial of two speed indicator devices for a minimum of three months, to allow consideration of speed indicator devices in future vehicle activated sign policy (Option A).
- (ii) That York Rd, Strensall and Stockton Lane, Heworth (Without) be used as trial sites at the locations shown in Annexes A & B to the report (Option C).
- (iii) That the types of sign to be used will show actual speed and "Thank You" up to and including the speed limit and will display the speed roundel and "Slow Down" for speeds over the speed limit (Option C).

- (iv) That once the trial period is complete, and the outcome reviewed, the results would be reported back to a future Executive Member Decision Session.

Reason: To provide a structured trial of speed indicator devices to allow this type of equipment to be considered for inclusion as an option in the council's future vehicle activated sign policy.

83. Consideration of 5 Petitions received relating to the Wetherby Road, Hob Moor, Ridgeway, Grange Street and Askham Lane areas of the City

The Executive Member considered a report which asked him to consider five petitions which had recently been received by the Council.

The first petition asked the Council to consider reinstating and modernising both flashing speed warning signs on Wetherby Road and asking the police to site their speed camera van in the built up area on Wetherby Road on an occasional basis, in order to control vehicle speeds.

The second petition asked the Council to undertake the following improvements prior to any further building work starting in the Hob Moor area: Improving the access road along Kingsway West/Ascot Way, removing, where necessary, the grass verge; providing dropped kerbs or Layby parking where this didn't already exist; and providing alternative, modern, children's play facilities before any existing provision was removed.

The remaining three petitions were in relation to requests for highway maintenance to be undertaken on Ridgeway, Askham Lane and Grange Street.

The Executive Member acknowledged an additional eight petitions which had been presented to the Council on behalf of local residents by Councillor Cuthbertson, Ward Councillor for Haxby and Wigginton requesting new road surfaces at Minster Close, Corner Close, Helmsley Grove and Westfield Grove in Wigginton and Kennedy Drive, Little Lane, Lowfield Drive and Coppice Close in Haxby.

The Executive Member considered the comments made under public participation by: Councillor Waller, Ward Member for Westfield; Susan Hamilton, organiser of the Grange Street petition; and Councillor D'Agorne, Ward Member for Fishergate. He also took into account written representations received from: a resident of Grange Street setting out the problem of potholes on the street and a recommended method of repair; Councillor Cuthbertson, Ward Member for Haxby and Wigginton in relation to eight petitions regarding road surface renewal in Haxby and Wigginton; and two residents of Wetherby Road expressing their concerns regarding speeding on Wetherby Road.

Officers explained how potholes were assessed and how repairs were undertaken. They advised that a trial was being undertaken with the Department for Transport using alternative materials for repairs to see how they stood up over a period of time.

The Executive Member noted that some road surfaces needed considerable attention and that additional funding had been allocated for repairs but acknowledged that this could not all be done at once and it was necessary to prioritise the repairs based on urgency. He agreed that the 8 additional petitions in relation to Haxby and Wigginton, not detailed in the report, be considered in the same way as the other highway maintenance petitions.

Resolved:

- (i) That the five petitions detailed in the report be noted.
- (ii) That, with regard to the petition relating to reducing vehicle speeds on Wetherby Road, officers be requested to notify Ward/Parish Councillors that:
 - (a) The current speeds on Wetherby Road would meet the existing Council policy for the potential reinstatement of a Vehicle Activated Sign funded by the Ward/Parish Council.
 - (b) If speeding remains a concern a further request for investigation could be submitted to North Yorkshire Police after August 2020 in accordance with the current Speed Management Policy.
 - (c) Speed camera vans are managed solely by North Yorkshire Police and any request for the implementation of Safety Cameras on Wetherby

Road would need to be communicated directly to the Police.

- (iii) That, with regard to the petition relating to the Kingsway Area, officers be requested to notify Ward Councillors that:
 - (a) The impact of development on the adjacent highway network has been considered as part of the planning process for individual developments.
 - (b) Laybys are not considered to be necessary at this location for road safety or congestion reasons however could be considered for funding from Ward Council funds if considered to be a priority for the area.
 - (c) The provision of children's play facilities will be reviewed before any existing provision is removed.
- (iv) That in relation to the highway maintenance petitions relating to Ridgeway, Grange Street and Askham Lane, as detailed in the report, officers be requested to notify the lead petitioners and Ward Councillors that maintenance for all streets is prioritised using a citywide evidence based process and that the streets would be maintained when their condition warrants intervention when compared to other streets across the city.
- (v) That in relation to eight petitions from residents for new road surfaces at Minster Close, Corner Close, Helmsley Grove and Westfield Grove in Wigginton and Kennedy Drive, Little Lane, Lowfield Drive and Coppice Close in Haxby submitted by Cllr Cuthbertson, Ward Member for Haxby and Wigginton, officers be requested to notify the lead petitioners and Ward Councillors that maintenance for all streets is prioritised using a citywide evidence based process and that the streets would be maintained when their condition warrants intervention when compared to other streets across the city.

Reason: To ensure petitioners are aware of current Council policies and potential actions relating to the items highlighted.

