

Notice of a public meeting of

Decision Session - Executive Member for Transport and Planning

To: Councillor Gillies (Executive Member)

Date: Thursday, 22 June 2017

Time: 2.00 pm

Venue: The George Hudson Board Room - 1st Floor West Offices
(F045)

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 **4:00 pm** on **Monday 26 June 2017**.

*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 Corporate and Scrutiny Management and Policy Scrutiny Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm** on **Tuesday 20 June 2017**.

1. **Declarations of Interest**

At this point in the meeting, Members are asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which they may have in respect of business on this agenda.

2. Minutes (Pages 1 - 4)

To approve and sign the minutes of the meeting held on 11 May 2017.

3. Public Participation - Decision Session

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **5:00pm on Wednesday 21 June 2017**.

Members of the public may speak on an item on the agenda or an issue within the Executive Member's remit.

Filming, Recording or Webcasting Meetings

Please note this meeting may be filmed and webcast or audio recorded. This includes any registered public speakers who have given their permission. This broadcast can be viewed at <http://www.york.gov.uk/webcasts> or, if sound recorded, it will be uploaded onto the Council's website following the meeting.

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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 http://www.york.gov.uk/download/downloads/id/11406/protocol_for_webcasting_filming_and_recording_of_council_meetings_20160809.pdf

4. Traffic Signal Asset Renewal (TSAR) - Junction Alterations (Pages 5 - 30)

Members are asked to consider alterations to the following junctions that are required to allow replacement of life-expired signalling assets: Tadcaster Road / St Helens Road; Heworth Road / Melrosegate; Rougier Street / Tanner Row.

- 5. Thanet Road Local Safety Scheme** (Pages 31 - 44)
This report seeks approval of a scheme to extend an existing 20mph zone on Gale Lane to include a section of Thanet Road past the Lidl supermarket to just beyond St James Place.
- 6. Consideration of results from the consultations in various areas following petitions received requesting Residents' Priority Parking** (Pages 45 - 126)
This report presents the consultation results for four different areas (South Bank Avenue; St Aubyn's Place; Beresford Terrace area; St Peter's Quarter, Martins Court and Carleton Street) undertaken between February and April and determines what action is appropriate.
- 7. Fossgate Traffic Management Consultation** (Pages 127 - 150)
The report presents the outcome of consultation carried out with residents and businesses in and off Fossgate in relation to potential traffic management changes.
- 8. Consideration of the results of the consultation process reference Residents' Priority Parking in Holgate Central** (Pages 151 - 190)
The report summarises the consultation results for Holgate Central undertaken in February and determines what action is appropriate.
- 9. Highway Condition Petitions – The Horseshoe and Muncastergate** (Pages 191 - 198)
Two separate petitions have been received calling for works to be carried out to the highway at The Horseshoe and Muncastergate. The Executive Member for Transport and Planning is recommended to note the petitions and consider the detail of this report as well as the conclusions drawn.
- 10. Danesmead Estate Residents' Parking Petitions** (Pages 199 - 206)
The report acknowledges the receipt of a petition and determines what action is appropriate.
- 11. Barbican Mews Residents' Parking Petitions** (Pages 207 - 212)
The report acknowledges the receipt of a petition and determines what action is appropriate.

- 12. Rosedale Street Residents' Parking Petition** (Pages 213 - 222)
The report acknowledges the receipt of a petition and determines what action is appropriate.
- 13. Traffic Signals Asset Renewals, Procurement of Engineering Support** (Pages 223 - 230)
This report seeks permission to undertake a tendering exercise for the provision of specialist traffic signal engineering design services to support internal resources in the Transport Team. This is the retendering of an ongoing provision and is required to support the continued successful delivery of the Traffic Signals Asset Renewal (TSAR) Programme.
- 14. Urgent Business**
Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer:

Name: Bartek Wytrzyaszczewski

Contact Details:

- Telephone: 01904 552514
- Email: bartek.wytrzyaszczewski@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**

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City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport and Planning
Date	11 May 2017
Present	Councillor Gillies

72. Declarations of Interest

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda. He declared that he had none.

73. Minutes

Resolved: That the minutes of the last Decision Session held on 13 April 2017 be signed and approved by the Executive Member as a correct record.

74. Public Participation - Decision Session

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

Parish Councillor Lawrence Mattinson, representing Strensall & Towthorpe Parish Council spoke in relation to Agenda Item 4 – York Road Strensall – proposed pedestrian crossings. He questioned the validity of the analysis of the findings from the feasibility study, and confirmed his view that the proposed crossing points would make it easier to cross Strensall Road but not safer.

It was noted that a written representation had also been received from the Chair of Strensall & Towthorpe Parish Council in regard to the same agenda item, clarifying the parish council's views on the analysis of the council's survey findings and the proposals within the officer report.

75. York Road Strensall, Proposed Pedestrian Crossings

The Executive Member considered a report which asked him to approve the installation of new pedestrian crossing points and the enhancement of existing crossings, along York Road in Strensall. The report proposed funding the works from the speed management and pedestrian crossing budgets to supplement the ward funding that had been allocated for the provision of pedestrian facilities.

The Executive Member noted the representations received from members of Strensall & Towthorpe Parish Council, and considered the options detailed within the report i.e.:

- Option 1: To provide all of the proposed crossings with funding from the speed management and pedestrian crossing budgets and input from ward funding
- Option 2: To install the proposed crossings in priority order as detailed in paragraphs 10-12 of the report
- Option 3: To do nothing

The Executive Member noted that the proposals were in line with the council's protocol for the placing of crossings and accepted that the proposed positioning of the new crossing took account of the surrounding environment and infrastructure.

Resolved: That;

- i. New pedestrian crossing points be installed and existing crossings enhanced, along York Road in Strensall in line with Option 1 and as detailed on the plan at Annex A of the report.
- ii. Funding be allocated from the speed management and pedestrian crossing budgets to supplement the ward funding that is allocated for provision of pedestrian facilities.

Reason: To improve pedestrian access to public transport and local amenities and to reduce traffic speeds.

76. Haxby Road (north of New Earswick) Triple Speed Cushion Replacement Trials

The Executive Member considered a report proposing the trial replacement of the existing triple speed-cushion arrangements at two sites on Haxby Road to the north of New Earswick. In order to identify the most appropriate layout for each site, the report detailed two different layouts, both to be evaluated over a three-month period.

The Executive Member considered the four options detailed in the report i.e.:

- Option 1: Undertake a 3-month trial replacement of the 3-cushion layouts with a different layout at each location.
- Option 2: Undertake two separate 3-month trials to replace the 3-cushion layouts using a different type of layout for each trial.
- Option 3: Retain the current 3-cushion layouts and investigate alternative methods to reduce vibration and reduce potential conflict between drivers and cyclists.
- Option 4: Do nothing

Having noted that complaints had been received about the potential danger to cyclists from drivers negotiating the speed-cushions currently in place, the Executive Member accepted that the proposed trial of some alternative traffic calming layouts would lead to improvements for road users.

Resolved:

- i) That the proposed trial laid out in Option 1 of the report be undertaken in order to identify whether there is a more appropriate layout to that which is currently in-situ at the two sites on Haxby Road.
- ii) That trial be undertaken for three months and the findings reported back to a future Executive Member Decision Session

Reason: To enable officers to evaluate and seek approval for the final replacement layout.

Cllr I Gillies, Chair

[The meeting started at 2.00 pm and finished at 2.16 pm].

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**Decision Session - Executive Member for
Transport and Planning**

22 June 2017

Report of the Corporate Director of Economy and Place

Traffic Signal Asset Renewal (TSAR) – Junction Alterations

Summary

1. Alterations to the following junctions are required to allow replacement of life-expired signalling assets:
 - Tadcaster Road / St Helens Road
 - Heworth Road / Melrosegate
 - Rougier Street / Tanner Row

A decision is required to approve the proposed alterations.

Recommendations

2. The Executive Member is asked to:

- 1) Tadcaster Road / St Helens Road:

Option 1 – Approve the recommended design for this junction

Reason: The recommended design offers the best solution to allow replacement of the asset in line with current design standards, whilst improving pedestrian facilities without significantly impacting vehicular traffic. It includes a minor improvement to safety.

- 2) Heworth Road / Melrosegate:

Option 1 – Approve the recommended design for this junction

Reason: The recommended design offers the best solution to allow replacement of the asset in line with current design standards, whilst

minimising the impact on pedestrians and vehicular traffic. It includes a minor improvement to safety.

3) Rougier Street / Tanner Row:

Option 1 – Approve the recommended design (Design Option A) for this junction

Reason: Design Option A offers the best solution to allow replacement of the asset in line with current design standards, whilst minimising the impact on pedestrians, vehicular traffic and air quality. It includes a minor improvement to safety.

Background

3. A report was brought to the Executive Member for Transport and Planning on 12th November 2015 to seek approval to undertake the 5-year 'TSAR' (Traffic Signal Asset Renewal) project.
4. This project entails a replacement of life expired traffic signal assets around York. The focus is on replacing equipment that is liable to imminent failure, rather than seeking to improve congestion or achieve a similar transport improvement goal. However, where 'easy wins' can be achieved at the same time as replacing obsolete equipment, these will be taken advantage of.
5. To date, 9 sets of signals have been refurbished and a further 9 are programmed in for the 17/18 financial year.
6. Modern design standards have on occasion dictated that some pre-existing junction layouts have to be modified for safety reasons. In many occasions, these changes are minor and can be approved at an officer level.
7. This report highlights 3 junctions being treated as part of the TSAR project, where modern design standards dictate a significant change to the operation of the junction is required. Approval is sought for the proposed layout changes.

Consultation

8. The TSAR project uses a 3-level consultation strategy, the details of which can be found in Annex A.
9. Tadcaster Road / St Helens Road
Level 2 consultation is complete for the current design stage (Preliminary Design).
The recommended design incorporates feedback from internal stakeholders. Local Ward Councillors have been consulted and responses were received from Cllrs Reid and Fenton. These responses reflected a positive response to the proposed design from residents and are recorded in Annex E.
10. Heworth Road / Melrosegate
Level 2 consultation is complete for the current design stage (Preliminary Design) – The recommended design incorporates feedback from internal stakeholders. Local Ward Councillors have been consulted, no responses were received within the 2 week consultation period or in the 4 weeks since.
11. Rougier Street / Tanner Row
Level 2 consultation is complete for the current design stage (Feasibility) and an internal decision session has been held to narrow down the options to the those two that are presented in this report.
Local Ward Councillors have been consulted and the following response was received back from Councillor Hayes:
“I have had a good look and would favour option 1 [Design Option A - CW]. This is because it saves £40,000 and the benefits of B seem marginal to me.”

Options

12. The following options are available:
 - 1) Tadcaster Road / St Helens Road
Option 1 – Approve the proposed junction design
Option 2 – Do not approve the proposed junction design
 - 2) Heworth Road / Melrosegate
Option 1 – Approve the proposed junction design
Option 2 – Do not approve the proposed junction design

3) Rougier Street / Tanner Row

Option 1 – Approve Design Option A junction design

Option 2 – Approve Design Option B junction design

Option 3 – Do not approve either proposed junction design

Analysis

Tadcaster Road / St Helens Road

13. *Description of changes*

– Refer to Annex B for a drawing comparing the existing layout to the proposed layout.

- Existing staggered pedestrian island to be replaced with wider, straight across pedestrian crossing. ‘Puffin’ technology to be introduced.

- Addition of pedestrian crossing on north side of junction

- The budgetary estimate for carrying out these works is £120,000

- There is currently no planned date to carry out these works

14. *Reasoning*

15. The replacement of the existing island has been proposed because the island is too narrow. It falls below minimum design guidance in terms of its overall width and the distance of its guard rails from the carriageway.

16. The substandard width results in difficulty for pedestrians in using the facility, especially those with prams and wheelchairs.

17. The substandard distance of the guardrail to the carriageway has resulted in vehicle strikes which in turn creates a maintenance liability.

18. There is therefore a risk of liability to the Authority if an asset replacement scheme were forwarded at this location without bringing the facility up to current standards.

19. The addition of a third pedestrian crossing on the north arm of the junction constitutes as ‘easy win’, in that it provides a desirable pedestrian facility without any significant detriment to the functioning of

the junction.

20. *Effect on vehicular traffic*

21. LINSIG modelling has been undertaken on the proposed design and it is noted that there is no significant change to vehicular delays, queues, Practical Reserve Capacity or congestion.

22. *Effect on pedestrians*

23. Introduction of an additional pedestrian crossing on the north arm of the junction is a significant improvement for pedestrians as it serves a desire line accessing the inbound bus stop and Cross Keys public house.

24. Replacement of the 2-stage island layout with a single straight across ped crossing will be an improvement for some users, and a disadvantage for others. Overall it is considered a net improvement for pedestrians.

25. Users most likely to find an improvement are those who would wait for a green man signal to cross, for example elderly persons, young persons, and those with mobility issues. It is an improvement for these individuals because they would only have one crossing to wait for, rather than two. Additionally, the removal of the narrow pinch-point is an improvement for all users.

26. Those users most likely to be disadvantaged by the new layout are those that do not wait for a green man and instead cross 'in gaps', using the island as a refuge.

27. The longer crossing distance is not considered a disadvantage as on-crossing technology will be used that will ensure an adequate and comfortable crossing period for users of all mobility.

28. *Safety Considerations*

29. Refurbishment of the signals includes the introduction of 'Puffin' nearside pedestrian facilities, which are now a standard across York. National research shows that Puffin crossings are safer than the traditional 'pelican' crossings.

30. An independent review of the current design has been carried out to determine whether a full Road Safety Audit is required. This review has advised that no such audit is required at this stage. A full Road Safety

Audit will be carried out before construction and if the outcome results in any key alterations to the fundamental design then the scheme will return for another decision. It is not envisaged that this will be necessary.

Heworth Road / Melrosegate

31. *Description of changes*

- Refer to Annex C for a drawing comparing the existing layout to the proposed layout.
- Two kerb build outs are to be constructed to narrow the carriageway over the Heworth Village arm.
- Pedestrian crossings to be widened and tactile paving adjusted, 'Puffin' technology to be introduced.
- Existing islands to be removed.
- The budgetary estimate for carrying out these works is £131,000.
- These works are currently scheduled for July 2017.

