



**Notice of a public
Decision Session - Executive Member for Transport**

To: Councillor D'Agorne (Executive Member)

Date: Thursday, 20 February 2020

Time: 2.00 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 **5:00 pm on Monday 24 February 2020**.

*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 February 2020**.

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 - 6)

To approve and sign the minutes of the meeting held on 17 January 2020.

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 February 2020**. 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 Officer 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 Officer (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 Objection Received to Proposed Traffic Regulation Order at Longfield Terrace (Pages 7 - 14)

The Executive Member will consider the objection made to the proposal to include a small section of Longfield Terrace into the existing residents parking zone (R33).

5. Consideration of Objections Received to Proposed Traffic Regulation Order Changes at Piccadilly (Pages 15 - 22)

The Executive Member will consider the objections made to a proposal to create Blue badge holder and loading bay provision in Piccadilly.

6. Consideration of Objections Received to the Proposed Residents' Priority Parking Area on Fulford Cross (Pages 23 - 48)

This report considers two objections and two representations received in response to an advertised proposal to introduce a Residents' Priority Parking Area on Fulford Cross. The report asks the Executive Member to consider the proposal with the objections received and decide the way forward on this matter.

In view of the fact that one of the representations received in objection to the proposal states that Cllr. D'Agorne, as a ward councillor, has not been impartial in relation to this item, Cllr. Waller, the Executive Member for Economy and Strategic Planning will instead attend for the purpose of determining this issue.

7. Urgent Business

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

Democracy Officer:

Michelle Bennett

Contact details:

- Telephone – (01904) 551573
- Email – michelle.bennett@york.gov.uk

For more information about any of the following please contact the Democratic Services Officer 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

City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport
Date	17 January 2020
Present	Councillor D'Agorne

49. Declarations of Interest

The Executive Member confirmed that he had no personal interests not included on the Register of Interests, nor any prejudicial or disclosable pecuniary interests, in the business on the agenda.

50. Minutes

Resolved: That the minutes of the Decision Session of the held on 6 December 2019 be approved and signed by the Executive Member as a correct record.

51. Public Participation

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

Martin Ewen, Chairman of the Operating Committee of the Kingdom Hall on Jockey Lane, spoke on Agenda Item 4 (New Lane, Huntington – Objections to Proposed TRO), objecting to the proposed restrictions insofar as they would adversely affect users of the Hall, most of whom had to travel by car from other areas of the city and park nearby.

52. New Lane, Huntington - Objections to Proposed Traffic Regulation Order

The Executive Member considered a report which set out objections received to proposals aimed at tackling potential parking difficulties arising from the opening of the new stadium at Monks Cross.

The proposals were detailed in paragraph 5 of the report and illustrated on the plans at Annex A. In summary, it was proposed to extend the existing clearway on Malton Road into

New Lane up to where the bulk of residential properties began and to introduce a number of new waiting restrictions along the route. Five representations had been received, as set out in Annex B. It was acknowledged that the proposals would have an impact on some activities and could potentially re-distribute some parking. The restrictions could be re-visited should any ongoing problems arise during operation of the stadium.

Options available were to:

- Implement the proposals and re-visit the area for further measures if there were persistent parking problems (Option 1), as recommended;
- Consider advertising a revised set of restrictions (Option 2);
- Drop the proposals and take no further action (Option 3). Not recommended, because difficulties due to parking for the stadium were anticipated.

Resolved: (i) That Option 1 be approved and the proposed restrictions be implemented as advertised, except along the eastern side of New Lane between Jockey Lane and Brewery Cottages (to accommodate parking use in this section on Sunday afternoons)

(ii) That the whole area to be re-visited for consideration of further measures should there be persistent parking difficulties related to the stadium operation.

Reason: To help ensure that stadium-related parking does not have an adverse impact on a key route through the area, and to address the concerns raised in the representations and under Public Participation.

53. Consideration of Objection received to proposed revocation of a R30 Resident Parking Bay on Layerthorpe

The Executive Member considered a report which sought a decision on a proposed revocation of a Resident Parking (Respark) Bay on Layerthorpe, to which one objection had been received, as detailed in paragraph 6 of the report.

Planning permission had been granted for a dropped kerb access at 119 Layerthorpe to provide off-street parking at this address, a condition of which was to amend the Respark zone

for safety reasons. A plan of the area was attached as Annex A, with a drawing of the approved access at Annex B. The proposal would remove one parking bay, with space for 2 vehicles, leaving 4 parking spaces between nos.119 and 145. Following a permit analysis of this stretch of road, the remaining spaces were considered adequate for the number of permits issued.

It was therefore recommended that the proposal be implemented as advertised in order to meet the requirement of the planning process to enable safe access and egress.

Resolved: That the objection be over-ruled and the proposal be implemented as advertised.

Reason: To meet the requirement of the planning decision to allow a dropped kerb access at 119 Layerthorpe, given that there are no highway safety grounds on which to prevent the property owner from providing an off-street parking amenity.

54. Progress towards determining all outstanding DMMO applications

The Executive Member considered a report which detailed progress made towards eliminating City of York Council's (CYC) backlog of undetermined definitive map modification order (DMMO) applications. This was the first of the update reports required by the Local Government Ombudsman (LGO) following their finding that the Council had taken too long to process the DMMO application of 'Mr X'.

Measures implemented to date were set out in paragraphs 5-15 of the report, with progress on individual applications summarised in Appendix 1. Sixteen of the seventeen applications had been passed to the Assistant Director for Transport, Highways and the Environment. Of these, four had been rejected and orders were to be made in respect of the remaining twelve. This would take some time, highlighting the need for the apprentice/trainee role which Executive had given approval to explore and for which an outline job description had now been prepared.

In response to questions from the Executive Member, officers confirmed that the process of making the orders had begun, and most were expected to be made within the next few months.

Resolved: That the content of the report be noted and approval given to forward it to the Local Government Ombudsman.

Reason: As part of the steps required by the LGO to avoid a finding of maladministration.

55. Directorate of Economy & Place Transport Capital Programme - 2019/20 Monitor 2 Report

The Executive Member considered a report which set out progress to date on schemes within the Economy & Place Transport Capital Programme and proposed adjustments to scheme allocations.

The current budget for the Programme stood at £26,083k. Progress on major schemes and transport schemes was detailed in paragraphs 6-22 of the report along with the proposed amendments which, if accepted, would result in a budget of £16,742k, including over-programming. Details of the revised budgets were shown in Annexes 1 and 2 to the report.

In response to questions from the Executive Member, officers confirmed that:

- Measures were in place to keep the public informed of any disruption arising from the work on Blue Bridge and Castle Mills Bridge due to start in March (para. 21)
- With reference to the schemes at Askham Bar and Monks Cross (para. 22), the question of overnight parking at Park & Ride sites was a matter for consideration in the context of the council's contract with First.

Resolved: (i) That the amendments to the 2019/20 Economy & Place Transport Capital Programme be approved.

(ii) That the decrease to the Programme, which is subject to the approval of the Executive, be noted.

Reason: To implement the council's transport strategy, as identified in York's third Local Transport Plan and

the Council Priorities, and deliver schemes identified in the council's Transport Programme.

56. Executive Member's Remarks - Re-paving of Stonegate

The Chair commented that concerns had been raised by the public about the new paving being installed on Stonegate and how it would be protected from future damage once complete.

Officers confirmed that the work was being carried out to a higher specification than in the past, so the surface would be able to withstand heavier traffic in any event. However, they were also examining the possibility of additional protection measures and ways in which these could be enforced.

Cllr A. D'Agorne, Executive Member for Transport
[The meeting started at 2.00 pm and finished at 2.28 pm].

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Decision Session – Executive Member for Transport**20 February 2020**

Report of the Assistant Director of Transport, Highways & Environment

Consideration of Objection Received to Proposed Traffic Regulation Order at Longfield Terrace**Summary**

1. To consider the objection made to the proposal to include a small section of Longfield Terrace into the existing residents parking zone (R33).

Recommendation

2. It is recommended that:

Option 1 be agreed and the revised restrictions be introduced as advertised.