84. Consideration of Modification to Bishopthorpe Road Crossing Points

The Executive Member considered a report which provided information on pedestrian crossing points on Bishopthorpe Road and identified improvements which could be made to the existing pedestrian crossing point at the junction with Campleshon Road. The report asked him to agree to include the proposed change to the parking restrictions in the advertisement of a potential Residents Parking scheme for the area and the parking restriction extension and clearway south of Campleshon Road, and that any objections to the combined ResPark/Double Yellow Lines/Clearway scheme be considered at a future Executive Member Decision Session.

The Executive Member noted the comments made by Councillor Crawshaw, Ward Member for Micklegate. He acknowledged that the extension of double yellow lines would have an impact on residential parking in the area and noted the petition which had been received calling for a residents parking scheme to be introduced on Bishopthorpe Road between Beresford Terrace and Reginal Grove and between Balmoral Terrace and Campleshon Road, and Councillor Crawshaw's concerns over the possible use of the pavement to accommodate parking.

The Executive Member acknowledged that the proposals for residents parking included possible use of a narrow strip of the pavement to accommodate parking where the road was not wide enough to accommodate parking on both sides. He echoed Councillor Crawshaw's concerns about parking on footpaths without it being properly marked out with sufficient space for pedestrians to pass. Officers confirmed that they would need to review the pavement width to ensure that a residents parking scheme was achievable before it was advertised.

The Executive Member considered the options detailed in the report and expressed his support for the proposed change to the parking restriction extension and the clearway south of Campleshon Road. With regard to the advertisement of a potential residents parking scheme for the area, officers agreed to provide a report on this, and specifically the impact of pavement parking, for consideration by the Executive Member at a future decision session before a decision was taken whether to advertise a potential residents parking scheme for the area.

Resolved:

- (i) That Option 1 be approved and a 20 metre extension to the existing no waiting at any time restrictions (Double Yellow Lines (DYL)) and a small extension to the build-out to allow the crossing width to be increased by 0.8m be agreed.
- (ii) That the proposed change to the parking restriction extension (as detailed in (i)) and clearway south of Campleshon Road be advertised and any objections be considered at a future Executive Member Decision Session.
- (iii) That officers be asked to prepare a report on a potential resident parking scheme, specifically in relation to the impact of pavement parking, for consideration at a future Executive Member Decision Session before a decision is made whether or not to advertise a potential residents parking scheme for the area.

Reason:

To ensure that a joined up approach is taken to parking provision and road safety in the area and to address concerns raised in relation to the potential impact of pavement parking as part of a resident parking scheme.

Cllr P Dew, Executive Member for Transport and Planning
[The meeting started at 2.00 pm and finished at 3.00 pm].



Decision Session - Executive Member for Transport

20 June 2019

Report of the Assistant Director of Transport, Highways and Environment

Consideration of objections to an advertised proposal to introduce a Residents Priority Parking Area on the Danesmead Estate**Summary**

1. To report representations received to the advertised proposal to introduce a Residents' Priority Parking Area on the Danesmead Close Estate, and to determine what action is appropriate from the options given.

Recommendation

2. That the Executive Member considers objections received to the proposed scheme and makes an informed decision from the options given.

Reason: To provide a managed residents' parking scheme supported by the majority views of local residents whilst trying to mitigate the effects of the scheme on the wider community.

Background

3. We received petitions from the Danesmead Estate, Fulford Cross and Broadway West requesting consideration be given to introducing a Resident Parking zone. The petitions were reported to the Executive Member for Transport and Planning on the 22 June 2017 and the 19 October 2017. The Executive Member gave approval to consult with residents when the areas reached the top of the waiting list and to widen the consultation area depending on circumstances at the time.
4. We hand delivered consultation documentation to properties week commencing 28 May requesting residents return their preferences on the questionnaire sheet.

5. In total 195 properties were consulted and asked to return their questionnaires.

Traditionally, we require a 50% return of questionnaires and the majority of those returned to be in favour. This was achieved on all streets consulted with the exception of Broadway West, Westfield Drive and Danes Croft. Danes Croft (8 properties) is part of the Danesmead Estate.

STREET/NO OF PROPERTIES	% RETURN	OF RETURNS % IN FAVOUR
Danesmead Estate (74)	70%	77%
Broadway West (60)	60%	47%
Westfield Drive (32)	63%	20%
Fulford Cross (29)	72%	57%

6. The Executive Member considered the results on the 25th October at a Public Decision Session and resolved:
- a) To advertise an amendment to the Traffic Regulation Order to introduce a new Residents' Priority Parking Area to operate Monday to Friday, 9am to 5pm in the Danesmead Estate as outlined on plans included as Annex I. To be allocated the zone number (R63).
 - b) Not to proceed with Residents Priority Parking area on Fulford Cross at the present time, but to undertake further consultation in this area and to report the results of this consultation back to the Executive Member at a future decision session
 - c) No further action to be taken for Broadway West and Westfield Drive at this time. If residents of these streets provide additional evidence of support within 18 months of implementation of a scheme on neighbouring streets then we seek authorisation to re-consult with these areas at that time.

Reason: To progress the majority views of the residents consulted.

7. Following this decision we advertised a legal notice proposing to introduce a Residents Priority Parking Area on the Danesmead Estate; to operate Monday to Friday, 9am to 5pm as outlined on the plan included as Annex A.