32. *Reasoning*

33. Building out the kerbs as shown enables the crossing length to be reduced. At present the crossing length is beyond guidance limits. There are also safety and efficiency benefits associated with reducing the crossing width to within guidance limits.
34. Widening pedestrian crossings and adjusting tactile paving is again related to bringing the junction up to current standards. Wider pedestrian crossings are also safer and easier to use for pedestrians.
35. The existing islands were originally installed for a variety of reasons, such as housing traffic signal poles, as pedestrian refuges and legacy islands from when the junction was an unsignalled priority junction.
36. All legacy islands are proposed to be removed as they no longer serve a purpose as junction navigation is not deemed to be an issue.
37. Installing signal poles on small islands within a junction is considered poor practice at present because it represents a maintenance liability. It

is difficult and often dangerous for a maintenance engineer to climb ladders to get up to a signal head on a small island in the middle of a live junction. For this reason, no signals are to be located on such islands and the islands lose this purpose.

38. Finally, some islands also serve as pedestrian refuges to allow users to cross the junction against a green man. For able bodied pedestrians this is considered normal behaviour, however the width of the refuges is below guidance and it is not possible, for example, to fit a pram on the refuge without significantly extending out into the carriageway. This represents a safety concern, even though it is noted that there is no record of injuries due to this type of usage.
39. The design team consider that removal of all islands is the best option for the above reasons, and to reduce liability to the Authority, as it relates to the existing pedestrian refuges.
40. *Effect on vehicular traffic*
41. Operation of the junction is anticipated to be similar to existing. Introduction of newer technology, and the reduction of the pedestrian crossing length should result in a minor increase in efficiency and capacity, however this is not predicted to be significant.
42. *Effect on pedestrians*
43. The reduced length of the north-eastern crossing will result in a slight advantage to pedestrians, as will the slight increase of width at all crossings.
44. The removal of existing islands which have been used as pedestrian refuges will be deemed a disadvantage to some users. This is accepted, however the design team consider that the safety implications and reduced liability are worth the change.
45. The existing junction incorporates a key-operated panel that allows the school crossing patrol to take control of the junction and extend the crossing periods as they desire. This facility will be retained in the proposed design.

46. *Safety Considerations*

47. An independent review of the design has been carried out to determine whether a full Road Safety Audit is required. This review has advised that no such audit is required at this stage. A full Road Safety Audit will be carried out before construction and if the outcome results in any key alterations to the fundamental design then the scheme will return for another decision. It is not envisaged that this will be necessary.
48. Refurbishment of the signals includes the introduction of 'Puffin' nearside pedestrian facilities, which are now a standard across York. National research shows that Puffin crossings are safer than the traditional 'pelican' crossings

Rougier Street / Tanner Row – 2 Design Options

49. *Description of changes*

50. – Refer to Annex D for a drawing comparing the existing layout to the proposed design options.

51. *Design Option A changes:*

- Road markings altered to remove right turn lane into Tanner Row and extend zig-zag markings
- Small build out on corner of Rougier Street / Tanner Row
- Introduction of 'no left turn' restriction on Tanner Row
- The budgetary estimate for carrying out this design is £48,000
- Roadspace has been booked to carry out this work in September 2017

52. *Design Option B changes:*

- Standalone pedestrian crossing replaced with fully signalled junction, all 4 arms signalled.
- Introduction of additional controlled pedestrian crossing on Tanner Row.
- Introduction of ASL's on two approaches.

- Road marking changes to comply with junction layout, including a reduction in width of the bus stop near the junction.
- The budgetary estimate for these works is ~£88,000
- There is currently no time period scheduled in to carry out these works.

53. *Reasoning (Design Option A)*

54. This design option represents the 'do minimum' option to allow the replacement of the existing life-expired signalling asset. Even so, some changes are required to enable the crossing to meet current standards.
55. Guidance does not recommend a pedestrian crossing to be in such close vicinity to a junction mouth. Moving the crossing away from the junction is not feasible as it takes pedestrians off their design line and due to the existing structures present in the footway, eg basement access.
56. This in turn raises a requirement to prevent vehicles turning left out of Tanner Row due to the resultant road alignment. Fortunately, traffic surveys show that this left turn movement is extremely light (39 vehicles between 07:00 and 19:00 on the day surveyed), and there are alternative diversion routes for the small number of vehicles that wish to make this movement. No enforcement measures are deemed necessary as the physical layout of the build out will cause the restriction to be self-enforcing.
57. The existing right turn ghost island markings are not permitted under legislation to be marked within the controlled zig-zag area of the crossing. As such, the existing markings are proposed to be changed as illustrated.

58. *Reasoning (Design Option B)*

59. An alternative to the 'do minimum' approach is to convert the junction into a fully signalised junction. This removes the need for a build out and associated movement restriction, whilst also allowing some other benefits to be realised. There are however other significant drawbacks associated with this option.
60. Whilst the addition of a pedestrian crossing on Tanner Row West is easily incorporated into a full signalised junction without problem, this is

not the case for introducing pedestrian crossings on the Rougier Street arm. A pedestrian crossing on the northern arm of the junction would require significant reduction in bus stop capacity on both sides of Rougier Street and would impact upon the implementation of the shelter renovation. It was therefore omitted for this reason.

61. *Effect on vehicular traffic (Design Option A)*
62. The only impact on vehicular traffic results from the turning restriction on Tanner Row. Surveys show this movement is extremely light and alternative diversion routes are available.
63. *Effect on vehicular traffic (Design Option B)*
64. Signalising the junction would allow a significantly improved cycle facility at the junction. Existing uncontrolled movements would become controlled, giving cyclists priority.
65. The existing police vehicle bay on Tanner Row would have to be removed. The feedback from the Police is that it is desirable to retain this bay.
66. Modelling shows a significant increase in delays at this location for all users.

Approach	Average Delay Per PCU (or ped) (s/pcu (or ped))			
	AM Peak Existing	AM Peak Signal Option	PM Peak Existing	PM Peak Signal Option
George Hudson Street	8.1	22.8	8.4	24.4
Rougier Street	8.9	35.3	8.4	24.5
Pedestrian crossing GHS	17.7	24.3	17.7	24.3

67. The increased congestion would have a knock on effect on air quality in the area, further negatively impacting the existing AQM zone.

68. *Effect on pedestrians (Design Option A)*
69. There would be no discernable difference to the current operation other than that which arises from the introduction of Puffin technology.
70. *Effect on pedestrians (Design Option B)*
71. The inclusion of a further pedestrian crossing across Tanner Row represents an improvement to the pedestrian utility at this location. However, the pedestrian delay over George Hudson Street would increase. The design is also future-proofed to allow easy installation of an additional crossing over Rougier St if this is pursued as part of other projects.
72. *Safety Considerations (Design Option A)*
73. A safety review indicated that banning the left turn would force vehicles to turn right across the junction which would increase conflict. This is technically accurate, however the flow is extremely low and right turning across a junction is not as itself dangerous or unusual.
74. Overall it is considered that this Option represents an improvement in safety due to compliance with current standards and the introduction of modern crossing technology.
75. *Safety Considerations (Design Option B)*
76. A safety review indicated some concerns with this design, related to intervisibility especially at night with vehicles entering from Tanner Row and the potential for pedestrian over spill into the road from the nearby night clubs.
77. *Design Option Analysis*
78. The recommended design option is Design Option A. This is because it is the design option that achieves the project aims with the minimum spend.
79. Furthermore, whilst Design Option B offers significant advantages to cyclists, it only manages to do so with significant negative impacts upon vehicle and pedestrian delay, and air quality.

80. As such, the changes proposed in Design Option B do not consist 'easy wins' and are therefore not in line with the agreed project business case.

Council Plan

81. Replacing life-expired traffic signalling assets allows the Authority to continue to manage the traffic on it's highway network, minimising congestion and ensuring user safety. Therefore carrying out these works fulfils the 'A focus on frontline services' priority of the Council Plan.

Implications

82. **Financial**

The TSAR project is funded from the Transport Capital Programme and sufficient funds have already been assigned and approved.

83. **Human Resources**

There are no HR implications

84. **One Planet Council / Equalities**

All junctions are designed with equalities in mind. The recommended designs follow the most up to date guidance with respect to disability access. The technology included in all designs includes aids to persons with visual and mobility impairment.

85. **Legal**

There are no legal implications

86. **Crime and Disorder**

There are no Crime and Disorder Implications

87. **Information Technology**

The Information Technology implications of constructing the proposed designs has been considered and are included in the Project Plan. No issues are envisaged.

88. **Property**

There are no Property implications

89. **Other**

Disruption during construction – Constructing the TSAR schemes inevitably means a certain level of work on the Highway, with an associated level of delay and disruption to pedestrians and vehicular

traffic. Such works will be scheduled and planned to minimise this disruption, and sufficient information and notice will be give to affected parties.

Risk Management

89. There are no known significant risks associated with any option presented in this report.

Project Risks are recorded in the Project Risk Register and are handled by the Project Team and monitored by the Transport Board.

Contact Details

Author:

Christian Wood
CCTV Manager
Transport
01904 551 652

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

Report **Date** 12/06/17
Approved

Wards Affected: List wards or tick box to indicate all **All**
Heworth
Micklegate
Dringhouses and Woodthorpe

For further information please contact the author of the report

Background Papers:

Cabinet Report - 'Traffic Systems Asset Renewals and Detection Equipment Plan' – 12 November 2015

Annexes

Annex A – TSAR Consultation Strategy
Annex B – Tadcaster Road / St Helens Road Layout Comparison
Annex C – Melrosegate / Heworth Road Layout Comparison
Annex D – Tanner Row / Rougier St Layout Comparison

Annex E – Local Ward Councillor Consultation Details – Tadcaster Road St Helens

List of Abbreviations Used in this Report

TSAR – Traffic Signal Asset Renewal

ASL – Advanced StopLine – A ‘cycle box’ at the stopline of traffic signals

AQM – Air Quality Management



Transport Systems

City and Environment Services
West Offices
York
YO1 6GA

Christian Wood
CCTV Manager
Tel: 01904 551652

Annex A

TSAR – Consultation Strategy

Introduction

The TSAR (Traffic Systems Asset Renewal) Project involves the construction of numerous highway schemes of varying scope and impact. A three-level consultation strategy has been developed to ensure that each scheme has been implemented with the appropriate level of consultation.

Consultation vs Information

This strategy differentiates between 'Consultation' and 'Information'. Consultation is used to refer to communication with a stakeholder where a response is expected and that response can have an impact upon the project. Information is used to refer to communication with a stakeholder where no response is required or expected.

Project Stage

Transport projects typically involve 3 distinct phases of design. Feasibility, Preliminary Design and Detailed Design. It is not always realistic to fully consult a stakeholder group at every stage of the project. As such, the Project Manager will determine *at what stage of the project* each listed recipient will be consulted. Indeed the same recipients may be consulted on more than one occasion.

Level 1 Consultation

Level 1 consultation will be used for schemes of minimal impact where there are no proposed significant changes to the layout or operation of the junction.

Consultation

Recipients

- Internal consultation list

Format

- Internal emails explaining proposals

Information

Recipients

- All premises affected by the construction works
- Local Ward Councillors

Format

- 'Information Bulletin', A document that details planned construction works, timescales and traffic management

Level 2 Consultation

Level 2 Consultation will be used for schemes that involve changes significant enough to require an Executive decision before implementation. These schemes are those that involve a significant alteration to layout or operation.

Consultation

Recipients

- Internal Consultation List
- Local Ward Councillors
- External Stakeholders List

Format

- Emails with appropriate information

Information

Recipients

- All premises affected by the construction works
- Local Ward Councillors

Format

- 'Information Bulletin', A document that details planned construction works, timescales and traffic management.

Level 3 Consultation

Level 3 Consultation is reserved for those schemes that not only propose significant changes to layout and operation, but also are likely to involve wide public interest. This could be due to the sensitive location of the junction, or due the radical nature of the proposals.

Consultation

Recipients

- Internal Consultation List
- Local Ward Councillors
- External Stakeholders List
- General Public

Format

- Emails with appropriate information
- Public Consultation Event

Information

Recipients

- All premises affected by the construction works
- Local Ward Councillors

Format

- 'Information Bulletin', A document that details planned construction works, timescales and traffic management.

Internal Consultation Summary

The internal consultation list includes representatives from the following teams / departments

- Highway Design
- Conservation
- Road Safety
- Street Lighting

- Traffic Management
- Public Rights of Way
- Sustainable Transport (buses)
- Streetworks
- Archaeology
- Arboriculture
- Community Engagement

External Stakeholders Summary

The external consultation list includes representatives from the following stakeholders




- Statutory Undertakers
- Emergency Services (Fire, Ambulance and Police)
- Bus Services
- Cycling groups
- Disability groups
- Motorcycling groups
- Taxi companies
- Motoring groups
- Local Business groups