Reason: to provide the improved parking provision for residents in line with what the majority have indicated they would like.

Background

3. Following receipt of a petition from No's 1-19 Longfield Terrace it was agreed to advertise an amendment to the existing residents parking zone to include this small section (see Annex A for the new extended area). This had previously been omitted from the scheme at the property owners request at the original time of implementation in 2000.

Consultation

4. The proposals were advertised in the usual manner of notices placed on street, in the local press, to the statutory consultees and delivered to the adjacent properties, this exceeds the legal minimum. See Annex B for the proposed on street restrictions.
5. During the three week advertising period one objection (reproduced in full in Annex C) was received from someone living outside the immediate area who regularly parks in this location when visiting the city centre. This is the type of parking that will have prompted local residents to ask for

inclusion in the residents parking zone. Hence, it is suggested that the resident's views be given greater priority and the proposal goes ahead as advertised.

Options for Consideration

6. Option 1 – implement the proposed restrictions as advertised. This is the recommended option because it is in line with what local residents have requested.
7. Option 2 – drop the proposals and take no further action. This is not the recommended option because it would not deliver an improved parking provision for local residents.

Council Plan

8. The above proposal contributes to the Council Plan of:
 - A prosperous city for all,
 - A council that listens to residents

Implications

9. This report has the following implications:

Financial – None.

Human Resources – None

Equalities – the proposal also offers further on street parking amenity for Blue Badge Holders with no time limits within close proximity to the pedestrian area.

Legal – None.

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management

10. None.

Contact Details

Authors:

Alistair Briggs
Traffic Team Leader
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Tel: (01904) 551368

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director for Transport

Date:

06/02/2020

Specialist Implications Officer(s)

None.

Wards Affected: Guildhall,

For further information please contact the author of the report.

Background Papers: None.

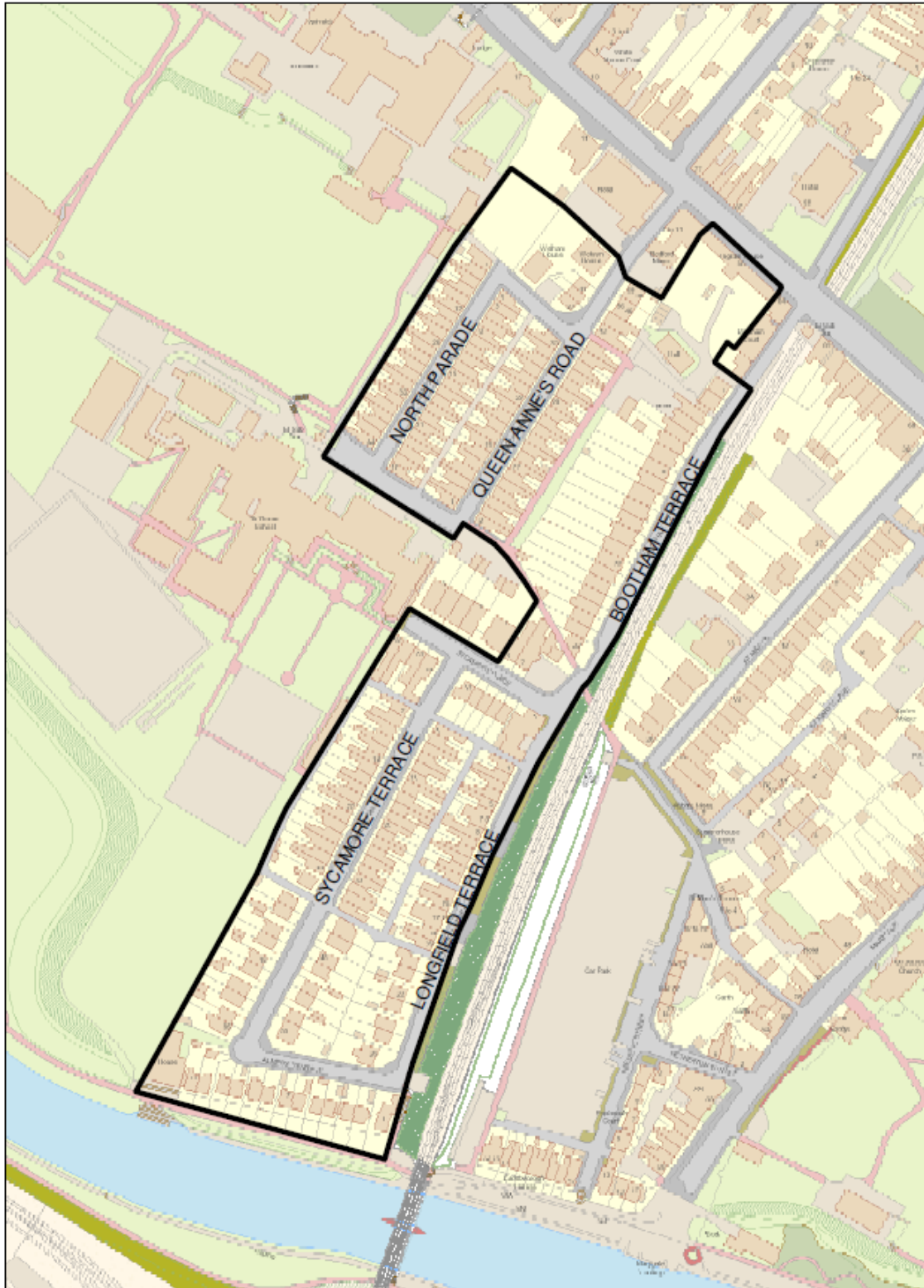
Annexes:

Annex A Plan of the proposed extended R33 zone to include 1-19 Longfield Terrace

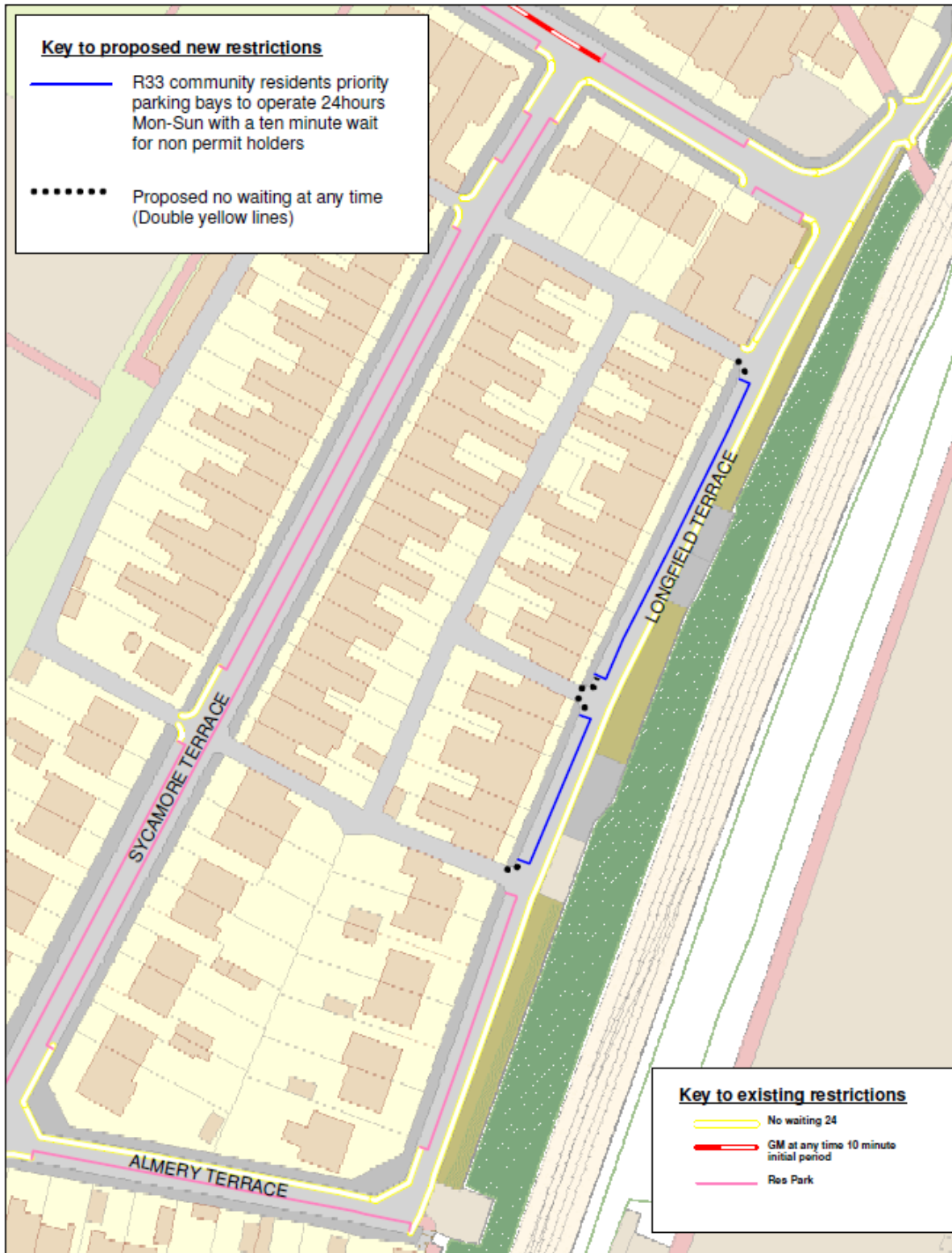
Annex B Plan of proposed advertised restrictions