Representations received

8. We have received four representations to the proposal, all in objection. A précis of the objections is as follows (see Annex B for more details with officer comments).
 - a) A resident of Danes Croft (as the only cul-de-sac on the estate without a majority in favour during the first consultation process) objects on the grounds that we have not taken into account the design of the street and should give the same consideration to residents of the Croft given to residents on Broadway West and not implement the scheme in this area.
 - b) A business owner on the Danesmead Business Wing objects on the grounds that every property on the estate has an off street parking amenity which brings into the question the need for resident parking. Requests restrictions with timings to allow parents adequate time to drop off and pick up children.
 - c) A parent whose child attends York Steiner School raises concerns about the 10 minute parking allowance the proposed scheme will allow for non-residential parking. Requests 30 minutes allowance as a minimum time to give parents/carers sufficient time.
 - d) York Steiner School object to the proposal on the grounds that it will have an extremely negative impact on the school. Full wording is given in Annex B.

Options with Analysis

9. Option 1

- a) Implement as advertised, plan for clarification provided as Annex A

Analysis

This option is in line with the majority of residents in the area. It will have an impact on the operations of the school and the Danesmead Business Wing and does not meet the needs or requests of the wider community.

Option 2:

- a) Implement as advertised with the exception of Danes Croft

Analysis

Danes Croft was the only street within the estate for which we did not receive majority support. Out of 8 properties, we received 7 replies, with 3 in favour and 4 against.

To omit Danes Croft from the Resident Parking Area would involve installation of a pole to carry entry and exit signage at the entrance of the street. This will be intrusive and not conducive to the nature of the street.



It is possible displacement Parking would create an issue where one does not currently exist. Residents and visitors of Danes Croft would be unable to purchase permits to park on neighbouring streets if required during the hours of operation.

10. **Option 3:**

- a) Do not implement and take no further action

Analysis

This option will maintain the current status quo. Long term parking by staff and parents/carers will remain on the Danesmead Estate. All properties have a level of off-street amenity for one or more cars and site visits have not witnessed any major obstruction issues from parked cars. Parked cars will obscure some sight lines for drivers exiting driveways, but this is an issue on most residential streets.

Parking will increase at school peak hours. This is unlikely to change if the scheme is implemented. The proposal is a parking restriction, not one of access. Short term parking (10 minutes) is still permissible for loading/unloading and this includes passengers.

The majority of non-residential parking takes place on Danesmead Close on the main thoroughfare leading to York Steiner School and Homeyork House. Traffic flow is light for the majority of the day, except at school peak hours.

11. **Option 4:**

- a) Implement with a lesser restriction than advertised to give 30 minute parking for non-permit holders.

Analysis

This option is only possible if we can obtain authorisation from the Department for Transport (DfT) for the required regulatory signage. The DfT have authorised similar signs for other authorities which leads us to

believe our request will be granted.

This option will delay implementation in order to apply for authorisation.

The option will allow parents/carers of York Steiner School the requested time limit for pick up and drop off. It will allow short term customer parking for the Business outlets. It will remove long term non residential parking.

This is not an option that has gone out to consultation and consequently may not be popular with residents.

12. **Option 5:**

- a) Implement with a lesser restriction than advertised to allow 3 hours parking for non-permit holders.

Analysis

This option is only possible if we can obtain authorisation from the DfT for the required regulatory signage. The DfT have authorised similar signs for other authorities. This option will delay implementation in order to apply for authorisation.

This will allow parking for parents/carers attending short sessions or events at York Steiner School and will mitigate the majority of their objections.

This is an option that may not improve the parking levels that led to residents raising a petition requesting Resident Parking initially. We have not consulted on this option and it is unlikely to be unpopular as it will remove very little non-resident parking from the estate.

13. **Option 6:**

- a) To defer the decision and undertake additional consultation with residents on options 3, 4 & 5.

If option one is not the preferred option at this stage, additional consultation will enable Residents to have a further input into the proposed mitigation factors to ensure the majority of residents are still in favour of introducing a scheme.

Consultation

14. Proposed amendment to the York Parking, Stopping and Waiting Traffic Regulation Order was advertised on the 8th February to 1st March. Notices were placed in the Press and on street. A copy of the legal

consultation documentation was hand delivered to residents, copy included as Annex C. Details were additionally sent to York Steiner School and Homeyork House.

Council Plan

15. The recommended proposal contributes to the Council Plan as:

A council that listens to residents. The Council is delivering a service which works in partnership with the local community to try and solve the problems they have experienced.

Implications

16. This report has the following implications:

Financial –The £5k allocated within the core transport budget will be used to progress the proposed residents parking scheme. The ongoing enforcement and administrative management of the additional residents parking provision can usually be resourced from the income generated by the new measure (see Risk section).

Human Resources (Parking Services, Business Support) – If implemented, enforcement will fall to the Civil Enforcement Officers necessitating an extra area onto their work load. New zones/areas also impact on the Business Support Administrative services as well as Parking Services. Provision will need to be made from the income generated from new schemes to increase resources in these areas as well as within the Civil Enforcement Team.

One Planet Council/ Equalities – None identified within the consultation process

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 –

In compliance with the Council's risk management strategy, the following risks associated with the report have been identified and described in the following points:

Financial - Because the majority of properties in this zone have off street parking amenity, the level of income from permits is unlikely to be sufficient to cover maintenance, enforcement and administration costs at the time of implementation or in the future.