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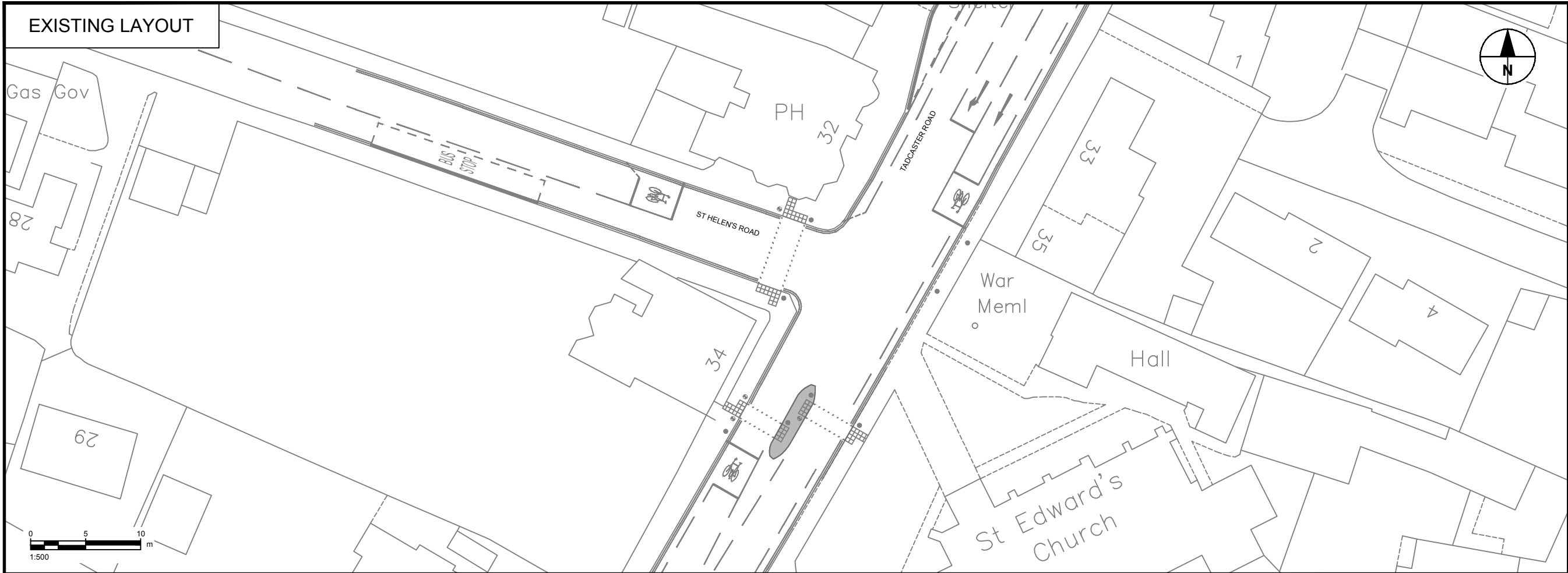
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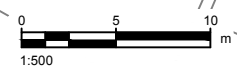
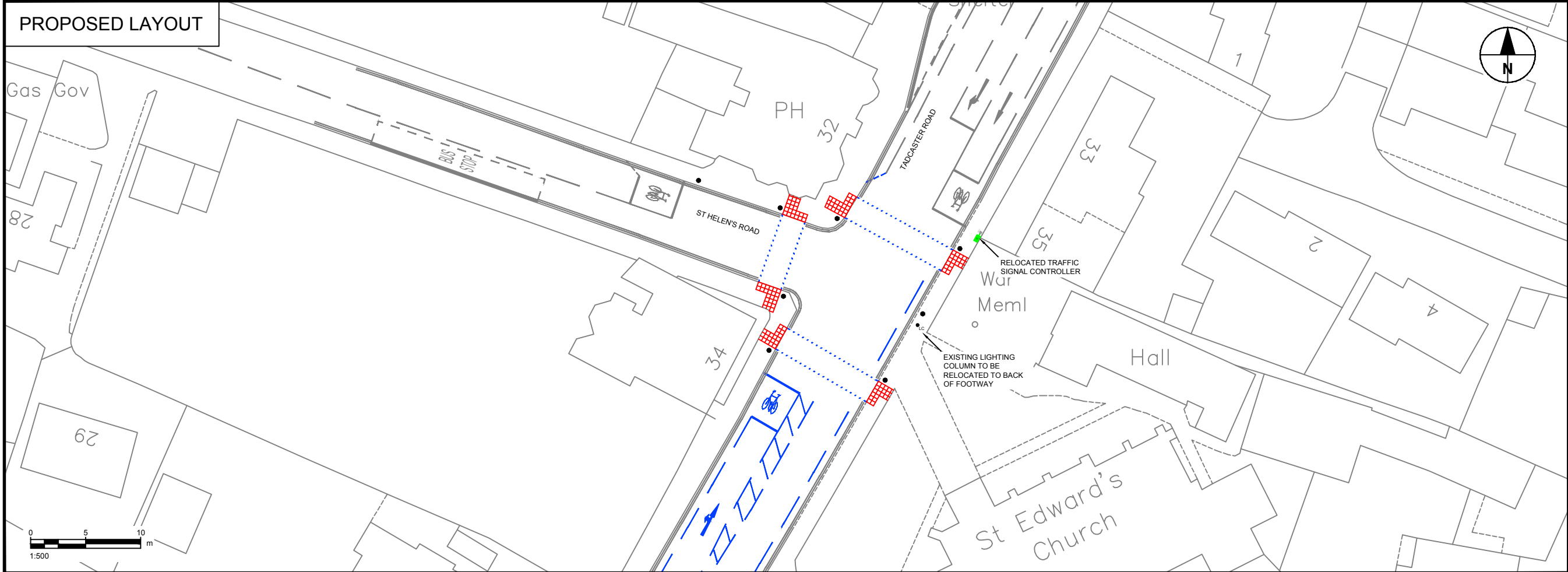
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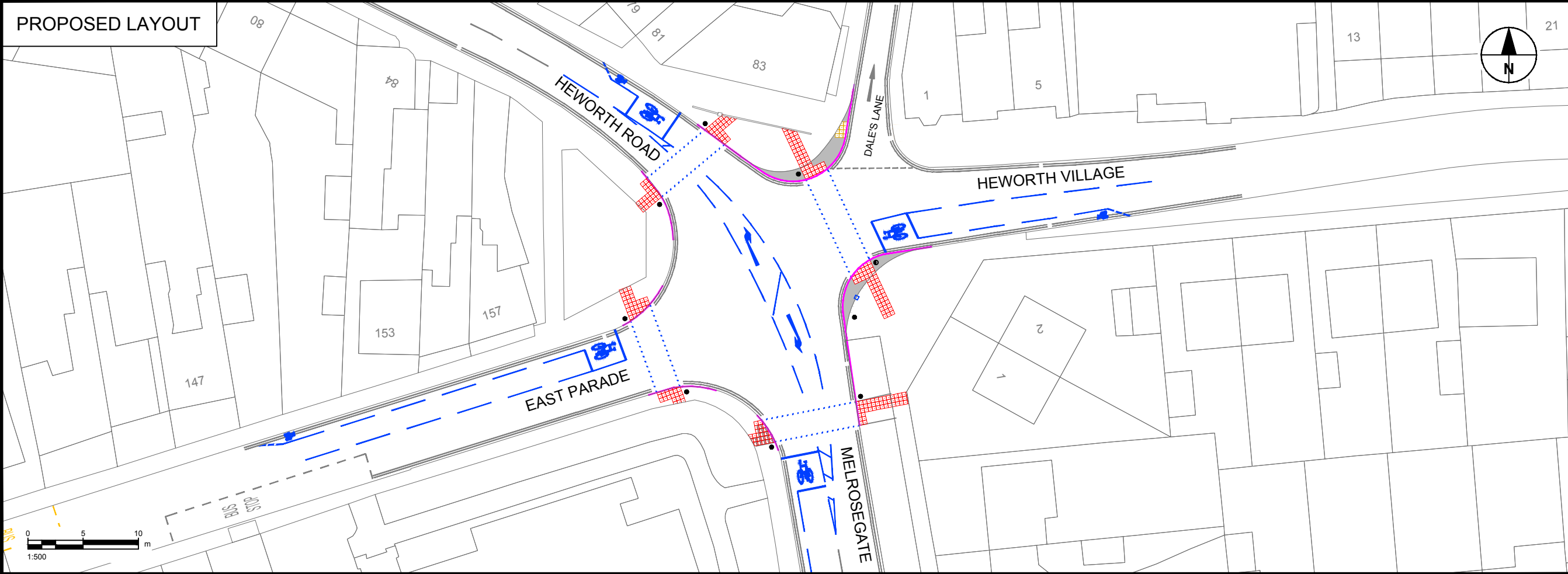
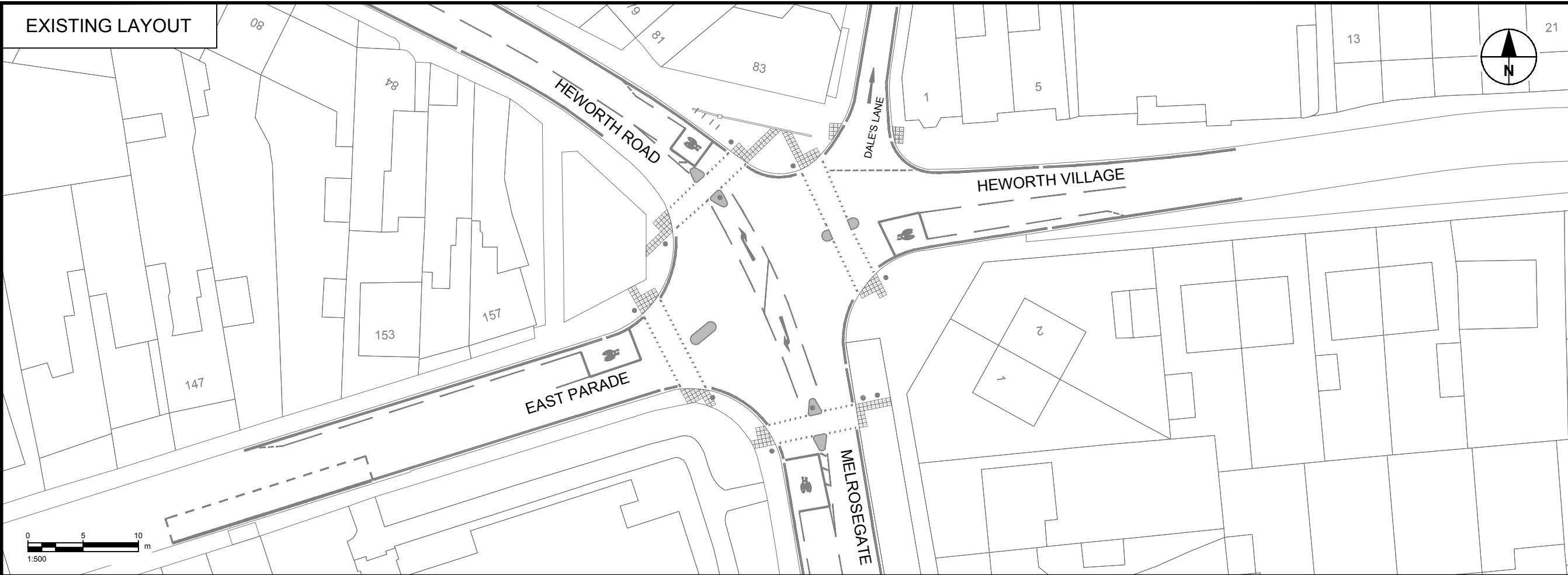
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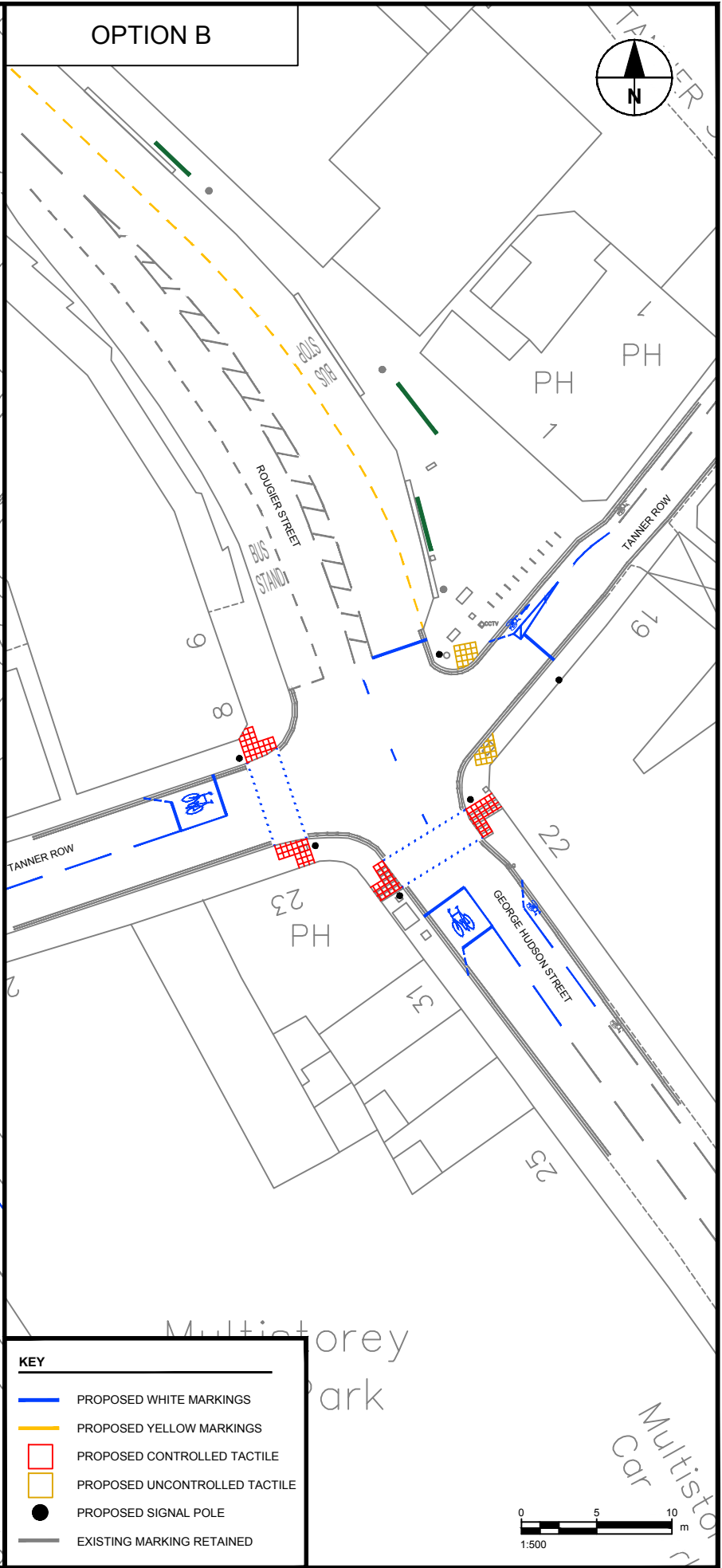
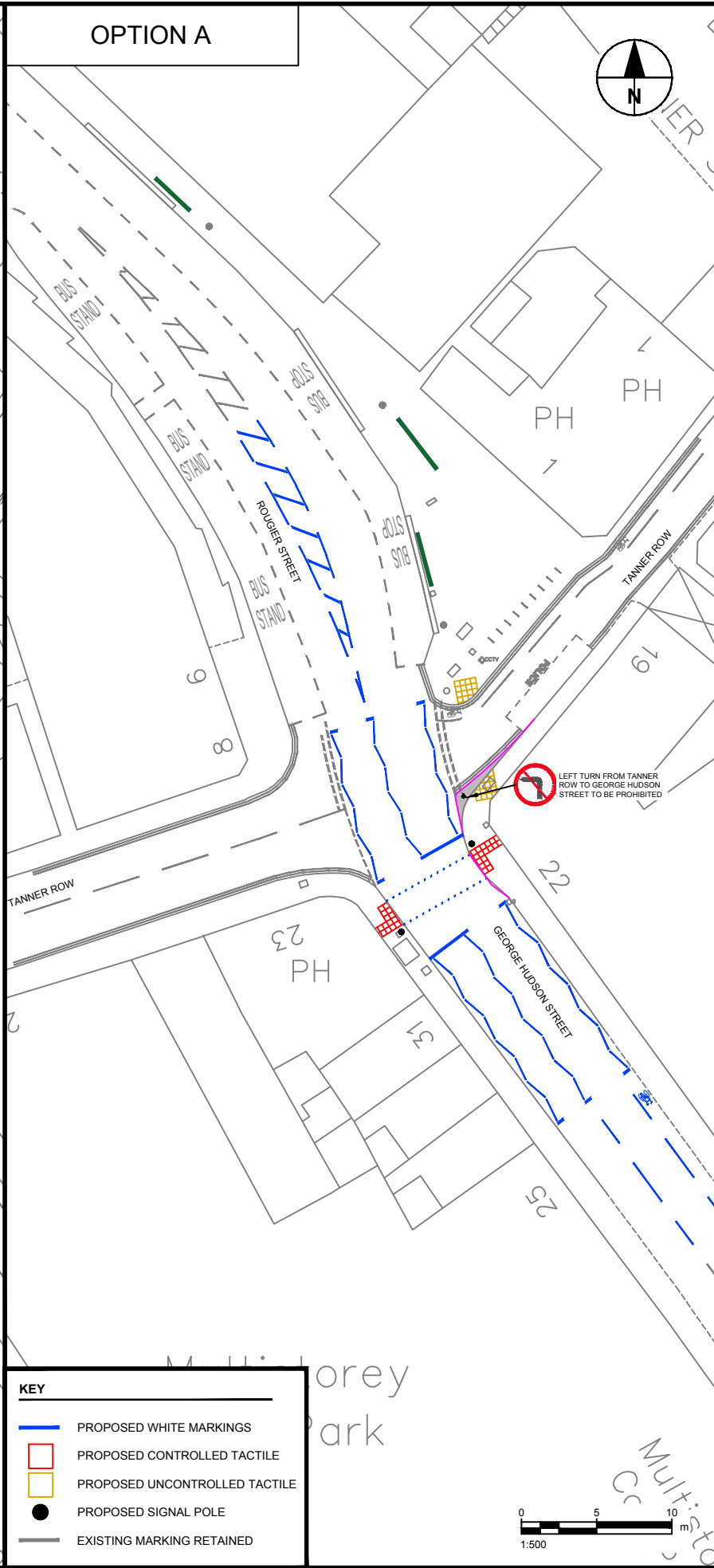
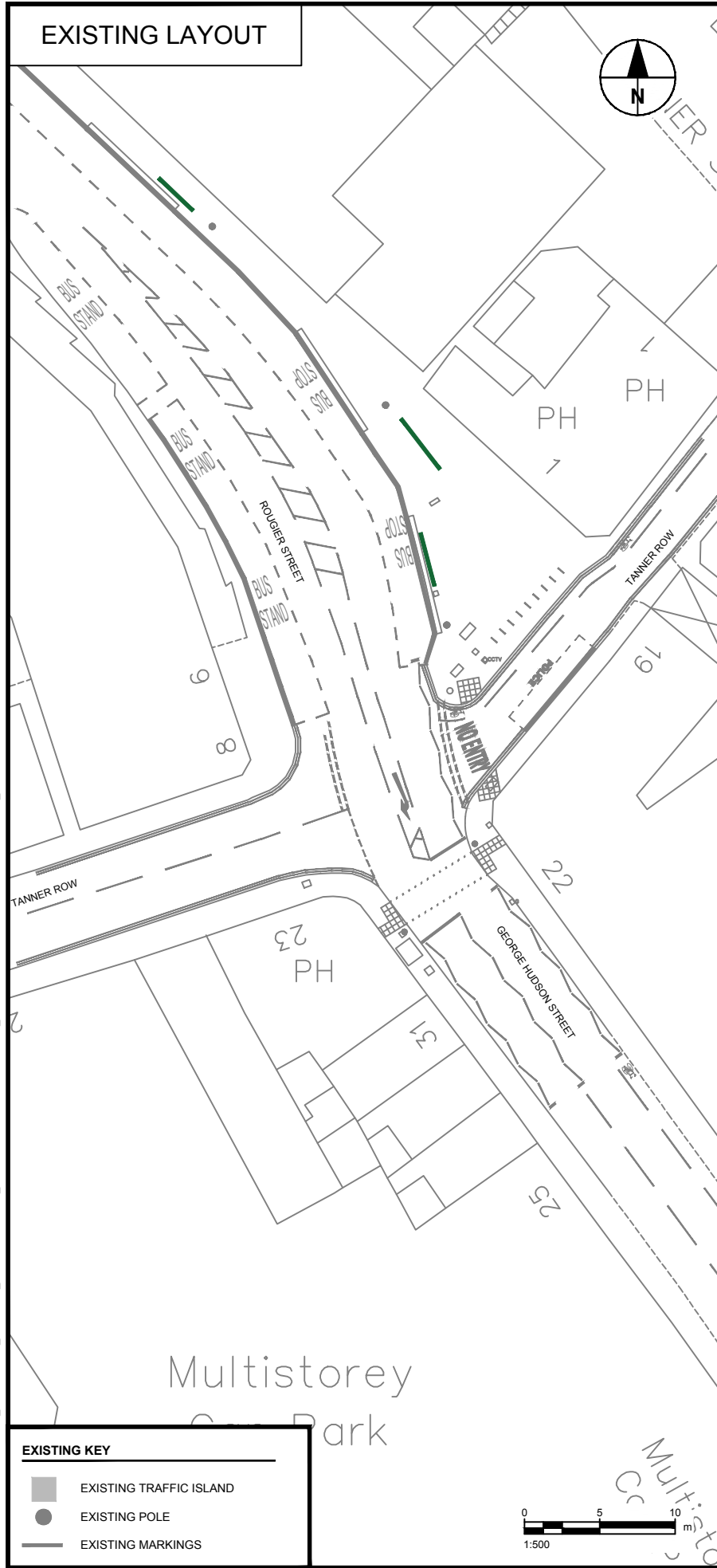
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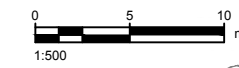
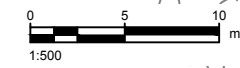
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ANNEX E