Annex C The representation

Plan of the Proposed extended R33 zone



Plan of proposed on street restrictions



Annex C

The Representation

I wish to raise objections to the proposed introduction of resident permit parking on ^{Langfield} Langfield Terrace, Bootham.

My wife and I became aware of the 'restricted' parking on Langfield Terrace, when we lived in North Parade, a couple of streets away. Six years ago, we moved out to Skelton, and have been able to use this unrestricted parking since.

We park here most afternoons for 2/3 hrs, whilst we shop, snack, stroll, or visit an attraction of York. We park longer if we go to a restaurant or the cinema. Should we use the 'to pay' facility of Maygate car-park, it would cost £6 to £8 per day. That equates to £30 to £40 per week, or more than £1,500 per year. I am a retired person and am not prepared to pay this exorbitant sum, and so would go elsewhere to shop/eat/walk.

At a time when city centres are in decline, with many shops closing I would have thought the City Council need to encourage, not discourage people from going into the centre.

Regarding Langfield Terrace, most properties have an off-road parking space opposite, adjacent to the railway, so there is no need to restrict parking to residents only. (Some do use their own bollards to save a spot anyway).

I feel also, that the Council has a responsibility to provide for all citizens, and some of us feel that a free parking space in addition to paid car-parks & permits is still a necessity.

If restricted parking is passed for Langfield Terrace, may I suggest the council trial the system used in several London Boroughs (Golders Green, Highgate, Hampstead) where resident

permits are needed Mon. to Friday, but only for the hours of 11am to 12.00. This means no one can park who is non-resident for a whole day whilst @ work.

I hope unrestricted parking will prevail on Longfield Terrace; resident permits here are unnecessary and unwelcome.

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Decision Session – Executive Member for Transport**20 February 2020**

Report of the Assistant Director of Transport, Highways & Environment

Consideration of Objections Received to Proposed Traffic Regulation Order Changes at Piccadilly**Summary**

1. To consider the objections made to a proposal to create Blue badge holder and loading bay provision in Piccadilly.

Recommendation

2. It is recommended that:

Option 1 be agreed and the revised restrictions be introduced as advertised.

Reason: to provide Blue badge only parking close to the city centre in response to the outcome of the consultation on the revised city centre access restrictions and control measures.

Background

3. During the consultation on the revision to the city centre access restrictions requests were for additional on street blue badge holder facilities close to the city centre where the maximum stay was not restricted to 3 hours (3 hours parking is the maximum allowed nationally on yellow lines for blue badge holders).
4. The proposal put forward for Piccadilly (as shown in Annex A) included a period for loading in recognition of the need for businesses to make and receive deliveries. Hence the proposal was to:

Change the hours of operation of the under used taxi rank outside the Sainsbury's from 11am – 6am the following morning to:

- Taxi rank 6pm – 6am
- Loading bay 6am – 11am
- Blue badge holder parking 11am - 6pm with no maximum stay within that period

On the opposite side of the road, change the hours of operation of the 6pm to 8am the following morning on street parking bay to:

- Loading bay 6am – 11am
- Blue badge holder parking 11am - 6am the following morning

5. The above proposals provide a total of 8 parking spaces for blue badge holders.

Consultation

6. The proposals were advertised in the usual manner of notices on street, in the local press, to the statutory consultees and delivered to the adjacent properties, this exceeds to legal minimum. In addition, organisations representing the interests of Blue badge holders were also informed of the proposals.
7. During the 4 week advertising period (it's normally 3 weeks but this was extended to 4 due to the inclusion of changes to the taxi rank that has slightly different legislation) 4 representations were received, 2 in support and 2 against. These are reproduced in full in Annex B.
8. The reasons for objecting can be summed up as concerns about the reduction in the ability to continue with their current practises. This is an accurate assessment and was anticipated during the preparation of the proposals. However when balanced against the desire to provide enhanced parking provision for members of the community who have reduced mobility it is considered a reasonable change.

Options for Consideration

9. Option 1 – implement the proposed restrictions as advertised. This is the recommended option because it helps to mitigate the changes made to the city centre pedestrian zone.

10. Option 2 – consider advertising a revised set of restrictions. This is not the recommended option because there is no practical way of providing improvements for blue badge holders without impacting on other users.
11. Option 3 – drop the proposals and take no further action. This is not the recommended option because it would not deliver the desired improvements for blue badge holder parking.

Council Plan

12. The above proposal contributes to the Council Plan of:

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

Implications

13. This report has the following implications:

Financial – None.

Human Resources – None

Equalities – provides on street parking for longer than 3 hours close to the pedestrian zone.

Legal – None.

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management

14. None.

Contact Details

Authors:

Alistair Briggs
Traffic Team Leader
Dept. Transport
Tel: (01904) 551368

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director for Transport

Date:

06/02/2020

Specialist Implications Officer(s)

None.

Wards Affected: Guildhall,

All

For further information please contact the author of the report.

Background Papers: None.