Mitigation: The ResPark schemes as a whole raise sufficient income to enable ongoing costs to be met.

Contact Details

Author:

Sue Gill
Traffic Project Officer
Transport
Tel: (01904) 551497

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director for Transport, Highways
and Environment

Approved : 12 June 2019

Wards Affected: Fishergate

For further information please contact the author of the report.

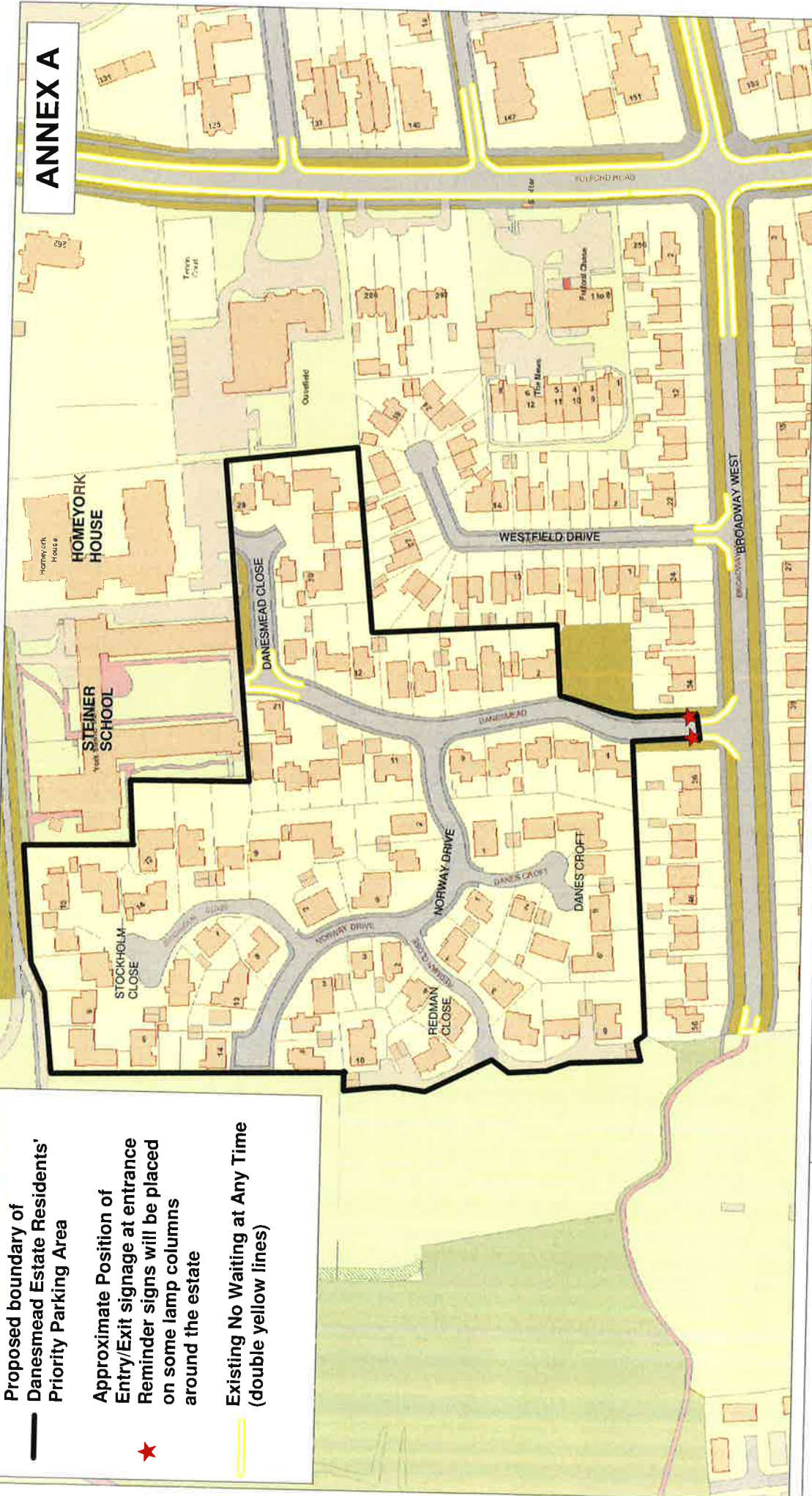
Background Papers: None

Annexes:

- Annex A: Plan of proposed Resident Parking Area
- Annex B: Full details of Objections Received
- Annex C: Copy of legal notice delivered to residents
- Annex D: Resident Parking Process Flowchart

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ANNEX A



Proposed boundary of Danesmead Estate Residents' Priority Parking Area
Approximate Position of Entry/Exit signage at entrance
Reminder signs will be placed on some lamp columns around the estate
Existing No Waiting at Any Time (double yellow lines)



Annex A: Danesmead Estate
Advertised Proposal
Times of operation: Mon to Fri, 9am to 5pm
Unrestricted at other times

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DATE	25/09/2018
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ANNEX B**REPRESENTATIONS RECEIVED DURING THE LEGAL CONSULTATION
PROCESS:****DANESMEAD CLOSE ESTATE****From a Business Owner (Danesmead Business Centre)**

I object to this because every single property on these particular roads has private off-street parking, varying from space for a single car on the forecourt plus garage (equalling park space for 2 vehicles) to space for 2 cars on the forecourt plus a double garage (thereby equalling parking space for 4 vehicles) which does bring into question the need for the proposed Priority Parking for Residents?