Local Ward Councillor Consultation Summary – Tadcaster Rd / St Helens

This scheme has used a Level 2 consultation process, in line with the document 'TSAR – Consultation Strategy'. Comments from internal stakeholder have been incorporated into the current design and are omitted from this table.

The following table summarises the consultation responses from Local Ward Councillors.

Consultee	Comment	Designer Response
<p style="text-align: center;">Cllr Reid</p>	<p>We showed residents the plans at our Ward Committee meeting last week and there was general support for them. They certainly feel that removing the island would be of benefit as it would stop the damage that has been caused by large lorries who seem unable to make the turn. One of the residents who attended was [Personal Data redacted] which is [Personal Data redacted] I sent him the drawings and he has replied with the following:-</p> <p>Basically, a great improvement!! However, 2 points as follows:</p> <ul style="list-style-type: none"> • Relocating the existing 1.5m high ugly old Traffic Control box in the York direction [Personal Data redacted] Why not leave it where it is?? Or make it less obtrusive?? • Would there be lots of irritating electronic “beeps” and flashing red/green men from the Pedestrian controls?? People leaving the pub late at night and crossing the Road(s) may [Personal Data redacted] Are you able to answer his questions and allay his concerns? 	<p>In response to [Personal Data redacted] comments:</p> <ul style="list-style-type: none"> • The controller box will be marginally smaller than the existing cabinet and black in colour not grey. We proposed moving the cabinet to the boundary of the church [Personal Data redacted] to lessen its visual impact on the church and to move it away from the new pedestrian crossing location so as to provide as much waiting space for pedestrians as possible. We should be able to bring the box closer to the crossing point and thus [Personal Data redacted] however, we aren't able to retain the existing location. • We intend to include audibles devices to assist blind and partially sighted pedestrians crossing the road. These will only be active during the hours of 08:00 to 20:00. We can also adjust the volume of the audibles to make sure they are not too intrusive during their operational times. We'll be using near-sided Puffin style red / green men which don't flash and should not be disruptive. <p>We'll be consulting with [Personal Data redacted] and all the other impacted residents regarding the detailed proposals once we have approval to proceed with the scheme from the Exec. This will allow members of the public to see exactly where the new crossing points and street furniture will be located and give them a chance to get their views across prior to final design and construction.</p>

Cllr Fenton	<p>My only question relates to the anticipated impact on traffic flow. Do you think it likely that the creation of an additional crossing point will lead to an increase in stationary traffic on Tadcaster Road and/or St Helens Road?</p>	<p>The traffic modelling undertaken as part of the preliminary design of the Tadcaster Road / St Helen's Road scheme showed that there would not be a significant increase in queuing on any of the approaches when compared to the existing situation. The provision of straight across crossings over all arms can be achieved within the junction's capacity with a similar Practical Reserve Capacity (PRC) and total delay results to the existing situation. The refurbishment provides the opportunity to retain the existing capacity at the junction while significantly improving the pedestrian facilities at the junction. This is in line with the road user hierarchy that is set out in City of York's Local Transport Plan.</p> <p>The modelling undertaken assumes that the junction timing would be optimised for the existing traffic conditions which means that there would be minor changes on queuing and delay on each approach but minimal overall change. I hope this answers your question but if you need further information please let me know.</p>
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**Decision Session – Executive Member for
Transport and Planning**

22 June 2017

Report of the Corporate Director of Economy and Place

Thanet Road Local Safety Scheme

Summary

1. This report seeks approval of a scheme to extend an existing 20mph zone on Gale Lane to include a section of Thanet Road past the Lidl supermarket to just beyond St James Place.

Recommendation

2. It is recommended that the Executive Member approves:
 - The proposed scheme shown in **Annex C**, for implementation.

Reason: To address a road safety concern identified on Thanet Road

Background

3. Every year City of York Council reviews injury accident data gathered by North Yorkshire Police to identify accident cluster sites across the authority. A cluster site is defined as a group of four or more accidents in a 50 metre radius over a three year period.
4. The aim of the review is to identify patterns in the collision data and develop engineering works or other interventions to try and remedy the predominant accident characteristics, and reduce the number of collisions in the area.
5. Thanet Road was originally identified in the 15/16 cluster site review. 10 collisions were identified between the roundabout at Foxwood Lane and the junction with St James Place. Four of these collisions had

comminality with children either stepping out or running into the road in front of a vehicle. Two of these collisions were located outside the Lidl supermarket, with the other two located at different positions along the route.

6. A scheme to address the main issue was developed as shown in **Annex A**. The scheme proposed a nearside build-out and priority give way, combined with a speed table crossing point. Following feedback from consultation, the general consensus was that the priority system would introduce too much traffic delay on Thanet Road, especially for buses, and the scheme was put on hold until further options could be developed.

Proposals

7. The previous scheme has since been reviewed and the current proposal, shown in **Annex B** developed. The current proposal extends the existing 20mph Zone on Gale Lane along Thanet Road to just beyond St James Place. To encourage compliance with the speed limit, speed cushions are proposed at regular intervals along Thanet Road. The first set of existing painted 'dummy' speed cushions on Gale Lane, north of the roundabout, will be made into formal speed cushions. A speed table would be installed on Thanet Road adjacent to the access to the Lidl supermarket to provide a centralised crossing point for pedestrians. An additional speed table would be installed at the signal controlled crossing near Foxwood Lane. It is also proposed to infill the existing bus lay-by's and relocate the bus shelters. This would prevent motorists from using the lay-by's to bypass the speed cushions, and reduce delays for buses to re-enter the flow of traffic.

Consultation

8. Consultation has been carried out with the Emergency services, bus operators, other road user groups, local businesses, residents and key councillors.

Consultation Summary:

- Key Councillors –
 - i. Cllr D'Agorne – *very much supports this work and the proposed extension of the 20mph to address this catalogue of injuries.*
 - ii. Cllr Fenton – *the current scheme represents an improvement on the previous proposals.*
 - iii. Cllr Waller – *responding on behalf of the Westfield Ward Councillor Team):
Westfield Ward Councillors welcome the revisions to the scheme which avoids the previous elements which restricted the road to one lane. We support the provision of a speed table will assist pedestrians at this location which will physically restrict speeds. We believe that there should be full public consultation of the scheme to enable the inclusion of views of residents as pedestrians, cyclists, drivers accessing Lidl, St James' Place, Acorn Rugby Club, York and District Indoor Bowls Club, with each location having specific sight and speed issues for merging with traffic on Thanet Road which we hope can be enhanced by any safety scheme.'*
 - iv. Cllr Reid – *The Dringhouses and Woodthorpe Ward Councillors are supportive of this proposals. We think that they are a great improvement on the previous proposal as they do provide a safer crossing point without restricting road width in the area, which can sometimes be quite congested. Given the number of access points on this stretch of road, such as the Acorn Rugby Club, the Bowls Club, and St James Place leading to Lidl, we assume that there will be a full public consultation.'*

- Residents – One letter was received from a member of the public which raised questions about the schemes impact on bus services, congestion and the emergency services.

- Local businesses – No responses.

- Other road user groups – No responses.

- Bus Operators – No objections to the scheme, including the proposal to infill the bus lay-by's.
- Emergency services – No responses.

9. Officer response:

- Consultation on the proposals shown in Annex B was carried out in February 2017. Consultation included residents and businesses affected by the proposals (including those referred by Members above). Due to the initial lack of response from bus operators on the proposals to infill the laybys, additional consultation was carried out with the Operators to determine their views on the proposals.
- The author replied in writing directly to the resident query, giving a detailed response to the various issues raised, indicating the reasons for the scheme and highlighting the benefits of the features proposed.

10. In parallel to the consultation, a Traffic Regulation Order covering the proposed extension of the 20mph Zone was advertised. This advertisement did not generate any responses.

Road Safety Audit

11. A Stage 1 Road Safety Audit has been carried out on the proposals. The most significant audit concern is visibility of cyclists approaching the crossing from Kingsway West being reduced if buses stop on the main carriageway. The audit therefore recommends the southbound lay-by remain. In response the design has been reviewed. It is not considered essential to fill in this lay-by, if the speed cushions are slightly repositioned. These changes have been incorporated into the alternative option shown in **Annex C**.

