



Decision Session: Executive Member for Transport

28 September 2022

Report to the Corporate Director Place

Consideration of representations received to the advertised R70 extended Residents Priority Parking Scheme to include Frances Street, Ambrose Street, Holly Terrace, Carey Street and Wenlock Terrace.

Summary

1. To consider the formal representations received to the legal Traffic Regulation Order, advertised on the 20th of May 2022, to implement an extension to the previously approved R70 residents' priority parking scheme to include Frances Street, Ambrose Street, Holly Terrace, Carey Street and Wenlock Terrace and determine what action is appropriate.

Recommendation

2.

It is recommended that approval be given to implement an extension to the previously approved R70 residents parking scheme to include Frances Street, Ambrose Street, Holly Terrace, Carey Street and Wenlock Terrace. This would extend the previously approved scheme boundary which currently includes Kilburn Road, Alma Terrace and Alma Grove. The extension would be implemented as advertised which would be operational under entry zone signs enforceable 24hours a day 7 days a week. Details outlined in Option One with the recommended R70 extended boundary plan provided as Annex G.

It is also recommended to implement the advertised limited waiting bays located on Carey Street, these are to be operational between 8am – 5pm each day providing unrestricted parking for a maximum of 90 minutes, no return within 60 minutes. A residents parking permit would be required outside of the specified hours. Proposals shown in C1.

Reason: To provide the improved parking provision for residents of the whole area, in line with the comments received when advertising a reduced area for R70 and the limited objections submitted to the advertised proposals to extend the scheme to include the wider area.

Background

3. We originally consulted on a large area to extend R20 in March 2021, the results of which were considered at a Decision Session on 21st September 2021. During this it was resolved to advertise an amendment to the Traffic Regulation Order to introduce Residents Priority Parking for Kilburn Road, Alma Terrace and Alma Grove only. This was in reflection of the percentage results. It was also requested that a new scheme should be considered to include the permitted streets to be advertised as a new separate residents parking area, to be known as R70.
4. An amendment to the legal Traffic Regulation Order to implement the Residents Priority parking scheme, to be known as R70, was advertised on 14th January 2022. During which extensive objections were received to the implementation of a reduced area which included Kilburn Road, Alma Terrace and Alma Grove only. The representations were considered at a Public Decision Session on 19th April 2022. The full report can be seen on the following link under item 60:
<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=12736>
During this meeting the Executive Member resolved to:
 - Implement the advertised R70 scheme for Kilburn Road, Alma Grove, and Alma Terrace.
 - Advertisement for the inclusion of Frances Street, Ambrose Street, Holly Terrace, Carey Street and Wenlock Terrace within the R70 residents parking area be implemented.
5. As such the legal order to extend the approved R70 residents parking area was advertised on 20th May 2022 asking for all representations to be received by 10th June 2022. Within the legal advertisement we also advertised 2 x limited waiting parking bays on Carey Street to accommodate local business requirements, these could also assist some trades and visitor vehicles without the need to obtain a permit. The bays would accommodate approximately 4 vehicles and be restricted between 8am – 5pm each day providing parking for up to 90minutes with no return within 60 minutes for non-permit holders. Outside of these hours a residents parking permit would be required to utilise the bays.

Legal advertisement

6. The proposals to extend the R70 scheme boundary 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 who would be included within the advertised extended area.
7. During the advertisement period we received 11 objections and a further 16 representations in support of the scheme from the proposed extended area. All representations can be seen in full within Annex D and E along with photographs supplied to highlight the current obstructive parking taking place close to junctions included as Annex F.
8. The majority of the objections received related to the cost of permits and residents do not believe they should have to pay to park outside their own property. The only way to give priority to residents over non-residents on an adopted highway is to introduce restrictions, this comes with a cost to administer and enforce, as such all schemes must be resident driven in order to proceed so that the pros and cons can be considered by each household. Further comments were received relating to the overall process and the staggered approach to implementation. This was originally due to percentage returns from the original consultation; however, residents were concerned when the whole area was not being considered for restrictions which has led to the staggered advertisement for the R70 boundary after previous representations were considered at a public decision session. One objection was received from a local business relating to the removal of parking for staff and clients. Limited waiting bays are already in place on Fulford Road to accommodate local businesses and further limited waiting bays are proposed within the proposal.
9. **Carey Street limited waiting bays** One comment was received from a local business asking for the time restriction to be increased from 90 minutes to 3 hours due to the regular custom received, this would be difficult to enforce and lead to misuse of the limited waiting area which is being recommended to help keep an area clear for customers and guests. Any visitor with a blue badge can park within any part of the proposed restricted area without the need for a permit.