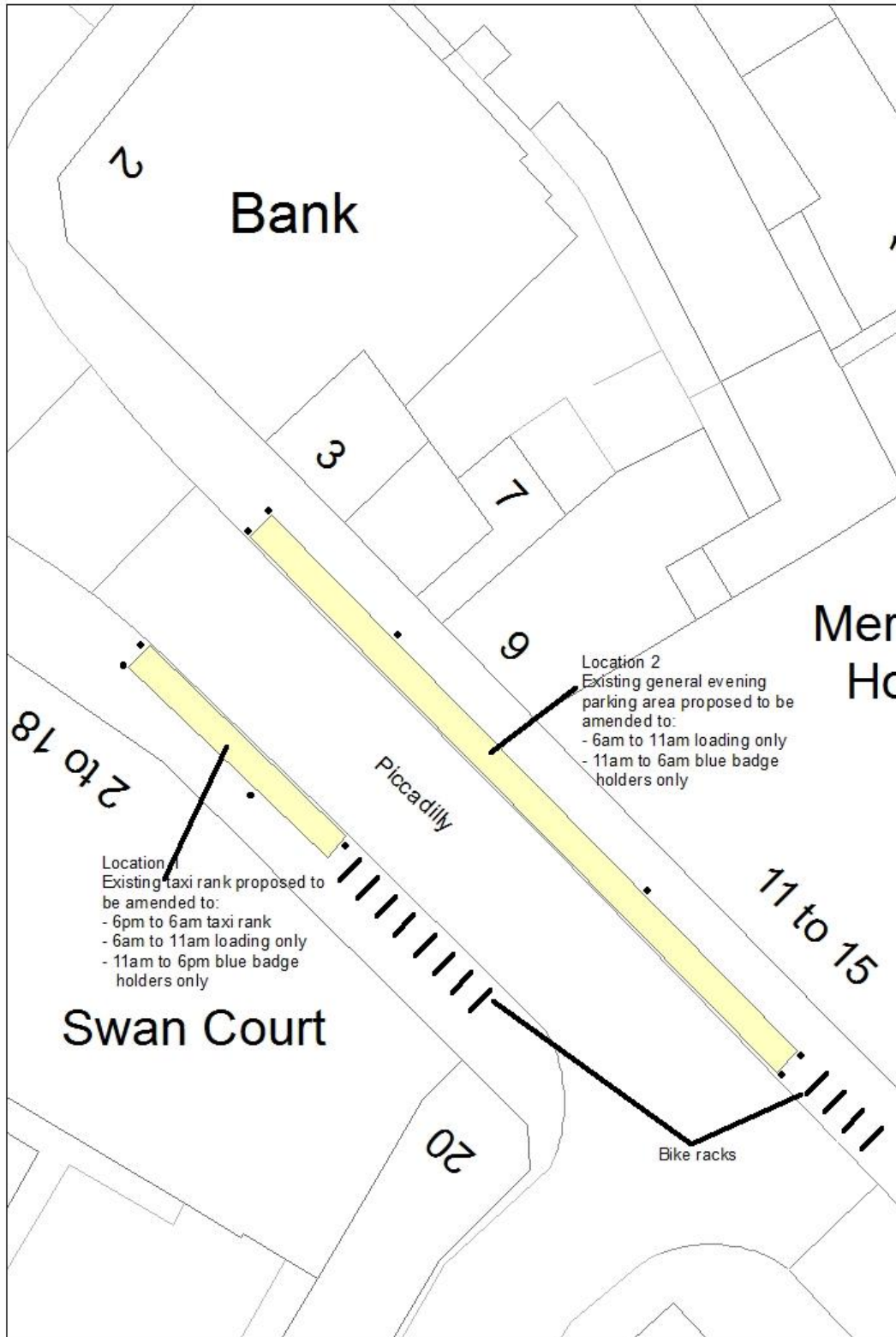
Annexes:

Annex A Plan of the proposals

Annex B The representations

Annex A

Plan of the Proposals



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The Representations

Objections (x2)

I am chairman for the York Taxi Action Group. I would like to object to your proposal if change of times to the Piccadilly taxi rank. We have been asking for the said taxi rank to be a 24 hot rank instead your reducing the hours. We the taxi trade object against the changes.

I notice in the The Press that parking restrictions in Piccadilly were going to change and BlueBadge holders would not be able to park before 11am.

I use Piccadilly Blue Badge parking most days when visiting the town. Some weeks three or four days during the week and Saturday and Sundays. I usually arrive at 8am and leave around 9-30 to 10-30am. If I have an appointment the times may vary.

I will be very disappointed if the parking times alter. Piccadilly is easier to get to and also when leaving town.

Support (x2)

I welcome these changes

I am writing on behalf of the MySight Access Group to say that we are very grateful to the Council for acting so quickly on this. The proposed changes will make it significantly easier for people with sight loss to visit MySight York. We just hope that use of the Blue Badge spaces will be adequately monitored.

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Decision Session – Executive Member for Transport**20 February 2020**

Report of the Assistant Director of Transport, Highways & Environment

Consideration of Objections Received to the Proposed Residents' Priority Parking Area on Fulford Cross**Summary**

1. We have received two objections and two representations in response to an advertised proposal to introduce a Residents' Priority Parking Area on Fulford Cross. The report asks the Executive Member to consider the proposal with the objections received and decide the way forward on this matter.

Recommendations

2. The Executive is asked to approve Option (i) (Recommended Option)
 - (i) To over-rule the objections received and authorise implementation of the Residents' Priority Parking Area and additional restrictions as advertised and defined in Annex A.

Reason: To improve residential parking amenity for the residents of Fulford Cross. On consultation, the majority of residents who responded supported the introduction of a Resident Parking Area.

Background

3. A precis to the background information is as follows:
 - A petition was received requesting Resident Parking in 2017
 - Properties were consulted on the Danesmead Estate, Broadway West, Westfield Drive & Fulford Cross at the end of May 2018
 - The results of the first consultation were reported to the Executive Member on 25th October 2018. At this time the Executive Member resolved to take forward a scheme for Danesmead Estate only and

undertake a second consultation with Fulford Cross on an amended scheme

- The second consultation with residents of Fulford Cross was undertaken in November 2018
- The issues were complicated by an area of Education Land and the proposed transfer of Danesgate School to the South York Multi Academy Trust
- The results of the second consultation were reported to the Executive Member on the 7th February 2019 who resolved:

That delegation be given to the Corporate Director of Economy and Place to approve the advertisement of an amendment to the York Parking, Stopping and Waiting Traffic Regulation Order to introduce Residents' Priority Parking Area for Fulford Cross... on the condition that the Executive agree that the area of Education land at the front of the school, that has highway rights over it, be transferred to the Highway Authority.

A letter informing the residents of the decision taken was delivered to residents on the 13th February 2019. The letter included a plan of the approved scheme which would be advertised in line with the Executive Member's decision when the land issues were resolved sufficiently to enable us to do so. For information a copy of the letter is included in the report as Annex C.

- In August 2019 the Executive Committee resolved to transfer the land required for the Resident Parking Area, currently under the remit of Education to the Local Highway Authority.

We advertised the proposal to amend the Traffic Regulation Order to include a Residents' Priority Parking Area for Fulford Cross as detailed in Annex A on the 8 November 2019. Although the land is still under the remit of Education, the Council is now in a position to initiate process to transfer the land to Highways. Education have given us authority to proceed to implementation in the interim period.

Objections Received

4. We have received two objections to the proposal, one from a Resident of Fulford Cross and one from York Steiner School. Two residents of Fulford Cross have made representation requesting we do not extend the 10 minute time allowance for non-permit holders. All representations have been reproduced verbatim in Annex B.

The main points of the objections are:

5. Objection from Resident

- The scheme is unnecessary
- The scheme is based on the opinions of a few residents rather than evidence or facts
- A solution is possible which does not require a Residents' Parking scheme; i.e mediation should be used to get the schools to change the behaviour of their staff, pupils and parents and use more sustainable methods of travel in line with CyC Council plan
- The Council is biased and has advertised the scheme as a “done” deal
- The process for applying for Resident Parking is not fit for purpose and undemocratic
- There are negative economic consequences for some residents

6. Officer Response

Residents have received two consultation documents about Resident Parking Schemes for Fulford Cross. A letter explaining we would be taking this forward to the legal process was delivered in February 2019 (Annex C). All the previous comments and consultation results have been published and considered at Public Decision Sessions. Residents Parking is only introduced after a majority of residents responses to our consultation process have expressed a desire/support for it. This is the main criteria considered when taking forward a scheme.

First Consultation (May 2018)

29 Properties Consulted, 21 Responses were received (72%)

From the 21 Responses 12 supported Resident Parking

Second Consultation (November 2018)

29 Properties Consulted, 16 Responses were received (55%)

From the 16 Responses, 10 supported Resident Parking with an additional 4 in support if we included the Education Land as part of the Resident Parking Area. Consequently the scheme taken forward had support from 14 of 16 responses.

We have no way of enforcing parents/carers to transport their children to school by means other than the private car. The School Travel Co-ordinator at City of York Council will work with any school to educate and encourage sustainable modes of travel when asked.

7. **Objection from York Steiner School**

- 10 minutes for non-permit holders is inadequate. 30 minutes as introduced on Danesmead Estate is the bare minimum for essential communication between parents and staff
- We have several disabled children/parents – essential we can offer manageable drop off and pick up time periods for disabled members of the school community
- There are still ample spaces to park on Fulford Cross during the school day
- CyC should introduce additional parking on the grassed area and introduce a one way system around the grassed area to improve traffic flow
- York Steiner School have requested 14 permits for staff/school volunteers to alleviate the effect this restriction and the recent implementation of resident parking on Danesmead Estate has on the school.