Options

12. Option (i) –
- Approve the proposed scheme as shown in **Annex C** for implementation.

Option (ii) –

- As Option (i) but with revisions as the Executive Member deems appropriate.

Option (iii) –

- Do nothing, and reallocate the funding to other Local Safety Schemes

Analysis

13. Option (i):

Casualty reduction forms part of the local safety scheme programme. The proposed scheme is designed to reduce the number of casualties in the city.

Consultation has presented general support for the scheme and the scheme incorporates recommendations as a consequence of the Stage 1 Road Safety Audit.

14. Option (ii):

This option offers the Executive Member the opportunity to review and change the proposed works.

15. Option (iii):

Doing nothing would not address the ongoing injury accident record within the Authority's area.

16. Option summary:

Option (i) is recommended as it addresses the main collision risks on Thanet Road and also incorporates the principal recommendation from the Stage 1 Road Safety Audit.

Council Plan

17. The potential implications for the priorities in the Council Plan are:

- **A Prosperous City For All.**

The estimated average cost to society of a casualty accident is £76,466 (Average for all severities, Reported Road Casualties

Great Britain Annual Report 2015). The prevention of further accidents in the city will help reduce these costs and free up resources to be used elsewhere.

- **A Council that listens to residents.**

Consultation has been carried out with local residents and businesses that would be affected by the proposals. Where a response has been received, contact has been made to discuss the concerns and offer them the opportunity to make further representations should they feel it necessary.

Implications

18. *Financial* –

The estimated total cost to deliver the scheme is £45k which can be accommodated in the 17/18 Local Safety Scheme allocation.

The scheme coincides with the Traffic Signal Asset Renewal refurbishment of the signal controlled crossing on Thanet Road near Foxwood Lane which will add betterment to the overall project. The programming of the TSAR scheme is currently for implementation in 2018/19. The possibility of bringing forward the implementation of the TSAR scheme to enable both projects to be delivered at the same time will be investigated.

19. *Human Resources* - None.

20. *Equalities* –

Any highway works aimed at pedestrians or that links with a footway is designed to cater for more vulnerable road users including those with mobility issues or visual impairments.

21. *Legal* – A Traffic Regulation Order (TRO) is required to extend the 20mph Zone. This has been advertised, and no responses were received.

22. *Crime and Disorder* – None

23. *Information Technology (IT)* - None

24. *Property* – None

Risk Management

25. In compliance with the Council’s risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points, and set out in the table below:

26. Authority reputation – this risk is in connection with public perception of the Council if nothing is done to tackle known accident problems in the authority area and is assessed at 14.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Moderate	Possible	14

27. This risk score, falls into the 11-15 category and means the risk has been assessed as being “Medium”. This level of risk requires frequent monitoring. This is already undertaken by officers during the annual review of accident data which is published by our Transport team. The ongoing Local Safety Schemes programme is designed to reduce accidents by looking for trends in previous accidents which can be addressed.

Contact Details

Author:

**David Ramsden
Consultant Engineer
Transport Projects
Tel: 01904 553267**

**Chief Officer responsible for the
report:**

Neil Ferris, Corporate Director

Report **Date 12/06/17**
Approved

Specialist Implication Officer(s)

Wards Affected:

Dringhouses & Woodthorpe / Westfield

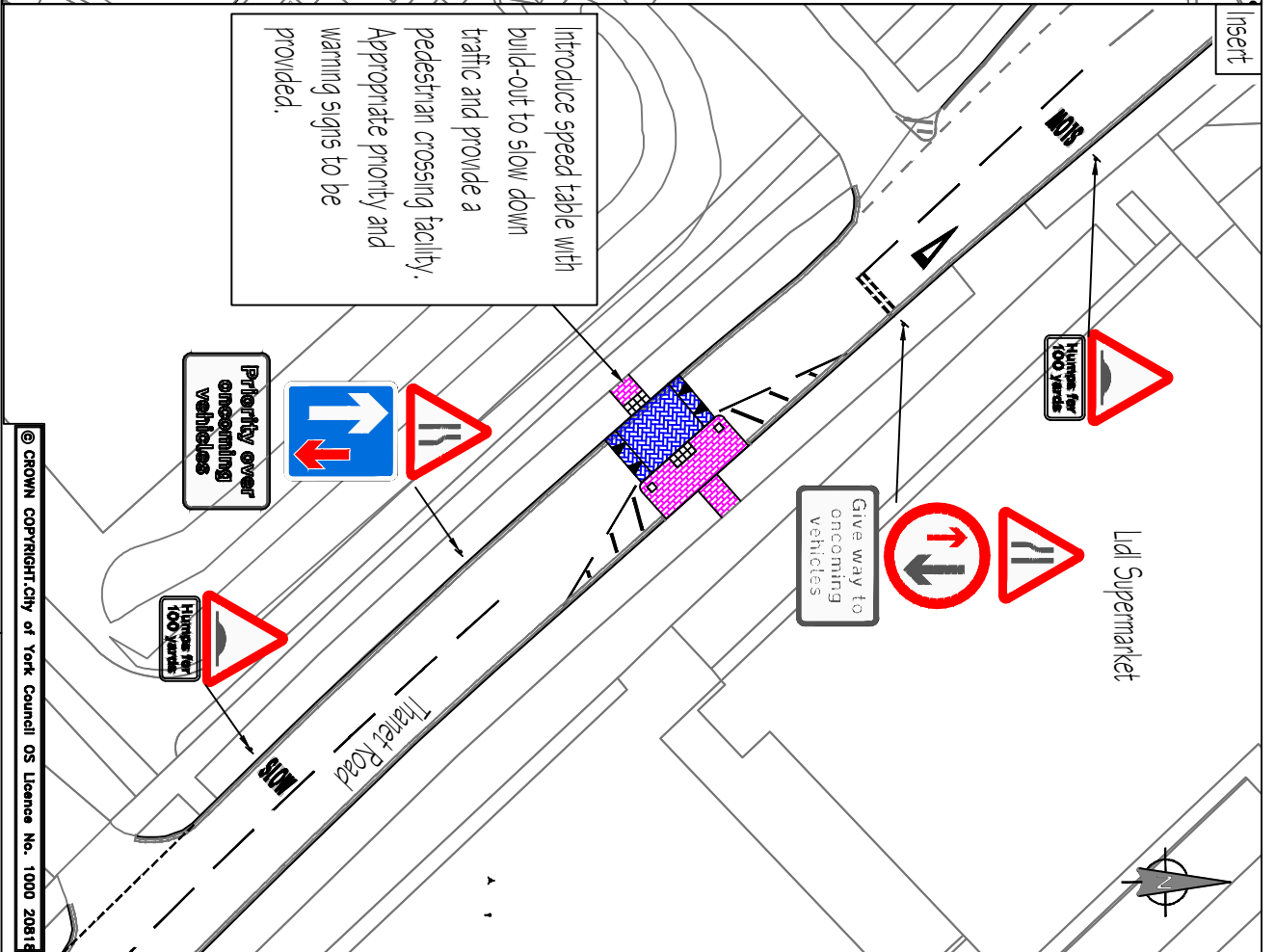
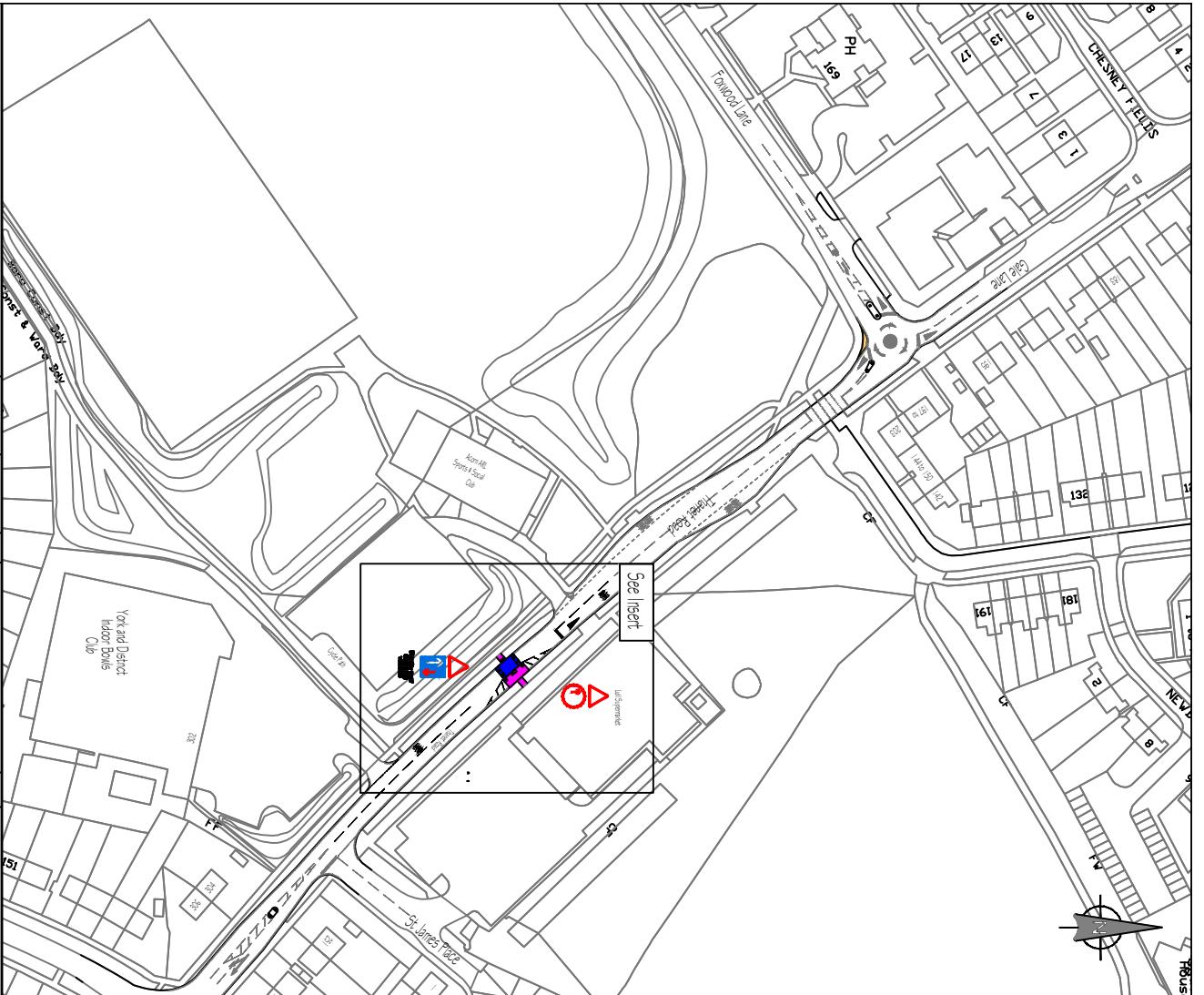
For further information please contact the author of the report.

Annexes

Annex A, Thanet Road scheme 15/16 - Consultation

Annex B, Thanet Road Scheme 16/17 – General Arrangement

Annex C, Thanet Road Scheme 16/17 – General Arrangement
incorporating St1 RSA
amendments



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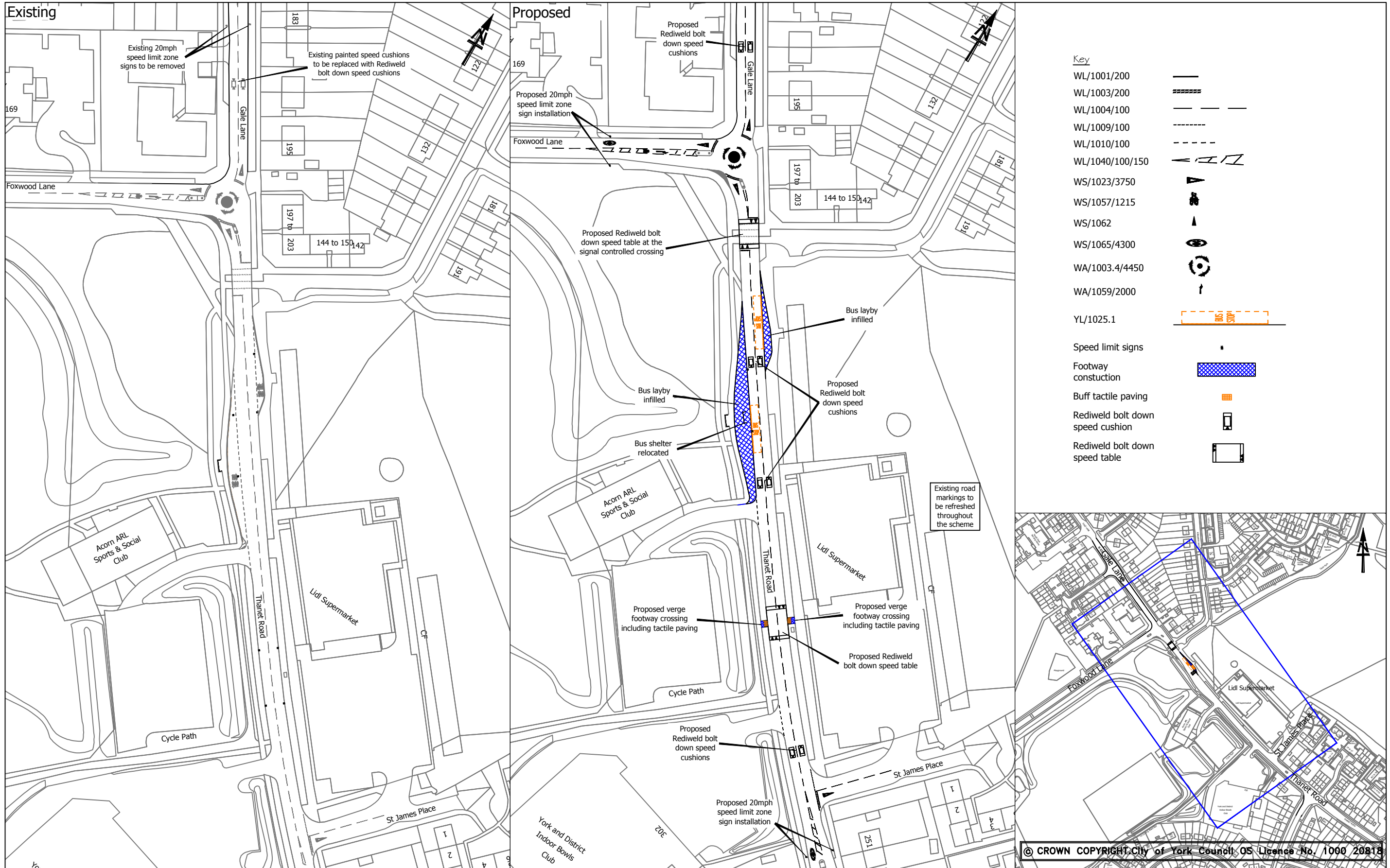
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LOCAL SAFETY SCHEMES 15/16
 GALE LN/THANET RD/FDXWOOD LN/ST. JAMES PLACE
 CASUALTY REDUCTION SCHEME
 CONSULTATION PROPOSALS

