

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.

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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