8. **Officer Response**

At this time we are not proposing any additional time allowance for non-permit holders on Fulford Cross, other than 10 minutes between 9am and 5pm. There is a 30 minute time allowance on Danesmead which is accessed via a safer signalised junction from Fulford Road onto Broadway West. The entrance from Fulford Road onto Fulford Cross is narrow and less suitable for high traffic flows. Danesmead Estate is a more suitable environment for short term parking to take place and the manoeuvrability of vehicles for access, egress and turning.

The restriction on Danesmead Estate or Fulford Cross will not be detrimental to any disabled blue badge holder. Any vehicle displaying a blue badge can park in any Resident Parking Area/Zone for as long as required.

There is no scope within the existing Traffic Regulation Order or the proposal to provide York Steiner School with any permits to park within the R63 zone, on Danesmead Estate or Fulford Cross. York Steiner School has not been included within the Residents Parking Area. The consultation documentation we have issued has not included this as a possibility or an option to be considered. The proposal we have initiated assumes staff and parents/carers who require longer term on-street

parking will use other nearby unrestricted streets or the Park & Ride route from Designer Outlet which drops off and picks up nearby.

9. **Representations from two residents**

- The waiting time for non-permit holders should remain at the proposed 10 minutes. Fulford Cross should be treated differently from Danesmead on this issue because of the additional traffic generated by taxis/mini buses delivering pupils to Danesgate School as well as other factors. (See Annex B)

10. **Officer Comments** – we agree with the above comments

Consultation

11. Residents have been consulted prior to the legal proposal and received details of the legal advertisement on the day of issue. In addition letters have been sent to adjacent schools and HomeYork House. Ward Councillors receive details as a matter of procedure. To meet Highway Regulations we inform Emergency Services and Haulier Associations of the Proposal. Any interested party has 3 weeks to make representation from the date of advertisement.

Options

12. **Option (i) Recommended Option:**

To over-rule the objections received and authorise implementation of the Residents' Priority Parking Area and additional restrictions as advertised and defined in Annex A.

Reason: To improve residential parking amenity for the residents of Fulford Cross. On consultation, the majority of residents who responded supported the introduction of a Resident Parking Area.

13. **Option (ii):** This is not a recommended option (see Analysis/16)

Uphold the objections and take no further action on this matter

Analysis

14. **Option (i):** Implement as Advertised. This is the recommended option because:

- The details of the Residents' Priority Parking Area as advertised were formulated as a result of the consultation process and residents' views/concerns raised through the process. Because of circumstances, some of which were outside highway officers' control, this issue has already been a long and drawn out process
- Further amendments to the scheme may require us to re-consult and re-advertise causing additional delays. If we implement the scheme as advertised, any requested amendments could be considered at a later date
- We now obtained written authorisation from the Education Department to proceed to implementation in the interim period whilst the transfer of land (to highways) is being processed.

15. **Option (ii):** Uphold objections and take no further action. This is not the recommended option because:

- A majority of residents who responded to our consultations have indicated they support a resident parking scheme on their street
- Although the scheme may impact on the daily routines of staff and parents at York Steiner School, the information we have received from residents suggests the main problem with parking issues on street is as a result of the parking associated with the adjacent schools.
- We do not consider the process for introducing Resident Parking Schemes within our Authority is flawed or undemocratic. Residents are updated on the process and given opportunity to comment as well as attend and speak public decision sessions.
- Highway Regulations are followed for the legal process.

Council Plan

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

Aiding communities to take ownership of improving their local area:

A council that works in partnership with local communities:

The council has listened to local residents and tried to deliver an amended proposal to meet their needs where possible to deliver a requested Resident Parking Scheme

The Consultation process has been open, transparent and democratically led.

Implications

17. **Financial** – Funding is available through the Traffic Team’s annual budget allocations.
18. **Human Resources** – The enforcement of additional waiting restrictions will fall to the Civil Enforcement Team and increase their work load accordingly
19. **Equalities** – None identified within the consultation process
20. **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
21. **Crime and Disorder** – None
22. **Information Technology** – None
23. **Land** – None
24. **Other** – None identified

Risk Management

25. There is an acceptable level of risk associated with the recommended option

Contact Details

Author:

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Traffic Project Officer
Transport
Tel No. 01904 551497

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director: Transport, Highways
and Environment (Economy and Place)

Report Approved **Date:** 11.02.20

Wards Affected: Fishergate

For further information please contact the author of the report

Background Papers:

Earlier reports and Decisions are available on the City of York Council Website:

1. Consideration of Petitions received 22nd June 2017
<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9855&Ver=4> 22nd June agenda item10.
Fulford Cross Petition arrived on the 19th June and was reported verbally at the meeting where it was added to the waiting list – see Decision sheet, item 10
The Petition recorded 34 signatures from 18 properties on Fulford Cross.
2. Results of the Consultation – whereby Fulford Cross was deferred for a second consultation and Danesmead was taken forward 25th Oct 2018
Land ownership can be seen at Annex G Steiner School objection is recorded in Annex F
<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=10860&Ver=4> Agenda Item 7
3. Results of the second consultation for Fulford Cross – 7th February 2019. Danesgate School withdrew their permission to use Education Land 2 days before and consequently this affected the options available. See Decision sheet for Decision made at that time.
<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=10864&Ver=4> Agenda Item 5
4. Consideration of objections for Danesmead Estate – 20 June 2019, Annex B is objection recorded by York Steiner School
<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=11566&Ver=4> Agenda Item 4

Annexes

Annex A: Details of the Advertised Proposal (Advertised 8th November 2019)

Annex B: Full wording of representations received

Annex C: Information Letter to residents 13th February 2019

Annex D: Flow Chart



To the Residents:

All properties, Fulford Cross
254, 256 & 258 Fulford Road

Directorate of Place & Economy

West Offices, Station Rise
York
YO1 6GA

Tel: 01904 551497
Email: highway.regulation@york.gov.uk
Website: www.york.gov.uk

Date: 8 November 2019

Dear Resident

Advertised Proposal for a Residents' Priority Parking Scheme on Fulford Cross

In February 2019 the Executive Member for Transport and Planning resolved at a Public Decision Session:

That delegation be given to the Corporate Director of Economy and Place to approve the advertisement of an amendment to the York Parking, Stopping and Waiting Traffic Regulation Order to introduce Residents' Priority Parking Area for Fulford Cross... on the condition that the Executive agree that the area of Education land at the front of the school, that has highway rights over it, be transferred to the Highway Authority.

The Executive committee resolved in August 2019 to transfer the land we required to take forward your scheme, currently designated to Education, to the Local Highway Authority. We have been asked to take forward the legal process to introduce a Resident Parking Scheme on Fulford Cross to enable us to proceed to implementation as soon as the land issue has been resolved.

Today, we are advertising the 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 29th November 2019.

If objections are received, all representations to the proposal will be included within a report for the consideration of the Executive Member for Transport at a Public Decision Session. We will write to you all again with details of the meeting to consider objections.

If no objections are received, we will implement the scheme as advertised when the land issues have been resolved sufficiently to enable us to do so. We will write to you with further details approximately 6-8 weeks before your scheme is implemented and becomes enforceable.

Please contact me on:

- 01904 551497 (direct line)
- Email: highway.regulation@york.gov.uk

if you require any additional clarification or information at this time.

Yours faithfully

Sue Gill
Traffic Project Officer

CITY OF YORK COUNCIL

NOTICE OF PROPOSALS

THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/41)

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 Fulford Cross, York, on its south side, between points 36 metres west from the western kerblines of Fulford Road (terminal point of existing 'No Waiting at any time' restrictions) and 4 metres west from the projected western property boundary line of No. 7 Fulford Cross (terminal point of existing 'No Waiting at any time' restrictions);
2. Re-defining 'Residents' Priority' parking area thereby bringing within the R63 (DANESMEAD) zone all residential properties Fulford Cross and 254, 256, 258 Fulford Road, thereby providing 9am to 5pm Monday-Friday parking for all classes of Residents' Priority Permit Holders in unrestricted lengths of Fulford Cross, 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);
3. Introducing Disabled Person's (Blue Badge) Parking Place on the north side of Fulford Cross, York between points 37.4 metres and 44 metres west of the western kerblines of Fulford Road, thereby revoking the existing 'No Waiting at any time' restrictions;

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 29th November 2019.