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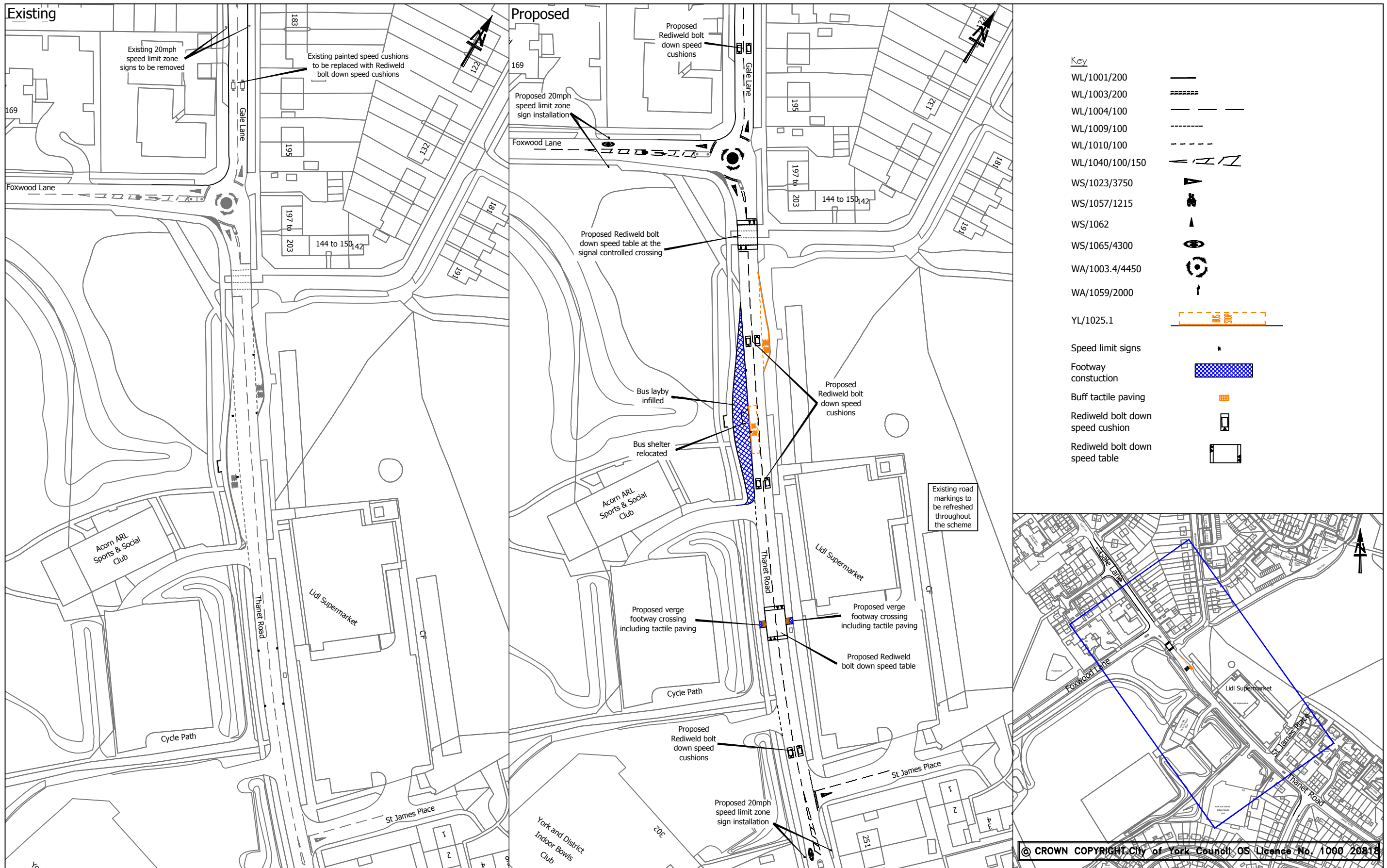
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Thanet Road
Construction
General Arrangement

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Local Safety Schemes 16/17
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**Decision Session - Executive Member for
Transport and Planning****22 June 2017**

Report of the Corporate Director of Economy and Place

**Consideration of results from the consultations in various areas
following petitions received requesting Residents' Priority Parking****Residents Parking Consultations:****Summary**

1. To report the consultation results for four different areas undertaken between February and April and to determine what action is appropriate.

Recommendation

2. It is recommended that we advertise an amendment to the York Parking, Stopping and Waiting Traffic Regulation Order to introduce Residents' Priority Parking Areas for the following:
 - South Bank Avenue - Option 1
 - St Aubyn's Place – Option 1
 - Beresford Terrace area – Option 1
 - St Peter's Quarter, Martins Court and Carleton Street – Option 1

Reason: To progress the majority views of the residents consulted.

Background

3. Petitions were received from the above areas. These were reported to the Executive Member for Transport & Planning at a public decision session on 10th November 2016 with the exception of St Aubyn's Place. The Executive Member requested we undertake formal consultation to ascertain the level of support. The petition for St Aubyn's Place was reported to the Corporate Director of Economy and Place on 27th February 2017. Both reports and decision notices are available to view on the website.

4. South Bank Avenue

5. Permission was granted to consult with the whole of South Bank Avenue after a petition was received from properties located between Bishopthorpe Road and Trafalgar Street representing half of the street.
6. The area around Bishopthorpe Road as a whole is currently receiving an increasing volume of commuter parking as such more requests for Residents Priority parking are being received. Although the top of South Bank Avenue may not currently have as much of an issue with parking problems if only part of South Bank Avenue is included within a proposed new scheme we can reasonably expect that some of the existing on street non residential parking will relocate to the top of the street.
7. Residents only parking was also introduced on Nunthorpe Grove, which adjoins South Bank Avenue, in 2016 - this has reduced the available on street parking in the area and may have contributed to parking relocating to South Bank Avenue. As such it may be acceptable to extend the existing R57 zone to give residents greater flexibility in parking on street. This new larger zone would then need to be converted to community parking to allow the local businesses to purchase permits for the area.

8. St Aubyn's Place:

9. The petition requesting Residents' Priority Parking contained signatures from 22 of the 25 properties on St Aubyn's Place.
10. Reported problems include an increasing influx of non-residential parking associated with commuters, nearby Hotel guests and events at the Racecourse. This has resulted in obstruction of footways and access to driveways. The refuse wagon has not been able to obtain access on several occasions because of inconsiderate parking on both sides of the carriageway creating narrow chicanes.

11. Beresford Terrace area

12. The whole area, as annexed in C1 consultation documents, has been consulted on the introduction of residents Priority parking, this was after two petitions were received from separate streets.
13. The area to the North of Butcher Terrace had a Residents only parking scheme introduced in 2016. This was after a high volume of commuter parking made it difficult for residents to park on street. Some of the commuter parking has now relocated along Bishopthorpe Road into the surrounding streets.

14. It has been noted that non-residential parking taking place includes visitors to Rowntree Park and for access across the Millennium Bridge. This is increased in summer months with the added disadvantage of parking for York Racecourse.
15. If a new scheme is introduced it could be beneficial to all residents to extend the existing R58C zone to create a large area to enable greater flexibility and availability for all residents.
16. **Phoenix Boulevard (St Peter's Quarter Development)**
17. The petition requesting Residents' Priority Parking contained 116 signatures from residents of 107 properties out of the 258 properties in this development area.
18. The developer and managing agent arranged private parking enforcement before highway adoption took place. The Residents' Association are keen to ensure protection from non-residential parking continues due to the proximity of the development to the city centre, railway station and the National Railway Museum.
19. The opportunities for parking on-street without obstructing access to the private parking areas, or parking on corners obstructing forward visibility are limited. Many residents have requested these areas are protected with waiting restrictions from the outset. We are proposing some waiting restrictions at the entrance to the estate, but would prefer to leave the rest of the estate unrestricted to give the residents as much flexibility as possible. If parking patterns become established which create obstruction on a regular basis, we may have to propose additional waiting restrictions in the future.
20. The consultation area was extended to include Martins Court and Carleton Street properties as the streets most likely to be disadvantaged by the introduction of a scheme on a neighbouring development. These areas have not demonstrated sufficient support to be included within any proposed scheme at this time.
21. **Options for Consideration**
22. **South Bank Avenue**

Summary of Results of the Consultation for South Bank Avenue: full details are given at Annex A2

We consulted with 90 properties within the proposed extended area including properties on South Bank Avenue and Bishopthorpe Road
53 Properties responded (62%).

Of these:

32 (60%) supported the introduction of a Resident Parking Scheme

21 (40%) did not support the introduction of a Resident Parking Scheme

23. Option 1

Advertise an amendment to the Traffic Regulation Order to extend the existing R57 residents priority parking scheme to include No's 1 – 108 South Bank Avenue, 64 Nunthorpe Grove and 147 – 149 Bishopthorpe Road, to create a new larger zone boundary as per plan in Annex A1(A) in addition convert the whole zone to Community – R57C, this enables businesses to purchase permits for the zone.

This is the recommended option because it reflects the majority view of all residents consulted as a whole and removes the likelihood of problems relocating further up South Bank Avenue.

The normal criteria of 50% return, with the majority of returns in favour has not been achieved from the businesses and residents on Bishopthorpe Road. They have been included within the zone in order to preserve their current parking opportunities on South Bank Avenue should a scheme be implemented.

The legal procedure provides an additional consultation period. Any interested party is able to make formal representation to the advertised proposal. The decision to withdraw properties and place a smaller zone boundary could be an option to be considered within this process.

24. Option 2

Advertise an amendment to the Traffic Regulation Order to extend the existing R57 residents priority parking scheme to include consulted properties up to Trafalgar Street only, the section of street that the petition represented. In addition convert the zone to Community – R57C, this enables included businesses to purchase permits for the zone.

This is not the recommended action as this does not take in to consideration the ballot results as a whole and would not protect all residents from displaced parking.

25. Option 3

Advertise an amendment to the Traffic Regulation Order to include a new Community Residents Priority Parking Scheme for South bank Avenue only.

This is not the recommended option as the existing R57 scheme is greatly under used and would not give South Bank Avenue residents any flexibility on parking in the area.

26. Option 4

No further action at this time

This is not the recommended option because this does not take into consideration residents views or the original petition received.

27. St Aubyn's Place

Summary of Results of the Consultation for St Aubyn's Place: full details are given at Annex B2

We consulted with all 25 properties on St Aubyn's Place
21 Properties responded (84%), 4 (16%) properties did not reply
Of these:

19 (90%) supported the introduction of a Resident Parking Scheme
2 (10%) did not support the introduction of a Resident Parking Scheme

28. Option 1:

Advertise an amendment to the Traffic Regulation Order to include a Residents' Priority Parking Area for St Aubyn's Place to operate between 9am and 5pm, 7 days a week.

This is the recommended option because it reflects the majority opinion.

29. Option 2:

Take no further action at this time.

This is not the recommended option because the majority of residents have supported the introduction of a resident parking scheme.

30. Beresford Terrace area

Summary of Results of the Consultation for Beresford Terrace Area: full details are given at Annex C2

We consulted with 234 properties within the proposed extended area:

130 Properties responded (56%).

Of these:

87(67%) supported the introduction of a Resident Parking Scheme
43 (33%) did not support the introduction of a Resident Parking Scheme.

31. Option 1

Advertise an amendment to the Traffic Regulation Order to extend the existing R58C residents parking zone to include the whole consultation area. This would create one large zone as per plan in Annex C1(A).

This is the recommended option as it reflects the majority view of all residents consulted as a whole. By introducing one large zone this increases the on street parking available to residents.

32. Option 2

Advertise an amendment to the Traffic Regulation Order to include a new Residents Parking Zone which would include the consulted area, south of Butcher Terrace, only.

33. This is not the recommended option as this removed the flexibility on available parking within predominantly terraced streets.

34. Option 3

Advertise an amendment to the Traffic regulation Order to include a Residents Priority Parking zone, either separate zone or an extension to R58C, which would exclude Butcher Terrace and Finsbury Street leaving both streets unrestricted.

This is not the recommended option as all available spaces on these streets would be inundated with commuter and visitor parking as the only unrestricted streets in the vicinity. Butcher Terrace is the main access to both Rowntree Park and Millennium Bridge which incurs a large volume of cyclists and pedestrians.

35. Option 4

No further action at this time

This is not the recommended option because the majority of residents have supported the introduction of a resident parking scheme.

36. **Phoenix Boulevard**

Summary of Results of the Consultation for the Phoenix Boulevard Area:

Full details are given at Annex D2:

We consulted with 258 properties within St Peter's Quarter Development 164 Properties responded (64%). Of these:

146 (89%) supported the introduction of a Resident Parking Scheme
18 (11%) did not support the introduction of a Resident Parking Scheme

We consulted with 98 properties in Martins Court and Carleton Street
32 Properties responded (33%) Of these:

13 (41%) supported the introduction of a Resident Parking Scheme
19 (59%) did not support the introduction of a Resident Parking Scheme

37. Option 1:

Advertise an amendment to the Traffic Regulation Order to include a Residents Priority Parking Area for the St Peter's Quarter development only.

Martins Court and Carleton Street; No further action at this time. If residents of these streets raise a petition requesting resident parking within 12 months of any implementation of a scheme on St Peter's Quarter we request authorisation to undertake additional consultation at that time with a view to adding them to the same scheme.

Advertise a proposal to include No Waiting at any Time restrictions (double yellow lines) at the entrance to the development and in the fountain turning area as shown on the plan at Annex D4.

This is the recommended option because it reflects the majority view of residents from the streets consulted.