A further comment was received from a resident requesting that the bays are restricted for both Residents Parking Permit holders and 90minutes for non-permit holders due to the number of bays which are being

proposed. Due to parking pressures within terraced areas this may lead to the bays being occupied full time by permit holders leading to no limited parking available for customers etc. it is recommended that the spaces are restricted between 8am – 5pm each day with a limited waiting time of 90 minutes; meaning that R70 resident parking permit holders would be permitted to park from 3.30pm until 9.30am the following day.

10 Options for consideration:

Option 1 (Recommended Option)

- a) Implement an extension of the R70 Residents' Priority Parking scheme, as per boundary annotated in Annex G which includes Frances Street, Ambrose Street, Holly Terrace, Carey Street and Wenlock Terrace, to operate 24hours Monday to Sunday. Entry signs will be placed at the entrances and exits to the restricted area to inform drivers of the scheme boundary. Further ad hoc repeater signs will also be erected on existing street furniture where appropriate.
- b) It is also recommended to implement the advertised limited waiting parking bays on Caret Street to be operational between 8am – 5pm each day providing unrestricted parking for a maximum of 90minutes, no return within 60 minutes. A residents parking permit would be required outside of the specified hours. Proposals shown in Annex C1.

13 Option 2:

- a) Implement an extension of the R70 Residents' Priority Parking scheme, as per boundary annotated in Annex G, to operate 24hours Monday to Sunday. Entry signs will be placed at the entrances and exits to the restricted area to inform drivers of the scheme boundary. Further ad hoc repeater signs will also be erected on existing street furniture where appropriate.
- b) Amend the advertised limited waiting bays on Carey Street to be restricted for R70 residents parking permit holders or 90 minutes limited waiting for non-permit holders at all times.

This is not the recommended option as it will not ensure that visitor / customer parking is available during the working day for local businesses. Restricting the bays can also assist with short time parking for trades and

guests without the need for residents to obtain temporary permits.

14 **Option 3:**

No further action to be taken.

This is not the recommended option because it is not in line with the council's objectives as stated in the Local Transport Plan and does not respond to the clearly expressed preference of some residents who have stated the need for resident parking restrictions in their area.

16 **Council Plan**

The implementation of resident parking contributes to the Council plan actions:

- Getting Around Sustainably;
- Safe Communities and Culture for All;
- Open and Effective Council;

17 **Implications**

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 will need to be resourced from the income generated by the new measures

Human Resources – If implemented, enforcement will fall to the Civil Enforcement Officers necessitating an extra area onto their workload. New zones/areas also impact on the Business Support Administrative services, Customer 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.

Equalities – The impact of the proposals on protected characteristics has

been considered as follows:

- Age – Positive impact for residents who should be able to park closer to their dwelling but potential negative impact for other car users who will not be able to park on these streets any longer without a permit;
- Disability – Neutral as Blue Badge holders who live locally can apply to have a bay provided outside their homes if they meet the requirements. Blue Badge holders can park in Residents' Parking areas foc;
- Gender – Neutral;
- Gender reassignment – Neutral;
- Marriage and civil partnership– Neutral;
- Pregnancy and maternity - Positive impact for residents who should be able to park closer to their dwelling but potential negative impact for other car users who will not be able to park on these streets any longer without a permit;
- Race – Neutral;
- Religion and belief – Neutral;
- Sexual orientation – Neutral;
- Other socio-economic groups including:
 - Carer - Neutral (see Disability);
 - Low-income groups – Negative as low-income residents who use on street parking will need to pay for a parking permit. The charge is the same for all residents in the zones regardless of their circumstances;
 - Veterans, Armed Forces Community– Neutral.

Access to the new online parking permit system – Residents can apply online for their resident parking permit.

If residents are unable to apply online, they are advised to contact CYC customer service team on 01904 551309 for assistance.

Alternatively, all of York libraries have free access to the internet for library members. Library staff may also be able to help residents if they need a little support while working their way through the form.

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 – no Crime and Disorder implications identified

Information Technology – any new residents’ parking scheme will need to be included in the new online parking permit system so additional IT resources may be required to set up the proposed scheme and proposed extended scheme boundary

Property – no Property implications identified

Other –no other implications identified

Risk Management – In compliance with the Council’s risk management strategy there is an acceptable level of risk associated with the recommended option.

Contact Details

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Date: 18th August 2022 Approved X

Wards Affected: Fishergate

For further information please contact the author of the report.

Annexes:

Annex A: Letter delivered to advertised extended R70 residents

Annex B: Legal Notice of Proposals

Annex C: Advertised extended scheme including

Annex C1: Advertised Carey Street Limited Waiting Bays

Annex D: Objections received to the advertisement

Annex E: Support received to the proposals

Annex F: Supporting documentation relating to current obstructions

Annex G: Proposed extended R70 boundary