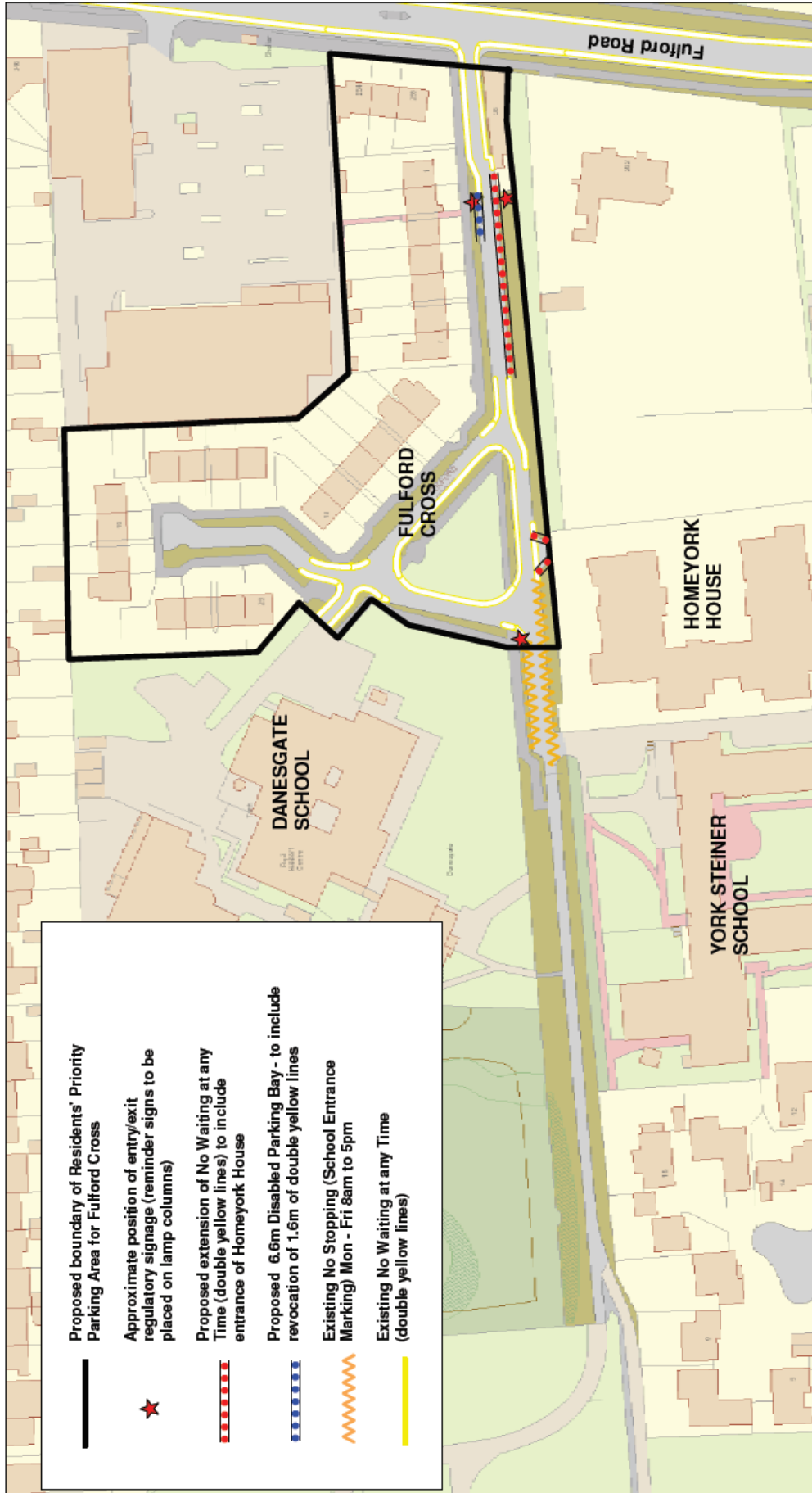
Dated: 8th November 2019 Director of Economy & Place


6GA

Network Management, West Offices, Station Rise, York, YO1

Email: highway.regulation@york.gov.uk





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Annex B: Fulford Cross (Recommended Option) Proposed times of operation: Mon - Fri 9am to 5pm Unrestricted at other times		DATE	03/01/2019
		DRAWING No.	
		DRAWN BY	
			

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Objection received from a resident of Fulford Cross**- the scheme is unnecessary.**

There is a problem with the volume of traffic created by Danesgate Community (PRU) and Steiner School - this in turn creates a problem very rarely with certain households not being able to park outside their house at certain times.

This is due in part to the nature of Fulford Cross, which was built in 1910 for tramworkers and not designed for the traffic of 2019. However since the "Friends of Fulford Cross", a minority of residents who represent their own interests and not the common good of the street, sought to implement a parking scheme (scared by the knock on effect of the Danesmead request), Danesgate Community have created parking spaces on their land which has greatly alleviated the problem. Steiner School however still presents a problem due to the amount of traffic it creates and refusal to create parking spaces, refusal of parents and visitors to use public transport or Park and Ride or walk any distance to the school (see previous objections). There is no problem at all during school holidays. This is annoying and selfish on the part of Steiner School but does not require a Residents' Parking Scheme.

- the scheme is based on the opinions of a few residents rather than evidence or facts

From the very start of the "consultation" process, CYC has been swayed by the opinions of a small minority of residents who are motivated, selfish and wealthy enough to want a Resident's Parking scheme.

At no point, has CYC conducted any analysis of the problem (is there actually a problem that requires Residents' parking) e.g. Photo evidence, CCTV cameras to ascertain where and when cars are parked, surveys, establishment of the Green Travel Plans for the Schools.

Our "Green" Councillors, one of whom wrote the Travel Plan for Steiner School several years ago, have not been impartial or represented the residents they have been elected to serve.

From the start, residents said that the problem was caused by the traffic to Steiner School and Danesgate Community. These schools have failed to engage with the problem and in the case of Steiner school refused to acknowledge any problem it causes. As a result, this

proposal will affect Residents with no change in behaviour for Danesgate or Steiner School traffic (Steiner School has already stated that it will not create parking spaces, parents can not use Park and Ride due to cost or walk any distance on "busy" roads with children).

- a solution is possible which does not require a Residents' Parking Scheme

If CYC were to implement its own Council Plan 2019-2023 (esp A Cleaner Greener City, An Open and Effective Council and Getting Around Sustainably) this plan would not be implemented. This plan allows people who travel by car from York and outside CYC to continue with no behaviour change (as Steiner School has already stated in consultation, parents travelling from Ripon, Malton, Harrogate, Selby etc). It penalises CYC residents who leave their car at home to walk, cycle or get the bus to work and school or residents who have no car at all but still have to pay for people to visit them (including tradespeople and health professionals). Mediation should be used to get Danesgate and Steiner School to understand the problem they cause during term time and change the behaviour of their staff, pupils and parents. The solutions are already there and York residents are "encouraged" by CYC to use alternatives to the car.

Implementing a Residents' Parking Scheme represents a failure of CYC to enact its own plan.

- the process is biased in favour of CYC implementing a Parking Scheme

The letter of 8 November 2019 to residents talks about taking forward "your scheme". The scheme proposed has **not** been requested, proposed or voted for by a majority of residents so in no way can be called "your" (ie our) scheme. Newer residents may get the impression that this is what people have chosen or voted for. This plan is presented by CYC as a done deal (also the view of the Green Party Councillors in their recent newsletter). This is unacceptable.

- the process for applying for Residents' Parking is not fit for purpose

We believe this process is not accessible to all and therefore undemocratic.

It can be (and has been) manipulated by a minority of Residents to serve their own needs and wants. It is legalistic, difficult to engage with and lengthy to navigate, especially for residents with EAL or additional needs, and we feel it requires a certain level of education or background. Residents who have the time, education and motivation can skew the process.