Option 2:

Advertise an amendment to the Traffic Regulation Order for the full consultation area including Martins Court and Carlisle Street to include the waiting restrictions as detailed in Annex D4

This is not the recommended option because we do not consider we have received adequate support to introduce a scheme on Martins Court and Carlisle Street at this time.

38. Option 3:

No further action at this time

This is not the recommended option because the majority of residents on St Peter's Quarter have supported the introduction of a Residents' Priority Parking Area

39. **Consultation**

The details of the consultation documentation delivered for all areas is included within this report as, Annex A1, B1, C1, D1 and E1

If approval to proceed is granted then the formal legal Traffic Regulation Order consultation is carried out.

40. **Council Plan**

41. The above proposal contributes to the City Council's draft Council Plan of:

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

42. **Implications**

This report has the following implications:

43. **Financial** – Residents parking schemes are self financing once in operation. The £5k allocated within the core transport budget will be used to progress the proposed residents parking schemes.

44. **Human Resources** – None

45. **Equalities** – None.

46. **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

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

Contact Details**Authors:**

Name Alistair Briggs
 Job title Traffic Network
 Manager
 Dept. Transport
 Tel: (01904) 551368

Chief Officer Responsible for the report:

Neil Ferris
 Corporate Director: Economy & Place

Date:

14/05/17

Report Approved **Date** 12/06/17

Wards Affected: Holgate and Micklegate

All

For further information please contact the author of the report.

Background Papers: None.

Annexes:**Annex A: South Bank Avenue**

- A1 Consultation documentation package
- A1 (A) Plan of proposed extended R57 boundary
- A2 Consultation results
- A3 Précis of comments received

Annex B: St Aubyn's Place

- B1 Consultation documentation package
- B2 Consultation results
- B3 Précis of comments received

Annex C: Beresford Terrace Area

- C1 Consultation documents to all properties within proposed new boundary
- C1 (A) Plan of proposed extended R58 boundary
- C2 Consultation results
- C3 Précis of comments received

Annex D: St Peters Quarter (including Martins Court and Carleton Street)

- D1(A) Consultation documentation issued to St Peter's Quarter(excluding plan)
- D1(B) Consultation documentation issued to Martins Court and Carleton Street
- D1(C) Plan issued with consultation documentation
- D2 Consultation results
- D3 Précis of comments received
- D4 Plan of Recommended Option: (boundary and waiting restrictions)

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To the Residents:
1 – 118 South Bank Avenue
64 Nunthorpe Grove
147 - 149 Bishopthorpe Road

Economy and Place Directorate

West Offices, Station Rise
York
YO1 6GA

Tel: 01904 551337 9am – 3pm

Fax: 01904 551412

Email:
highway.regulation@york.gov.uk

Date: 10th February 2017

Dear Resident

Request for a Residents' Priority Parking Scheme (Respark)

We are writing to you because we received a petition from residents, asking us to consider introducing a Respark scheme on part of South Bank Avenue. The Executive Member for Transport (Councillor Ian Gillies) along with the Director of Economy and Place (Neil Ferris) considered the petition at a Decision Session on 10th November and requested officers to undertake a formal consultation with residents.

The implementation of a Residents Priority Parking scheme once introduced can displace vehicles onto adjacent streets. Because of this the Executive Member gave us permission to extend the consultation area to include the whole of frontages on South Bank Avenue.

Consultation documents

The following information and documents are enclosed:

1. General information about a Residents' Priority Parking Scheme
2. Proposed new scheme boundary plan (extension of existing R57 Scheme)
3. A ballot form
4. A Freepost Envelope

We are proposing to extend the existing adjacent R57 (Nunthorpe Grove) Respark Scheme this would create one zone enabling residents greater flexibility

on parking in the area. As per existing scheme further signs would be erected at the entrances to South Bank Avenue and residents would be permitted to park anywhere on street not covered by existing waiting restrictions (yellow lines, disabled bays etc) as long as by doing so no obstruction of the carriageway or private access is occurred.

We can only accept one ballot sheet from each household. **Please complete and return to us in the Freepost envelope provided by the 10th March 2017.**

If you prefer you can email your response to highway.regulation@york.gov.uk you will need to give all the information we have asked for on the ballot sheet, including your name and address.

Because your preference will determine whether we take this proposal forward and initiate the legal process to amend the Traffic Regulation Order, which could include all or part of South Bank Avenue, it is important that you either return your ballot or email your response as outlined above.

We will write to you again when the results of the consultation process are known and let you know what will happen next.

Please contact me on 01904 551337 (direct line Monday to Friday 9am to 3pm) or email highway.regulation@york.gov.uk if you:

- Require any further information or clarification
- Want to discuss any special needs/circumstances that you believe would be disadvantaged by the introduction of a Respark Scheme
- Details of landlords for rented properties

Yours faithfully

A Howarth

Annemarie Howarth
Traffic Project Officer
Network Management (Highways)



A Residents' Priority Parking Scheme

In January 2012, the Department for Transport amended Road Traffic Regulations. The amended regulations permit us to reserve a road for permit holders during an indicated period (or 24 hours) where parking bays are not marked. These are only suitable for cul-de-sacs or small areas where the witnessed problems associated with inconsiderate parking are due to the level of non-resident parking.

Because of the changes, we can now offer residents a Residents' Priority Parking Scheme (Respark) where the resident has more control. You can park anywhere on street as long as you are not parked on any yellow lines or cause an obstruction.

Signs are mounted at the entrance to your estate notifying drivers parking is reserved for permit holders. The scheme can operate full time, or on a part-time basis depending on resident preference. The timing on the shown sign is an example: – please indicate your preferred times of operation on the ballot sheet enclosed. Outside any specified times the street would be available for any vehicle to park. Some residential streets in York operate a Mon-Fri, 9am to 5pm scheme giving residents more flexibility on an evening and weekend.



Our Respark schemes cannot guarantee a space will be available. Space is not normally an issue in areas where most properties have an off-street parking amenity. Because parked vehicles would be associated with residents and their visitors it should be easier to identify the owner and request removal/repositioning if necessary.

There would be no parking allowed for any non-permit holders whilst the scheme is in operation. Any visitors to your property would require a visitor permit, even for a short duration (except for those activities that are listed overleaf).

Exemptions within the Traffic Regulation Order; Vehicles can still use the

street to park if they are undertaking one of the following activities.

1. Loading and unloading, including passengers. For example, you would still be able to get goods delivered, move house, or a friend arrive to collect you or drop you off without the need to display a permit. Our Civil Enforcement Team wait for approximately 5 to 10 minutes to ensure no loading activity is occurring before issuing a penalty charge notice to a vehicle which does not display a valid permit.
2. Vehicles displaying a valid disabled permit (blue badge).
3. Vehicles used for medical requirements, or for weddings and funerals.
4. Vehicles which belong to emergency services, statutory bodies or vehicles being used for highway works.

If you are having work done on the house, your builder or other tradesman can use a visitor permit or purchase a “builders permit” from parking services for a small daily charge (£3).

Enforcement

If a vehicle parks without a permit, the driver becomes liable for a Penalty Charge, issued by our Civil Enforcement Team.

Annual charges for Permits from APRIL 2016 to MARCH 2017 are:

HOUSEHOLD PERMIT	Annual Charge	Quarterly Charge
CARS IN DVLA VEHICLE BAND D – I AND VEHICLES REGISTERED PRE 2001	£96	£29.50
CARS 2.7Mtrs or LESS IN LENGTH LOW EMISSION VEHICLES DVLA BAND A to C	£48	£14.75
CARS IN DVLA VEHICLE BAND J – M AND VEHICLES MORE THAN 5M IN LENGTH	£130	£39
SECOND PERMIT	£172.50	£54.50
THIRD PERMIT	£343	£95
FOURTH PERMIT	£690	£185

Household Authorisation Cards entitle the holder to obtain Visitors Permits. The cards are issued automatically with a Household Permit but a householder is entitled to a Card without exercising an entitlement to a Household Permit.

Visitor permits are purchased in books of 5 and you are allowed an annual allowance of 200, but no more than 40 can be purchased in any one month.

The annual charge for a Household Authorisation Card from April 2016 is:

Household Authorisation Card	when the Card is issued at the same time as a Household Permit	Nil
Discount Authorisation Card	See eligibility overleaf*	Nil
Household Authorisation Card	In all other circumstances	£3

Discount Authorisation cards are free of charge and visitor permits reduced to £1.50 a book if you are:

- Over 60 years old
- A blue disabled badge holder
- Receive the higher rate of the mobility component of the disability living allowance
- Are registered as blind
- In receipt of income support
- In receipt of long-term incapacity benefit

Visitor Permit

A Visitor Permit entitles the holder to park a vehicle for the day of issue and up to 10am on the day following. Your visitor displays the date of use on each individual Permit before displaying in the vehicle.

The annual charge for a Visitor Permit from April 2016 is:

VISITOR PERMIT	(1) when the purchase is supported by a Household Authorisation Card	£5.75 (for 5)
	(2) when the purchase is supported by a Discount Authorisation Card	£1.50 (for 5)

Consultation Ballot

R57 Extension – South Bank Avenue



Please indicate your preferences by ticking the appropriate box.

	YES	NO
Would you support the proposal to introduce a Resident Parking Scheme as outlined on the information provided?		

Please indicate your preferred time of operation should a scheme be implemented, please indicate your preference even if you are against the proposal:

9am to 5pm Monday to Friday	
9am to 5pm Monday to Sunday	
24 hours, 7 days a week	
Other: please state:	

Title: (Mr. Mrs. Miss Ms) -----Initial: -----

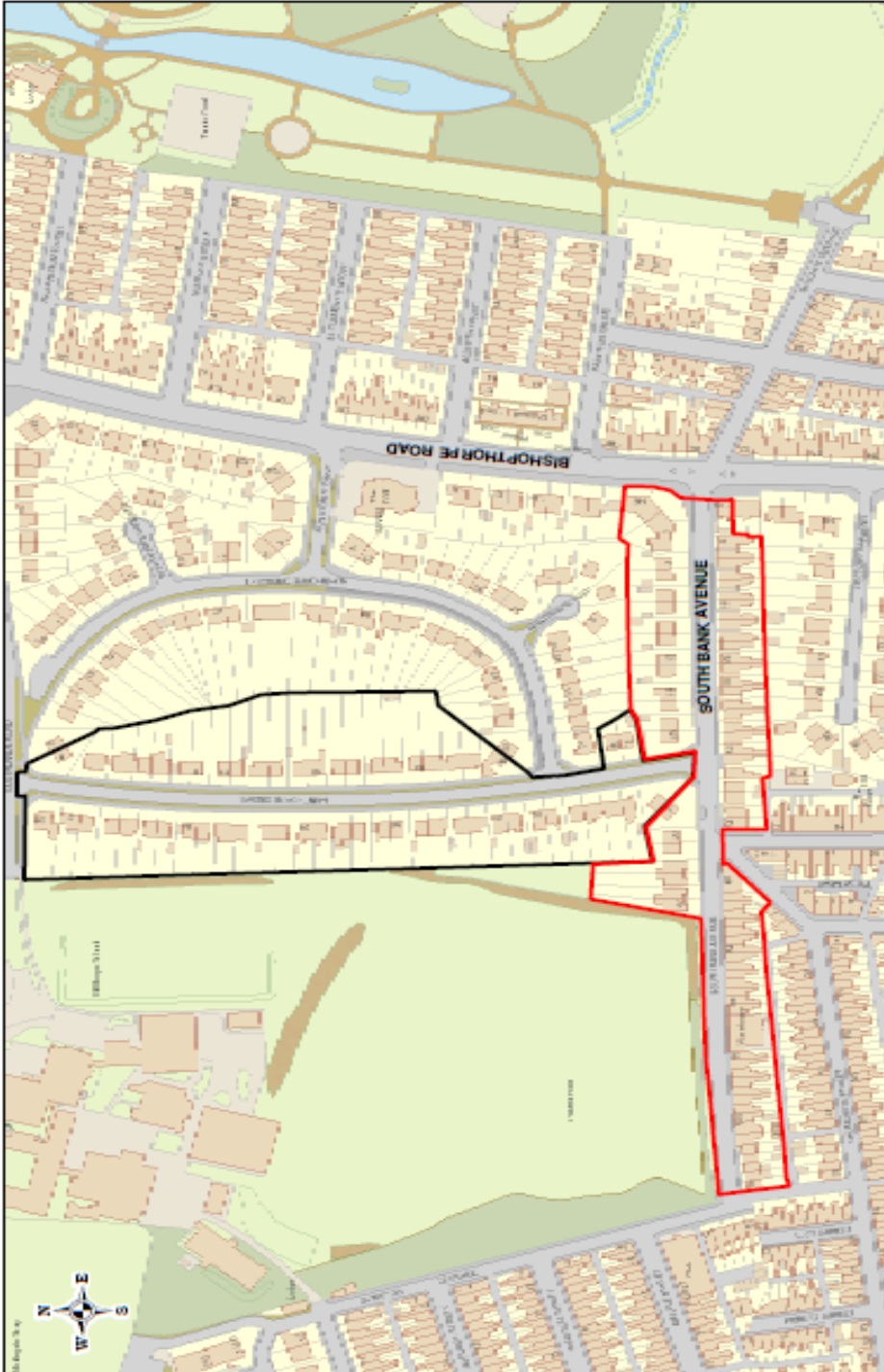
Surname: -----

Address: -----

Postcode -----



Please return in the freepost envelope provided by Friday 10th March. We will only accept one completed ballot from each household and your preferences will be kept confidential. Alternatively if you prefer please email your details, preference and comments to: highway.regulation@york.gov.uk

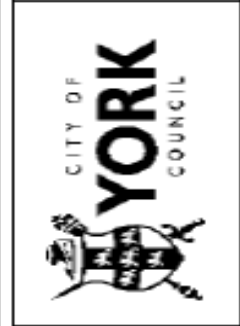
Please provide any further comments you wish to make overleaf
(Alternatively use a separate sheet)

