

Report of the Corporate Director of Economy and Place  
**Claremont Terrace Petition**

**Summary**

1. To report the receipt of a petition requesting the introduction of waiting restrictions in the back lane to Claremont Terrace, off Gillygate.

**Recommendation**

2. It is recommended that:
  - Implementing restrictions are not progressed.

Reason: Because these incidents of obstruction do not appear to be all day every day, are more of a neighbour dispute issue and can be tackled by the police using obstruction legislation.

- Write to the premises fronting on to Clarence Street and Gillygate

Reason: To bring to their attention there is no right to park in the back lane and highlight the obstruction issue to encourage a greater sense of community.

- Progress an amendment during the next Annual Review of waiting restrictions to allow a 30 minute non-resident parking stay in a length of the parking bays in Claremont Terrace.

Reason: To offer an alternative short term parking location to the back lane.

- Progress providing an additional parking bay in the street.

Reason: To offer an alternative short term parking location to the back lane.

**Background**

3. Annex A shows the petition covering letter, petition header page and photos provided by the petitioners. The location plan is shown in Annex B.
4. This issue was considered as part of the 2015 annual review of waiting restriction requests.

The request was turned down on the basis of it being a back lane which we historically do not introduce restrictions in. Any vehicle parked in a back lane that is only wide enough for a single vehicle automatically creates an obstruction of the highway that the police are able to take action on at the time of the incident.

5. From ad-hoc observations carried out it is acknowledged that there are times when vehicles are parked in the back lane behind the businesses (though this was not observed behind the citadel). There are a couple of off-street parking spaces off the back lane behind the commercial premises which during visits were not obstructed (see photos in Annex C) however the photos supplied with the petition do show that this takes place. The frequency and duration of this inconsiderate parking has not been determined.
6. The back lane is adopted highway however it is gated immediately round the left hand bend. There does not appear to be vehicle use of this section of gated back lane, though there will likely be use by foot and cycles and if a car is particularly badly positioned at the end of the open section of back lane this could cause difficulty for cyclists and pedestrians.
7. Claremont Terrace is part of a residents parking scheme and the parking bays allow a maximum stay of 10 minutes for non-residents. It was noted during visits that there is unused parking capacity in the street during the week (see photo in Annex C). If the duration of the non-resident maximum stay were raised to 30 minutes potentially some of the back lane parking would use this facility in preference. In addition there appears to be an opportunity to create an additional parking space (see plan in Annex D). 30 minutes is put forward to ensure the spaces are prioritised to the immediate locality.
8. Parking in back lanes is reported as a problem several times a year across the city. As mentioned above because these lanes are narrow any vehicle left creates an obstruction rather than merely an inconvenience or interruption to the traffic flow for other road users. In addition, because there are many miles of back lanes in the city to treat one with yellow lines could set an expectation for tackling these complaints that are often infrequent and short lived.

## **Options**

9. Option 1 – To take no action with regards to putting in place a Traffic Regulation Order in the back lane. This is a recommended option.
10. Option 2 – To formally write to the premises fronting Gillygate and Clarence Street advising them that there is no right to park in this back lane and that any parking that does take place can be considered an obstruction of the highway that the police are able to take action on.

That for the sake of good neighbourliness they should aim to ensure that they, their employees and customers do not park in the back lanes. That if there are further ongoing verified reports of inconsiderate obstruction being created the matter of introducing restrictions will be reconsidered. This is a recommended Option.

11. Option 3 – To include an item in the next annual review to amend a section of the residents parking bay in Claremont Terrace (see plan in Annex D) to allow a non-resident maximum stay of 30 minutes in order to provide locally some convenient alternative parking to the back lane. In addition, provide an additional parking space. This is a recommended option.
12. Option 4 – To approve the advertising of no waiting at any time restrictions on both sides of one or both back lanes. It should be noted that yellow line restrictions allow for loading and therefore would not remove temporary restrictions. This is not the recommended option but if approved it is suggested that this be included with the next annual review (or similar) items in order to keep costs down.

### **Consultation**

13. No consultation has been carried out however if any changes to the Traffic Regulation Orders are considered desirable to take forward there is a legal consultation process that would have to be completed before a restriction / change could be implemented on street.

### **Council Plan**

14. The above proposal contributes to the City Council's draft Council Plan of:
  - A council that listens to residents

### **Implications**

15. This report has the following implications:

**Financial** – None

**Human Resources** – None

**Equalities** – None

**Legal** – None

**Crime and Disorder** – None

**Information Technology** - None

**Land** – None

**Other – None**

**Risk Management**

16. None

**Contact Details**

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**Chief Officer Responsible for the report:**

Neil Ferris  
Corporate Director of Economy & Place

**Report**

**Approved** ✓

**Date:** 4 April 2017

**Specialist Implications Officer(s)** None

**Wards Affected:** Guildhall

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

**Background Papers:** None.

**Annexes:**

Annex A      Petition Covering letter, header sheet and photos

Annex B      Location plan

Annex C      Photos of Claremont Terrace and Back Lanes

Annex D      Plan Showing Proposed 30 Minute Non-Resident Parking Bays