

Objection

I would like to make representation in objection of the proposal to introduce a residents' priority parking scheme at Clifton Dale. My family and I are residents * Clifton Dale and voted against the introduction of the scheme in the ballot.

Further to this review, we believe the situation on the street to have changed significantly since the ballot took place and as such, further consideration should be made. The basis of my objection is as follows:

- 1) Historically, parking issues were influenced by the Hotel Noir, on the corner of Clifton Dale and Clifton Green, due to the number of guests and staff parking in the street. Earlier this year, Hotel Noir has closed, and is being converted into a small number of flats, including dedicated parking places. Since the hotel closure, the amount of parking in the street has drastically reduced, confirming that this was the main contributor to the historical congestion. Currently there is almost no non-resident parking on the street. I believe that without this traffic from the hotel, there is no justification whatsoever to enforce a residents' priority parking scheme at Clifton Dale. I re-iterate that there are not significant levels of non-resident parking at any time, even to justify a Mon-Fri, 9-5 scheme let alone a 24 hour, 7 days a week scheme.
- 2) We are a large family with four children. We have a driveway, and typically park a second car in front of our driveway. We wish to ensure that, should a ResPark scheme be introduced despite my objection, we can continue to park in front of our own drive without the need for a resident's permit, and we would like it to be clarified what road markings will be present in this location. We consider it to be unfair that working families are penalised with the full cost of residents' permits for potentially multiple vehicles, whilst people over 60 years old with just one vehicle will pay less overall and receive a discounted visitor permit price. As a family we require 2 cars as I work away from York during the week. I believe the ballot results reflect the higher proportion of people over 60 years old resident in the street, who have voted in favour of the proposal, against the wishes of the working families resident. As such, I believe a 12 vs 5 majority is not sufficient enough to enforce the change.

Officer response

Representations received

Annex C

The hotel has recently gained permission to be converted into 10 units consisting of 25 bedrooms and 11 associated parking spaces. This leaves two 1 bed apartments with no off street parking and no visitor parking available on site. As such any extra associated parking by residents, visitors and trades would inevitably park on Clifton Dale. This along with the current levels of commuter parking could leave the residents in the same position as when the hotel was occupied with experiencing high levels of on street parking.

Should the proposed scheme be implemented then any resident would have to purchase a permit to allow their vehicle to be parked anywhere on the highway, including across their driveway access. No road markings will be introduced on Clifton Dale however enforcement signs will be erected at the entrance to the street along with smaller repeater signs where possible. Residents over 60 will still be required to pay full cost for a household permit if they own a vehicle and wish to park on the highway. Residents over 60 are entitled to a discounted Authorisation card (should they not own a vehicle) and also discounted visitor permits as agreed at full council through yearly budget proposals.

Resident comment

We are the residents of * Clifton Dale and have received your communication dated 29 November 2019 concerning the proposed residents' parking scheme.

Whilst we did not vote for the scheme, we note that a majority of residents did support it. However, we would like to make a few comments as follows:

a. Since the Hotel Noir on Clifton Green closed earlier this year, the parking position in Clifton Dale has changed fundamentally. Although at present some contractors park in the street during the normal working day, outside those hours fewer extraneous private vehicles are to be seen and there is generally less congestion. This could indicate the desirability for a new traffic survey to be undertaken in the street before a final decision is taken on the residents' parking scheme.

Representations received

Annex C

b. Clifton Dale has always offered space for short-term visitors to the Clifton Green area to park and to use important amenities such the dentist, chemist, hairdresser, cafe and shops. If the proposed scheme is still to be implemented, it should at least offer more short-term possibilities for parking than the one 60 minutes space shown at present on the layout plan. The blanket full-time restriction currently proposed would be too draconian.

c. It does not seem logical that No.1 Clifton Dale is to be excluded from the scheme now that, with the recent planning approval (ref: 19/00108/FULM), the property is to revert to its original status as an individual town house within the street and will be separated from the former hotel main building.

In short it would seem appropriate to examine these aspects before any final decision is taken by the Council.

Officer response

Should the decision be made to delay any implementation and carry out a further consultation the full effects of the Hotel Development would not come to light until all units have been occupied. As such the scheme would be delayed for some considerable time, thus not resolving current levels of commuter parking.

The bay provided on Clifton Green will accommodate approximately 7 vehicles. Under the entry sign style schemes we are unable to introduce longer waiting times, other than the standard 10 minutes, without special authorisation from the DFT. Alternatively we would have to introduce an old style scheme with separate bay markings and signs which would reduce the parking available and add to street clutter considerably.

No 1 Clifton Dale is part of the footprint for the new development, as such would automatically be excluded from any proposed scheme. The unit has been allocated two off street parking spaces within the development curtilage.

Support

Representations received

Annex C

We have lived in Clifton Dale for more than 20 years and during that time the parking situation has become progressively more difficult for a number of reasons including:

- a. An increasing number of people who are not local residents who park during the day before walking to work elsewhere within the City.
- b. An increasing number of people not from Clifton Dale or Clifton Green who park their cars in Clifton Dale overnight.
- c. We have noticed a tendency for some older pupils from local schools to park in Clifton Dale during the school day.
- d. There are a small number of people who park their cars in Clifton Dale and leave them for a number of days or even weeks we assume whilst they travel elsewhere or even go on holiday.
- e. There is an increasing number of local residents with more than one car.
- f. Clifton Dale tends to be used for parking for local events, particularly York City home matches and other similar events.

On a few occasions we have had difficulty accessing our garage and property due to inconsiderate and thoughtless parking.

We continue to **support fully** the proposed ResPark Scheme and think that it has been particularly well thought out and drawn up. We are particularly pleased that a 60 minute wait will be allowed on Clifton Green so that local businesses will not be adversely affected. When implemented the ResPark Scheme should go a long way to alleviating the parking problems in Clifton Dale.

We thank you for your work in designing this scheme and we hope that it will be implemented as soon as possible.

Officer Response

Comments have been noted.