If the residents of these roads had no other option but to park their vehicles on the street, I could understand the requirement for a Residents Priority Parking zone but as they already have private off-street parking, there is no clear and obvious additional benefit to the residents, so it seems to me as though this is actually a witch-hunt against the parent/carers of pupils of the Steiner School who use Danesmead Close in particular to park during the school term, some of whom come the sorts of distances that preclude walking, cycling or public transport, by the residents, given the nature of the school.

I am not a parent of the Steiner school but I do have an office in the Danesmead Business Wing, which is attached to the school. I can see the need for some form of management of the parking situation which I think should either be achieved in the form of restrictions with timings that allow parents to take their children into school and collect them, both at lunch time and at the end of the school day or by allowing parents and users of the business wing to buy a parking permit in the same way as residents do. I would be very happy to pay for a residents parking permit but as I do not have an address on these streets, I do not have the option.

It would be nice to hear from you about this especially if it became possible to buy a parking permit but probably an unlikely expectation.

Officer Comments

We note and agree the level of off street parking available to residents would seem to be adequate in most circumstances.

The Danesmead Business Wing is not located within the boundary of the proposed zone, consequently business owners will not be eligible to purchase

permits to park.

From a parent of pupil of York Steiner School

As a local parent of the York Steiner School I ensure that I when ever possible walk my 3 year old to school. However, due to the diverse nature of our school community we have children travelling from areas like Malton and Leeds in order to attend and it is not feasible for everyone to walk or cycle.

Our school has very young children (Kindergarten starts at age 3) and I'm sure any parent or carer will appreciate that trying to get children this young safely from a car to school, changed in to indoor shoes and have any necessary brief discussion with the teacher 10 minutes simply isn't enough time.

Our family will be impacted by these restrictions on specific days when an older family member with restricted mobility collects our daughter. This family member is in her 70s, has 2 hip replacements and a heart complaint. She is perfectly capable of walking along Danesmead to do a school collection but NOT in 10 minutes. (She is not eligible for a blue badge). Ten minutes is simply not enough time for any one who has any mobility issue, whether short term or permanent.

When I walk along Danesmead at school pick up and drop off I have never noticed any inconsiderate parking or driving and generally the road isn't even very busy. I suspect anyone parking for significant amounts of time is not parking for school use but for commuting. I attach a photo that I took a few days ago at 12.36pm - just before Kindergarten pick up time which is 12.40. You will see the road is virtually empty especially towards the end where the school is located. The only cars are those parked at the end of the road.



It is a real shame that the Danemead community don't feel they can work together with the Steiner School Community. If these parking changes do go ahead it will have a very negative effect on our school and the children's' experience.

If these changes do happen can I at least ask you to consider extending the usual 10 minute waiting time to 30 minutes. Bearing in mind the nature of the need to wait (i.e. young children and a school environment) 30 minutes would be a huge improvement and a much better compromise and would still restrict parking for anyone using this area to park for extended periods for commuting purposes.

Officer Comments

Concerns are noted and a possible mitigation is highlighted within Option 4 on the report.

York Steiner School

We would like to object to the proposed Respark Scheme area for zone R63 as we feel it will have an extremely negative impact on our school. There has been a school on this site long before the houses were built around it, and, since becoming a Steiner School, attracts many families into the area specifically so they can attend York Steiner School.

We would like to appeal the proposed parking restrictions and feel that we would like to highlight some of the reasons why such a scheme would seriously impact on the viability of our school.

- **We are not a “local” school.**

- We are one of a very small number of Steiner Schools in the United Kingdom, providing a recognised and valuable alternative. As a Steiner School, we attract people who are specifically drawn to the education we provide, which means that we are not limited to a local catchment area. Those families that do live within a reasonable distance are encouraged to walk or cycle to school with their children.

However there are a number of children who come from further afield, who would find the parking restrictions most daunting and we very much fear losing them if they are unable to park near the school to drop off or pick up.

- Our Community Relations mandate holder Keir Brown recently had a meeting with Christine Packer, Travel Plan Officer to explore how to draw up a School Travel Plan. As part of the preparation, a quick survey was carried out to identify the distances our families were travelling. This showed that

- the majority live within York, though not specifically in the

Fulford area

- 7 families travel from Leeds
- 9 from the Selby area
- 10 from the Pocklington area
- 3 from around Easingwold
- 2 from Malton
- 2 from Kirkbymoorside
- Public Transport Links from many of these locations are either non-existent or not practical for families with small children.
- **We cater for children from birth to 14**
 - Whilst we acknowledge that the ten minute drop off time is perfectly adequate for many of our families, it does not provide enough time for families with younger children to safely escort them to the classroom and prepare them for their day.
- **We have baby groups, parent and child sessions and kindergarten**
 - These sessions run at various times throughout the day and last between 1 ½ hours and 4 hours, and, by definition cater for babies and very young children. The practicalities of parking at a distance from the school and then walking with these small children is very likely to put parents off from attending these sessions.
- **We are committed to an inclusive education**
 - This means that we operate a contributions system which is linked to the household income and enables many low-income families to attend the school. The money generated from parental contributions is not enough to run the school and we supplement our income in two ways.
 - Fundraising – parents commit to helping us raise money through various events throughout the year. This would be seriously impacted if the parking restrictions were to be imposed.
 - Business wing – we make office/workshop space available to rent, in order to generate revenue. Currently, 25 individuals work in the business wing and we are only able to provide 8 parking spaces at the side of school. If people were unable to park to use these businesses, this may mean our tenants would move elsewhere.
 - Both these sources of income would be seriously challenged if the parking restrictions were to be imposed as currently suggested.