-the scheme has a negative economic effect on those least able to afford it and create divisions in the community

This proposal will hit lower income and working poor households the most. It will increase divisions in the community, as some residents can afford parking permits, while others who have drives or can afford to pave over their front garden will not have the same economic consequences.

Objection from York Steiner School

We read the proposal with great concern, in particular when considered in conjunction with the transfer of Danesgate School into an Academy, as these will seriously jeopardise our school's sustainability.

The proposed resident parking scheme restricting parking to non-permit holders to 10 minutes for the purpose of drop-off and pick-up in Fulford Cross is woefully insufficient to drop off and collect young children. 30 minutes, as introduced in the neighbouring Danesmead Estate, is an absolute bare minimum and this does not allow for any essential face-to-face parent teacher discussion regarding the welfare of our children.

In addition, we have several disabled children/parents. Our parking directly next to the school is extremely limited, with no capacity for expansion, and is entirely taken up by staff and tenant parking. It is crucial that we can offer a manageable drop-off/pick-up time period for disabled members of our community, and we would ask that you consider your duty of care to these members of the community under the Disabilities Act.

In comparison to Danesgate, York Steiner school pupil numbers are at their maximum and have been constant for a number of years. A large proportion of York Steiner school community live locally and travel in on foot or cycle, the remainder travel in by car. The proportions of children travelling by car we consider is a relative constant. We accept some parent helpers, volunteering York Steiner School Park in Fulford Cross, they always have. But this we suspect is not the real problem. We agree

there is some evidence of commuter parking in the area, which adds to the problem. But that said, if you visit Fulford Cross between 9.30am and 3.00pm on a school day, yes there are cars parked on the road, but there are usually ample available spaces for visitors. One of the main problems is the bottle neck along Fulford Cross which allows parking from Fulford Road up to the triangle. This essentially turns Fulford Cross into a single highway which is totally inadequate to cope with the increased volume of vehicles at drop off and pick up.

One improvement strategy for this, as previously submitted, would be to create green parking spaces on the current grassed area on Fulford Cross, from Fulford Road up to the triangle on the right hand-side, so allowing both highways to be used, allowing traffic to flow. Furthermore, if the road around the triangle was to be marked up as a round-about, this would further increase the flow. It's the lack of traffic flow that is the root cause of the congestion, not the parking availability.

Secondly, if York Steiner school was given **14** resident parking permits for staff/school volunteers, this would alleviate the problem of commuter parking in Fulford Cross, which has worsened following the introduction resident parking of the Danesmead estate, which was built after the school, and accordingly the residents would/should have been aware of York Steiner school children drop-off and pick-up traffic. As a community, our objective has always been and is to get along with our neighbours; we always write to our neighbours when we hold school fairs and we always have parking marshals at such fairs to ensure responsible parking. We respect to our neighbours and don't take them for granted, as we operate in a close community.

We echo the representation made by Keir Brown on 25th Oct 2018 on behalf of the school.

(The representation made by Keir Brown in October 2018 refers to the York Steiner School response to the first consultation we undertook which was considered by the Executive Member at that time.)

Two Representations were received from Residents of Fulford Cross requesting the time limit allowed for non-permit holders remains at 10 minutes

I am in favour of a Residents' Priority Parking Scheme on Fulford Cross but I strongly believe that this needs to be with a 10 minute waiting zone rather than the 30 minutes that was agreed for Danesmead. Otherwise it

is likely that we will have to pay for residents' permits with little benefit to residents.

Fulford Cross housing is significantly different to Danesmead and should be treated differently. Fulford Cross is made up of terraced houses without any driveways (unless residents have converted their small front garden into a driveway which is a minority of houses). Unlike the residents of Danesmead, we will need to purchase residents parking permits in order to park outside our properties.

If the waiting time on Fulford Cross is 30 minutes, Steiner School parents would be actively encouraged to continue to use Fulford Cross as a dropping off and picking up zone which would significantly limit the availability of parking for residents. This would also increase congestion in what is already a congested area with many taxis dropping children off at Danesgate School. This increases the risk to cyclists on Fulford Cross at a time when we should be encouraging sustainable modes of transport (rather than enabling parents to drop off and pick up their children in their cars by giving them a 30 minute allowance).

It makes more sense for the 30 minute allowance for non-residents to be available on Danesmead because residents there all have private driveways AND they don't have existing congestion from taxis going to Danesgate School. Steiner parents would still have an area that they could use for dropping off and picking up (Danesmead) but congestion on Fulford Cross would be reduced which is important given the significant number of taxis going to Danesgate school. Importantly, this would reduce the risk involved in cycling or walking in this area. -

I really hope City of York council takes its commitment to climate change seriously by encouraging sustainable modes of transport in decisions such as the Fulford Cross Respark scheme (rather than enabling parents to drop off and pick up their children in cars by granting a 30 minute waiting zone). I am in favour of the scheme as proposed, but would be very much opposed to any increase to the standard waiting time (i.e. from 10 minutes to 30 minutes or one hour, and other time). This is to ensure consistency across the local area, where any increase to this non-permit holder waiting time would encourage drivers to park in Fulford Cross, thereby increasing traffic and reducing the effectiveness of the respark scheme.

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Directorate of Place & Economy

West Offices, Station Rise
York
YO1 6GA

To the Residents:

Tel: 01904 551497
Email: highway.regulation@york.gov.uk
Website: www.york.gov.uk

All properties, Fulford Cross
254, 256 & 258 Fulford Road

Date: 13 February 2019

Dear Resident

Consultation Results: Residents' Priority Parking Scheme (Respark)

The results of the last consultation were presented in a report to the Executive Member for Transport and Planning, Councillor Peter Dew, on the 7th February 2019.

FULFORD CROSS SECOND CONSULTATION RESULTS		
(29 Properties)		
YES	NO	COMMENTS
8		Support the scheme as proposed
2		Only if Residents are allowed to park in the proposed 10 minute bay at all times (with a permit)
	2	Do not want Resident Parking on Fulford Cross
	4	These preferences would be "Yes" if Residents are allowed to park in the proposed 10 minute bay at all times (with a permit)
% Returns 55% (return from first consultation was 72%)		

Following the second consultation we obtained the consent of Danesgate School to bring the 10 minute bay into the Resident Parking Area to allow Resident use of this at all times.

After we obtained this consent we were made aware that Danesgate School was shortly to become part of the South York Multi-Academy Trust. Following this we received an update from the Education Department with the following information:

“the Governing Body of Danesgate have informed the LA that until all land issues have been resolved they are not in a position to confirm their intention to allow the parking bay (which currently is part of the school land) to be included within the proposed residents parking scheme.”

The Executive Member was updated with this information at the meeting. Neil Ferris, Corporate Director indicated that he would give consideration to adopting the area to bring it under the remit of Highways.

All the land issues surrounding the transfer of the school to the Academy Trust will be referred to the full Executive Committee for a decision. This will not be possible until after the elections and the new administration is in place.

Consequently the Executive Member made the following decision at the meeting last week:

Resolved: That delegation be given to the Corporate Director of Economy and Place to approve the advertisement of an amendment to the York Parking, Stopping and Waiting Traffic Regulation Order to introduce Residents' Priority Parking Area for Fulford Cross as outlined in Option 2 as detailed below, on the condition that the Executive agree that the area of Education land at the front of the school, that has highway rights over it, be transferred to the Highway Authority.

- 1. Advertise an amendment to the Traffic Regulation Order to introduce a Residents' Priority Parking Area (R63) to operate Monday to Friday, 9am to 5pm in Fulford Cross. To include the Education Land adjacent to Danesgate School.*
- 2. Revocation of 1.6m of no waiting at any time of No Waiting at any Time (double yellow lines) adjacent to 2 Fulford Cross and to enable (3) below.*

3. Advertise a 6.6m Disabled Parking Bay on Fulford Cross adjacent to No 3 Fulford Cross

4. Advertise No Waiting at any Time Restrictions (double yellow lines) as detailed in the plan attached in annex B to the report.

