

**Decision Session –  
Cabinet Member for Transport,  
Planning and Sustainability**

Date  
17<sup>th</sup> October 2013

Report of the Director of City and Environmental Services

**Nunthorpe Crescent area, Petition**

**Summary**

1. The purpose of this report is to consider a 76 signature petition from the residents of Nunthorpe Crescent, Nunthorpe Gardens and Nunthorpe View, requesting City of York Council to take action to resolve the problem of non-residential parking. The petitioners have specified they do not want permit parking. The petition is attached as Annex A.

**Background**

2. The 76 signatures represent approximately 72% of the properties in this cul-de-sac area (plan of area, Annex B).
3. The area is close to several resident parking areas, R36, R40, R45, and R49 some of which are oversubscribed (more permits issued than space available). Consequently the street may be subject to residents of these areas who do not wish to pay for a permit to park or who have been unable to find space in their permit parking area. This is confirmed by the comments made by the petitioners whereby they have noted other residents using their street for parking over several years and witnessed other vehicles parking displaying resident parking permits from nearby schemes.
4. The petitioners claim commuter parking takes place most days between 6.15am and 10pm.
5. The level of parking evident between the junction with Nunthorpe Drive and the Southlands Road end of the street, and in particular vehicles parked in the turning head area suggests a high level of non-resident parking is taking place. If this includes resident parking “overspill” from nearby zones, the level of non-residential parking is likely to remain high on evenings and weekends.

6. The petitioners raise the following issues which are creating difficulties for them on a daily basis and request action is taken to resolve these issues without introducing permit parking:

- Parking too close to driveways
- Parking opposite driveways
- Parking in the turning-head area
- Cars parking for several days or even weeks at a time
- Requests to drivers to park elsewhere result in verbal abuse
- Driving inconsiderately
- No longer safe for children to play in the street

### Options available

7. **Option one: Access Restriction**

This is a moving traffic offence and is intended to prevent motor vehicles entering the street without a reason of legitimate access.



### Analysis

This restriction gives residents an unachievable expectation of enforcement. Abuse of the restriction can only be enforced by North Yorkshire Police. They are difficult to enforce and North Yorkshire Police no longer support Traffic Orders of this nature on residential streets. Many of our Resident parking areas have been introduced following the failure of an existing access restriction. Because these restrictions have proved ineffective we no longer use them for residential streets as a means to prevent non-resident access/parking. Consequently, an access restriction is not considered to be a viable option for Nunthorpe Crescent area.

8. **Option two**– Annex C. Introduce strategic no waiting at any time restrictions in the turning head area.

### Analysis

This would allow a safe turning area at the east end of the cul-de-sac. Restrictions already exist on the west end. Vehicles which park in this area on a daily basis would be displaced further west and exacerbate problems elsewhere. No waiting at any time in the turning head is recommended in conjunction with Option three (single yellow) and four (Resident Parking) as well as a stand alone option.

9. **Option Three** – Annex D (i) and (ii). Introduce a waiting restriction (single yellow line) for the full length of the streets or for part of the street.

### **Analysis**

Full length of the street Annex D(i): This would equally apply to residents as non-residents and would create problems of parking for tradesmen, visitors or any residents who require some on-street parking amenity for their own needs. It would prevent commuter and long-term parking. A restriction between 10am and 3pm Monday to Friday would give residents more flexibility, but would still allow non-residential parking on evenings and weekends. This would impact visually on the street scene with carriageway markings and signs on poles at 60m intervals for the full length of any restrictions place.

Part of the street Annex D(ii): placed unilaterally, but would bring up different problems which would be difficult to resolve to the satisfaction of all residents:

- Which side of the street is chosen to place restrictions?  
Parking traditionally takes place on the West side of the street. Taking this into account our proposal would place restrictions on the East side of the carriageway and into Nunthorpe Gardens and Nunthorpe View which both have narrow carriageways whereby parked vehicles would obstruct either the carriageway, footway or turning head.
  - Parking opposite driveways and obstruction to visibility will still occur for one side of the street.
  - It would reduce the parking amenity, but not necessarily the amount of non-resident parking taking place. This may displace the non-resident parking further south in the Crescent and make it more difficult for residents and their visitors to find on-street parking near to their homes.
10. **Option Four** – Annex E. Although the petition specifically ruled out a resident parking scheme, this has been included as an option as it would provide the most appropriate way of addressing the problems highlighted.

## Analysis

There is a cost to residents to obtain a parking and visitor permits. Discounts are available for short vehicles and those with a low CO2 emission rating. The scheme, using new regulations, would only require entrance signage to enable enforcement and would not be a visible intrusion. The main drawback to a scheme using the new regulations is we are unable to offer any limited parking for non-permit holders. This is not an access restriction so vehicles can still enter the street and park for loading/unloading of goods or passengers.

Any formal consultation on a resident parking scheme could include Nunthorpe Grove and Nunthorpe Drive. Nunthorpe Grove experiences similar problems to Nunthorpe Crescent at the north end of the street.

If a resident parking scheme is unacceptable and not to be considered then the alternative options available are extremely limited and will apply equally to residents as non-residents.

## Council Plan

11. Considering this matter contributes to the Council Plan building strong communities by engaging with all members of the local community and get York moving by addressing parking issues.

## 12. Implications

<b>Legal</b>	There are no legal implications.
<b>Human Resources</b>	There are no HR implications.
<b>Crime &amp; Disorder</b>	There are no crime and disorder implications
<b>Sustainability</b>	There are no sustainability implications
<b>Equalities</b>	There are no equalities implications
<b>Property</b>	There are no property implications

<b>Financial</b>	<p>Legal works associated with amending the Traffic Regulation Order would be the same for all options: Approximately £1250</p> <p>Implementation Costs</p> <p>Option one: funded by the existing Resident Parking budget within Network Management; approximate cost £500</p> <p>Option two and three would be met from the existing new lines and signs budget. Approximate costs:</p> <p>Option two: Single Yellow line and associated signage £1,1250</p> <p>Option three: Double Yellow line in turning head; £100</p> <p>There are implications with ongoing maintenance costs for all options.</p>
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### **Risk Management**

13. In compliance with the Council's risk management strategy there are no risks associated with the recommendations in this report.

### **Recommendations**

14. It is recommended the Cabinet Member approves the following:

- A consultation/ballot of residents on options 2-4 (the results of which are to be brought back to the Cabinet Member).
- Reason: To inform the residents of the options available

### **Contact Details:**

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#### **Chief Officer Responsible for the Report**

Richard Wood  
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**Report  
Approved**



**Date** 19.09.13

**Wards Affected: Micklegate**

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

## **Annexes**

Annex A	Front Page of Petition
Annex B	Plan of the area
Annex C	Plan for Option two – Turning Head protection
Annex D(i)	Plan for Option three (A) – Timed Waiting restriction
Annex D(ii)	Plan for Option three (B) – Unilateral timed waiting restriction
Annex E	Plan for Option four – Resident Parking