Whilst we understand that some residents find it difficult that parents park in their street when on school business, we would really urge a move to compromise here, as the future of our school would be seriously jeopardised by such stringent parking restrictions. We acknowledge that some members of our parent body are not always as considerate as they could be when parking and we continually try to reinforce the need to remain respectful of those people who live close by. We are also actively attempting to develop a School Travel Plan, to make the best, and most environmentally considerate ways of allowing people to access the school.

We would, however, implore you to look at the situation we are in and ask you to consider the needs of all parties in this proposal. We are always happy to negotiate and welcome any suggestions of how to improve our part in the difficulties encountered by local residents. Stringent parking restrictions seriously threaten the future of our school. Please consider the benefits to all parties of sincere negotiation and constructive debate.

Officer comments

York Steiner School are asking that we consider their needs and try to mitigate the effects of this proposal.

There appears to be conflict between resident and school parking. Previous comments by residents have indicated they believe the alleged problem is mainly caused by parents /staff of the school.

Although we have brought possible options to the attention of the Executive Member for Transport which could mitigate the negative impact of the restriction on the school we are not confident the options to allow longer parking for non permit holders will be acceptable to residents.

Resident of Danes Croft

As a resident of a cul-de-sac on the Estate who, by majority did not vote for the resident only parking scheme to be implemented within their street, it feels a rather blunt instrument to impose what is a penalty charge to these residents. The width of the road in the cul de sac is narrow and the arrangement of the driveways restricts where a car could be parked if not on a driveway. Driveways are also not as generous as those of the properties along the Estate distributor roads. There has been no occasions where unwelcome none visitor parking has occurred within the cul de sac, even at times when the Steiner School has a open day so, introducing this Scheme is seen simply to be yet

another Authority charge. I therefore request further information on why it is considered appropriate to introduce the Resident's Scheme into a cul de sac and also why the most obvious road on which to introduce this Scheme (should you go ahead with your proposal) has been excluded. This road is Broadway West the properties on which have generous drives and off road verge accesses so have ample space for visitors to park without incurring a cost. It is also the entry road to the Danesmead Estate and should the scheme be imposed on the Estate, none visitor parking will simply use this road.

Officer Comments

Should we decide to not implement this restriction on Danes Croft it would involve entry and exit signage installed at the entrance to the cul-de-sac.

Displaced parking may transfer to the small cul-de-sac from the main thoroughfare and consequently create problems where they do not exist at this time.

Should Danes Croft be omitted from any implemented scheme, residents of this street would be ineligible for permits and consequently would be unable to park in the adjacent streets during the hours of operation

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To the Residents:
Danesmead Close, Stockholm Close
Norway Drive, Redman Close,
Danes Croft

Directorate of Economy & Place

West Offices, Station Rise
York
YO1 6GA

Tel: 01904 551497
Fax: 01904 551412
Email: highway.regulation@york.gov.uk

Date: 8th February 2019

Dear Resident

Consultation Results; Residents' Priority Parking Scheme (ResPark)

I am writing to inform you about the results of the consultation we undertook in your area last year.

The Executive Member for Transport and Planning, Councillor Peter Dew, considered the consultation results on the 25th October 2018 at a Public Decision Session. I have attached the full results for your information. The Executive Member resolved:

- a) To advertise an amendment to the Traffic Regulation Order to introduce a new Residents' Priority Parking Area to operate Monday to Friday, 9am to 5pm in the Danesmead Estate as outlined on plans included as Annex I. To be allocated the zone number (R63).
- b) Not to proceed with Residents Priority Parking area on Fulford Cross at the present time, but to undertake further consultation in this area and to report the results of this consultation back to the Executive Member at a future decision session
- c) No further action to be taken for Broadway West and Westfield Drive at this time. If residents of these streets provide additional evidence of support within 18 months of implementation of a scheme on neighbouring streets then we seek authorisation to re-consult with these areas at that time.

Reason: To progress the majority views of the residents consulted.

Further to this decision, we are advertising a proposal to introduce Resident Priority Parking on your street. Notices have been placed on street and the proposal will be in today's edition of The Press.

I have attached a copy of the legal notice of proposals for your information. If you wish to make representation to the proposal, in support or objection, please write with details, to the Director of Economy and Place at the West Offices address, or by email to highway.regulation@york.gov.uk by the 1st March 2019.

If no objections are received, we will implement the scheme as advertised. If objections are received, all representations to the proposal will be included within a report for the consideration of the Executive Member for Transport and Planning at a Public Decision Session (we will write to you all again with details of this meeting).

Please contact me on:

- 01904 551497 (direct line)
- Email: highway.regulation@york.gov.uk if you require any additional clarification.