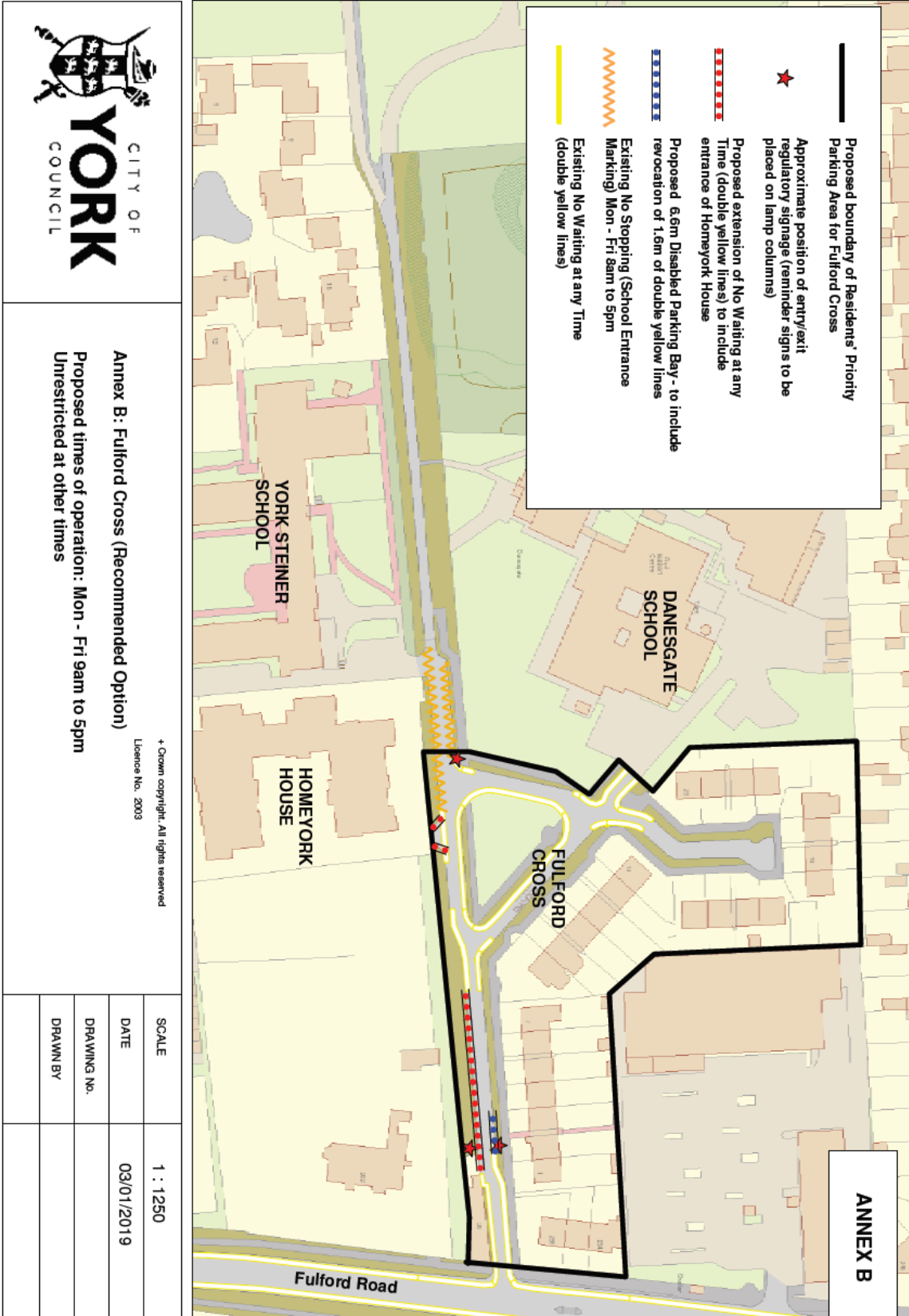
Reason: To progress an amended scheme which meets residents requests for permit parking amenity on Education land and which reflects the views of several of the residents who responded to the consultation and the Ward Councillors.

For clarification, we enclose a plan of the recommended option approved to be advertised should the Education Land be transferred to the Highway Department.

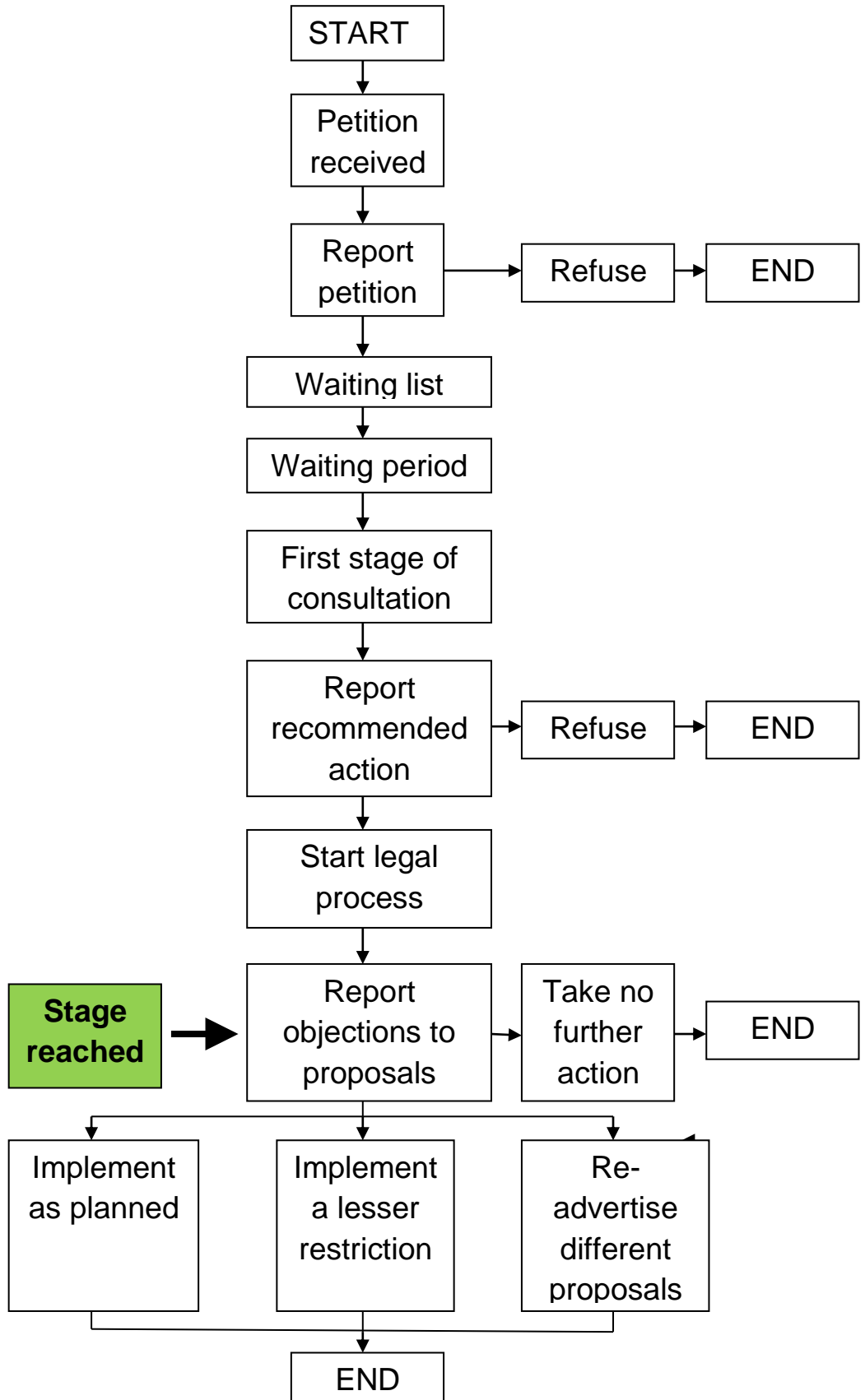
We will update you further when we are able to do so, but this is unlikely to be before June or July 2019.

Yours faithfully

Sue Gill
Traffic Project Officer



Residents Parking Process Flow Chart



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