Yours faithfully

Sue Gill
Traffic Projects Officer
Network Management

Enc: Results of the Consultation
Legal Notice of Proposal
Plan of proposed boundary extension and scheme

CITY OF YORK COUNCIL
NOTICE OF PROPOSALS

THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/36)

TRAFFIC ORDER 2019

Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4, 32, 35, 45, 46, 53 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act, proposes to make an Order which will have the effect of:

1. Introducing 'No Waiting at any time' restrictions in Fossgate, York, on the south west side:
 - (a) between points 1 metres and 18 metres south from the projected south eastern highway boundary line of Lady Peckett's Yard;
 - (b) between points 30 metres and 36 metres south from the projected south eastern highway boundary line of Lady Peckett's Yard;
 - (c) between points 46 metres and 52 metres south from the projected south eastern highway boundary line of Lady Peckett's Yard;
 thereby revoking the existing 'No Waiting' 8.00am to 6.00pm and Pay & Display parking 6.00pm to 8.00am restrictions from within those lengths.

2. Introducing 'Residents' Priority' parking bay in Longfield Terrace, York, on its north west side for R33 permit holders between points 5 metres and 11 metres south west from the projected southern kerbline Sycamore Place, thereby revoking 'No Waiting at any time' Restrictions from within that length;

3. Introducing a Residents' Priority Parking Zone (Zone) for all classes of Residents' Priority Permit Holder comprising of Danes Court, Danesmead, Danesmead Close, Norway Drive, Redman Close and Stockholm Close, York the said Zone to be identified as Zone 63, that Zone to include all properties adjacent to and having direct private access to the said roads;

4. Designating those existing unrestricted lengths of Danes Court, Danesmead, Danesmead Close, Norway Drive, Redman Close and Stockholm Close York within the proposed Zone described in paragraph 2 as a Residents' Priority Parking Zone for use only by Zone R63 'Permit Holders' thereby providing Monday to Friday 9.00am to 5.00pm parking for Permit Holders, the said lengths being identifiable by the placement of upright traffic signs at the Area 'entry' and 'exit' points (as opposed to the placement of Residents' Parking signs and road markings adjacent to the kerb);

5. Amending regulatory references and regulatory control of parking provision such amendment to more accurately define the provision for highway maintenance vehicles.

A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 1st day of March 2019.

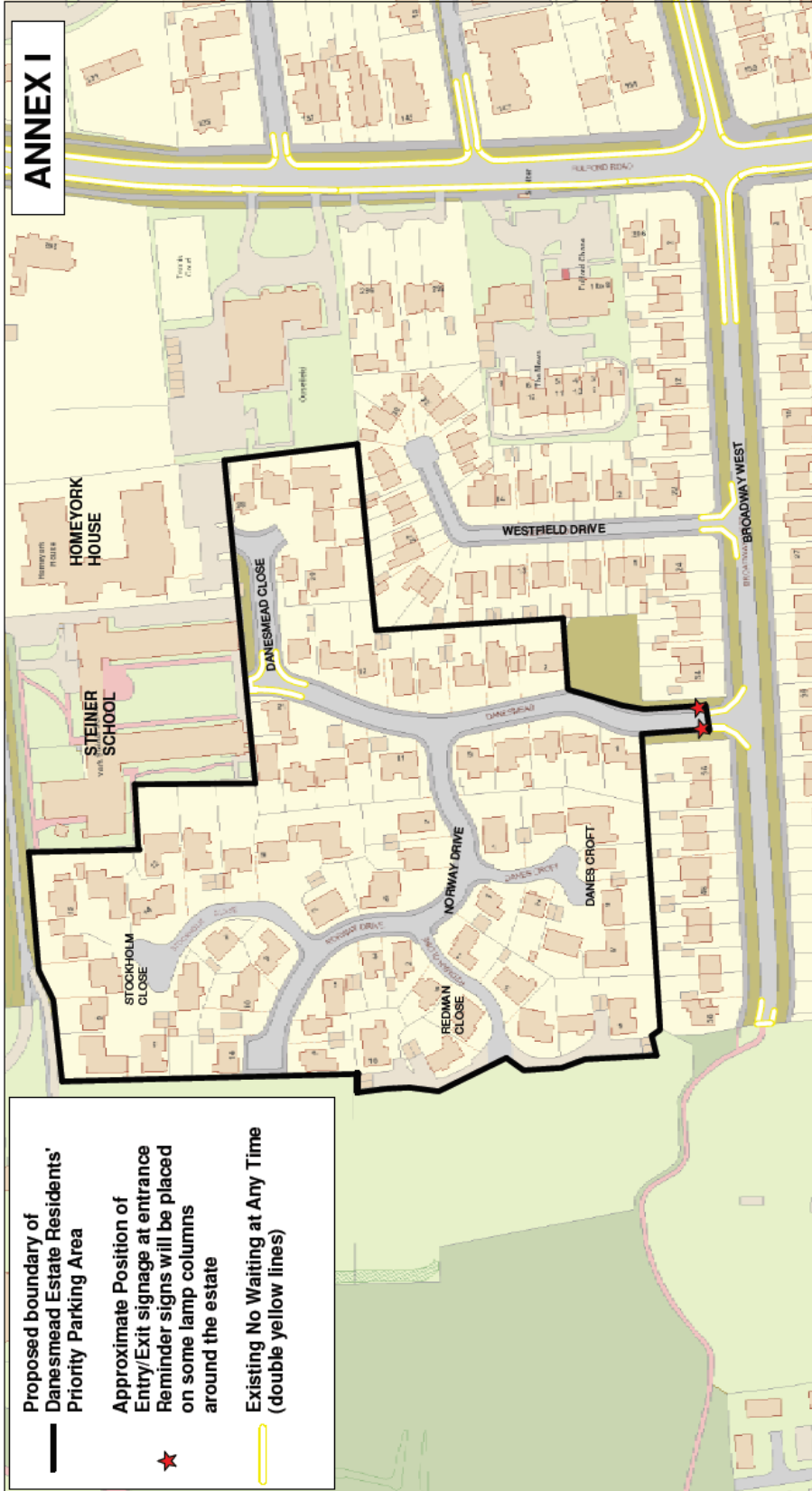
Dated 8th February 2019

Director of Economy and Place

Network Management, West Offices, Station Rise, York, YO1 6GA
Email: highway.regulation@york.gov.uk

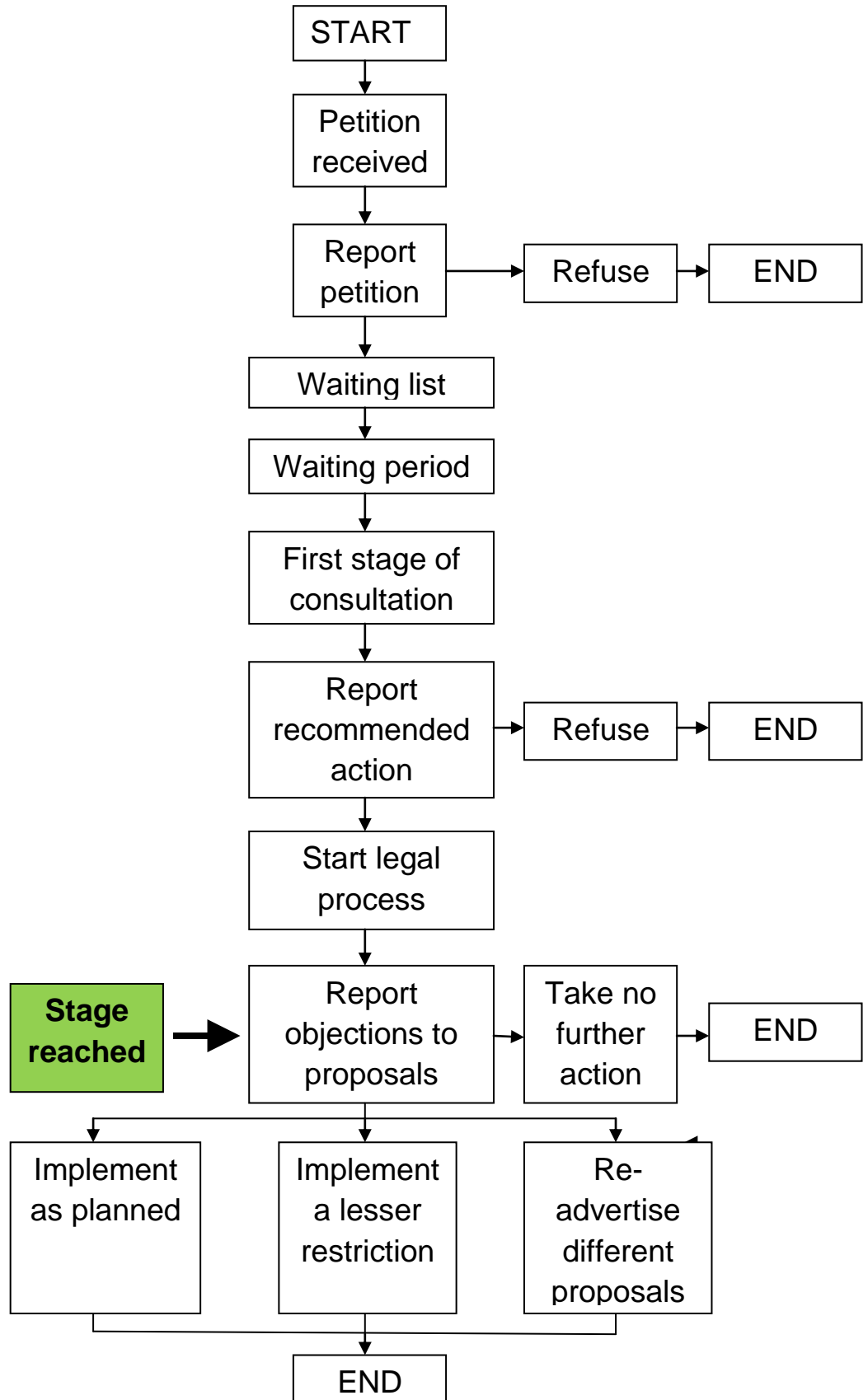
Director: Neil Ferris

www.york.gov.uk



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		<p>DRAWING No.</p>	<p>25/09/2018</p>
		<p>DRAWN BY</p>	

Residents Parking Process Flow Chart



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