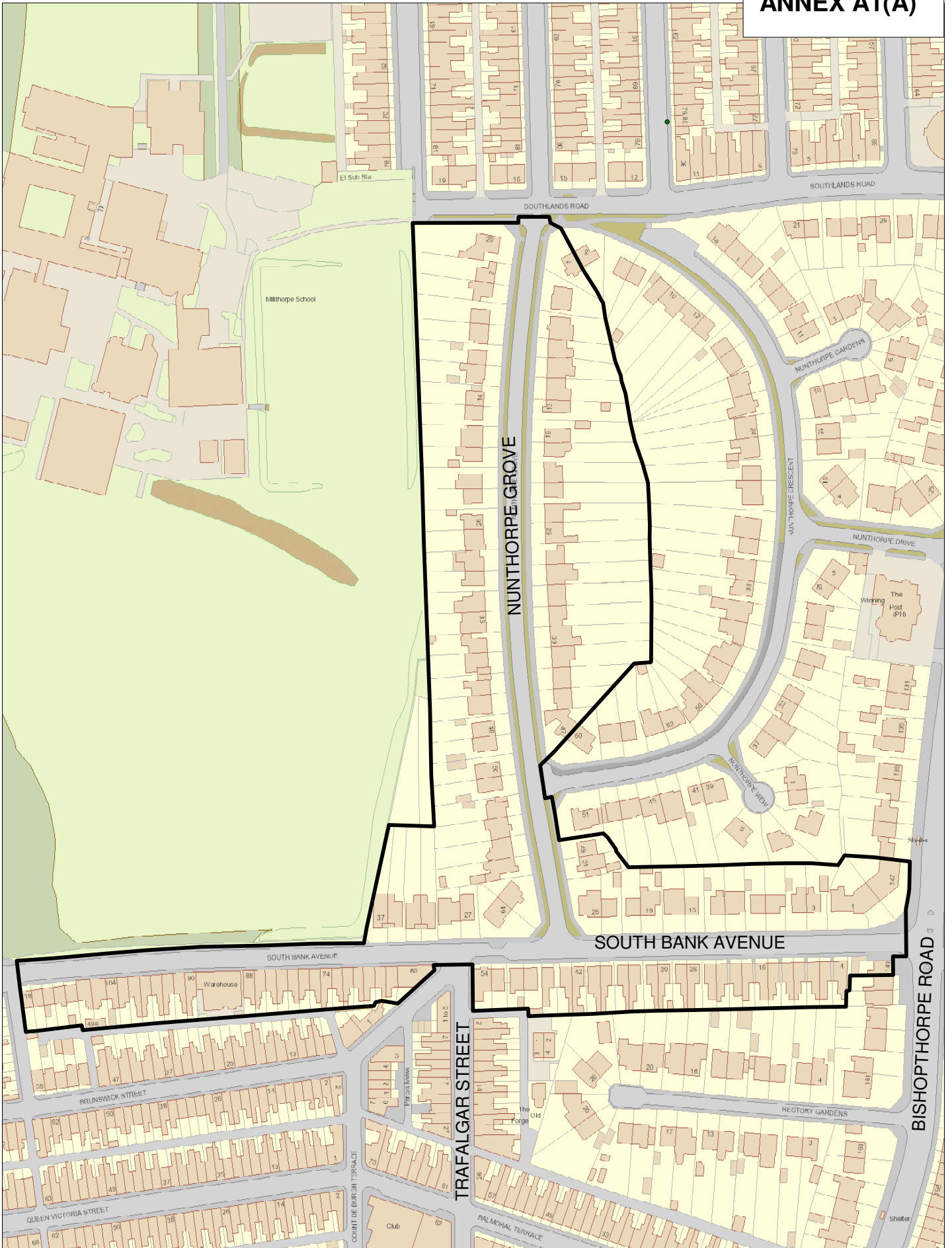


SCALE	1 : 2500
DATE	Feb 2017
DRAWING NO.	
DRAWN BY	
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R57 Residents Priority parking scheme consultation

	Existing R57 ResPark Zone
	Proposed extended area to be included within the existing R57 zone





**Proposed extended R57C
Residents Priority Parking Zone**

SCALE	1 : 2000
DATE	June 2017
DRAWING No.	
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SOUTH BANK AVENUE, CONSULTATION RESULTS

Street Name & Number	Yes	No	Full Time	Mon - Fri 9-5	Mon-Sun 9-5	other	% returns
South Bank Avenue (83)	32	20	34	10	2	1	62
Bishopthorpe Road (5)	0	1	0	1	0	0	20
Nunthorpe Grove (1)	0	0	0	0	0	0	0
Brunswick Street (1)							
Total 90	32	21	34	11	2	1	59

We consulted with 90 properties within the proposed extended area including properties on South Bank Avenue and Bishopthorpe Road

53 Properties responded (62%).
Of these:

32 (60%) supported the introduction of a Resident Parking Scheme

21 (40%) did not support the introduction of a Resident Parking Scheme

Times of Operation

34 properties requested a 24 hour, 7 day a week scheme

11 properties requested a Mon-Fri, 9am – 5pm scheme

2 properties requested a Mon-Sun, 9am – 5pm scheme

1 property preferred 9am – 5pm Mon- Sat

In conclusion:

64% of those who responded would prefer the implementation of a 24 hour, 7 days a week scheme

South Bank Avenue results split into two areas

Properties originally petitioned from Bishopthorpe Road to Trafalgar Street:

Street Name & Number	Yes	No	Full Time	Mon - Fri 9-5	Mon-Sun 9-5	other	% returns
South Bank Avenue (42)	24	6	22	3	2	1	71
Bishopthorpe Road (5)	0	1	0	1	0	0	20
Nunthorpe Grove (1)	0	0	0	0	0	0	0
Total 48	24	7	22	4	2	1	65

Properties located from Trafalgar Street to Ovington Terrace:

Street Name & Number	Yes	No	Full Time	Mon - Fri 9-5	Mon-Sun 9-5	other	% returns
South Bank Avenue (35)	8	14	11	7	0	1	62
Total 35	8	14	11	4	0	1	62

ANNEX A3

Précis of comments received	Officer response
Although we have off street parking we would be happy to purchase a permit	
Lived on SBA a long time and are not aware of any petition by residents for ResPark	The petition for part of SBA was received by CYC and reported to a decision session in November 2016
The bottom section is plagued by fast drivers and vulnerable cyclists with small children. Collectively this is a disaster when combined with parking on both sides. Parking is difficult and worse after Nunthorpe Gr	The introduction of a ResPark scheme should reduce the number of vehicles parking on street.
Two properties on Bishopthorpe Road have access from SBA so should be included in the boundary.	The properties mentioned do not have vehicular access off SBA
If you remove parking it will just move to where there is even less room to park. I think its just another way the council make revenue and I do not agree with the proposal.	Proposed new schemes are all resident driven, residents must first come to us with evidence of support before consultations commence
How often would CEO's be in the street, if people parked without leaving a cars length in front and behind there would be no problem. A bay outside each house would solve the problem. Permits should be limited to 1 per household then a draw for extras if space is available. Why aren't voting figures announced?	All ballot results are included within this report for consideration. All new schemes are included within CEO patrols and the hotline number is available for residents to call to report vehicles parked with no permit.
Very strongly against the scheme. People being penalised for living close to CC, to have visitors causing possible isolation, unnecessary expense on already stretched budgets	Schemes are introduced on a majority view
Single parent on a low income the permits will cost £130 per year plus visitor permits for weekly childcare help from family. I feel each resident with no off street parking should qualify for 1 free permit. Properties with driveways should not be eligible to approve the permit scheme	All properties within a proposed boundary are eligible to vote as everyone would require visitor and builders permits etc.

Have not experienced any problems parking so no idea what time restriction would be suitable	Noted
If the scheme goes ahead I will need permits to allow by carers to park	Carers permits are available to be used within Residents Parking Schemes



Directorate of Place & Economy

West Offices, Station Rise
York
YO1 6GA

Tel: 01904 551497
Email: sue.gill@york.gov.uk

Date 7th March 2017

To the Residents:

St Aubyns Place

Dear Resident

Request for a Residents' Priority Parking Scheme (Respark)

We are writing to you because we received a petition asking us to consider introducing a Respark scheme on St Aubyns Place.

Consultation documents

The following information and documents are enclosed:

1. General information about a Residents' Priority Parking Scheme
2. A plan of the proposal
3. A ballot form
4. A freepost envelope

We are proposing a scheme that may not be like others you have experienced around the city. It does not involve extensive signing and lining works and will allow you to park anywhere on street not covered by a waiting restriction (yellow lines), as long as, by so doing, no obstruction of the carriageway has occurred.

We can only accept one ballot sheet from each household. **Please complete and return to us in the Freepost envelope provided by Friday 7th April.**

If you prefer you can email your response to highway.regulation@york.gov.uk
Please give the information we have asked for on the ballot sheet, including your name and address.

Because your preferences will determine whether we take this forward and initiate the legal process to amend the Traffic Regulation Order, it is important you return your ballot sheet.

You can add and return any comments you wish to make. We would like to know if any of the following circumstances apply to you:

- You have special needs/circumstances that you believe would be disadvantaged by the introduction of a Respark scheme
- If you rent your property, please write the contact details of the owner (if known) or managing agent on the ballot sheet. You should still let us know your preferences. We will contact the owner separately.

The results of the consultation will be reported to the Executive Member for Transport and Planning (Cllr Ian Gillies) at a Public Decision Session. We will let you know when this will be to give you the opportunity to attend. You can arrange to speak at this meeting if you want.

Please contact me on 01904 551497 (direct line) or email

highway.regulation@york.gov.uk if you wish to discuss this further or require any clarification.

Yours faithfully

Sue Gill
Traffic Project Officer
Network Management (Highways)

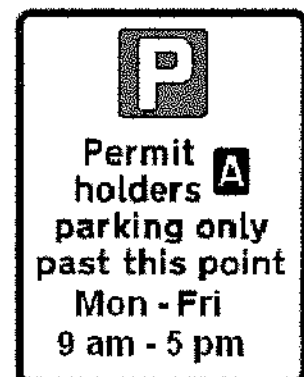


A Residents' Priority Parking Scheme

In January 2012, the Department for Transport amended Road Traffic Regulations. The amended regulations permit us to reserve a road for permit holders during an indicated period (or 24 hours) where parking bays are not marked. These are suitable for cul-de-sacs or enclosed areas where the witnessed problems associated with inconsiderate parking are due to the level of non-resident parking.

Because of the changes, we can now offer residents a Residents' Priority Parking Scheme (Respark) where the resident has more control. You can park anywhere on street as long as you are not parked on any yellow lines, across a dropped kerb placed for the purpose of vehicle or pedestrian access/crossing or cause an obstruction.

Signs are mounted at the beginning of the restricted area to inform drivers that parking is reserved for permit holders. The scheme can operate full time, or on a part-time basis depending on majority resident preference. The timing on the shown sign is an example: – please indicate your preferred times of operation on the ballot sheet enclosed. Outside any specified times the street would be available for any vehicle to park. A Mon-Fri, 9am to 5pm scheme gives residents and their visitors more flexibility on an evening and weekend. A full time scheme may be more beneficial if non-resident parking remains at significant levels during evenings and weekends.



Our Respark schemes cannot guarantee a space will be available. A scheme is introduced to give residents priority over available space within the boundary of the scheme. In areas of high density housing, pressure for space can still occur.

There would be no parking allowed for any non-permit holders whilst the scheme is in operation. Any visitors to your property would require a visitor permit, even for a short duration (except for those activities that are listed

below).

Exemptions within the Traffic Regulation Order

A Resident Parking scheme is a parking restriction; it does not prevent access. Non residents can wait on street in order to undertake one of the following activities.

1. Loading and unloading, including passengers. For example, you would still be able to get goods delivered, move house, or a friend arrive to collect you or drop you off without the need to display a permit. Our Civil Enforcement Team wait for approximately 5 to 10 minutes to ensure no loading activity is occurring before issuing a penalty charge notice to a vehicle which does not display a valid permit.
2. Vehicles displaying a valid disabled permit (blue badge).
3. Vehicles used for medical requirements, or for weddings and funerals.
4. Vehicles which belong to emergency services, statutory bodies or vehicles being used for highway works.

If you are having work done on the house, your builder or other tradesman can use a visitor permit or purchase a "builders permit" from parking services for a small daily charge (£3.10) or a quarterly charge (£117).

Enforcement

If a vehicle parks without a permit, the driver becomes liable for a Penalty Charge, issued by our Civil Enforcement Team.

Annual charges for Permits from APRIL 2017 are:

HOUSEHOLD PERMIT	Annual Charge	Quarterly Charge
CARS IN DVLA VEHICLE BAND D – I AND VEHICLES REGISTERED PRE 2001	£98.50	£30
CARS 2.7Mtrs or LESS IN LENGTH LOW EMISSION VEHICLES DVLA BAND A to C	£49.25	£15
CARS IN DVLA VEHICLE BAND J – M AND VEHICLES MORE THAN 5M IN LENGTH	£133	£40
SECOND PERMIT	£177	£55.50
THIRD PERMIT	£355	£97
FOURTH PERMIT	£710	£190

Household Authorisation Cards entitle the holder to obtain Visitors Permits. The cards are issued automatically with a Household Permit but a householder is entitled to a Card without exercising an entitlement to a Household Permit.

Visitor permits are purchased in books of 5 and you are allowed an annual allowance of 200, but no more than 40 can be purchased in any one month.

The annual charge for a Household Authorisation Card from April 2017 is:

Household Authorisation Card	when the Card is issued at the same time as a Household Permit	Nil
Discount Authorisation Card	See eligibility overleaf*	Nil
Household Authorisation Card	In all other circumstances	£3

*Discount Authorisation cards are free of charge and visitor permits reduced to £1.50 a book if you are:

- Over 60 years old
- A blue disabled badge holder
- Receive the higher rate of the mobility component of the disability living allowance
- Are registered as blind
- In receipt of income support
- In receipt of long-term incapacity benefit

Visitor Permit

A Visitor Permit entitles the holder to park a vehicle for the day of issue and up to 10am on the day following. Your visitor displays the date of use on each individual Permit before displaying in the vehicle.

The charge for a Visitor Permit from April 2017 is:

VISITOR PERMIT	(1) when the purchase is supported by a Household Authorisation Card	£6 (for 5)
	(2) when the purchase is supported by a Discount Authorisation Card	£1.50 (for 5)

Return to Sue Gill, Traffic Team, Network Management (Transport)

Consultation Ballot

St Aubyns Place
Residents' Priority Parking Scheme



Please indicate your preferences by ticking the appropriate box:

	YES	NO
Would you support a proposal to introduce a Resident Parking Scheme?		

Please indicate your preferred time of operation:

9am to 5pm, Monday to Friday	
24 hours, 7 days a week	
Other: please state:	

Title: (Mr. Mrs. Miss Ms) -----Initial: -----

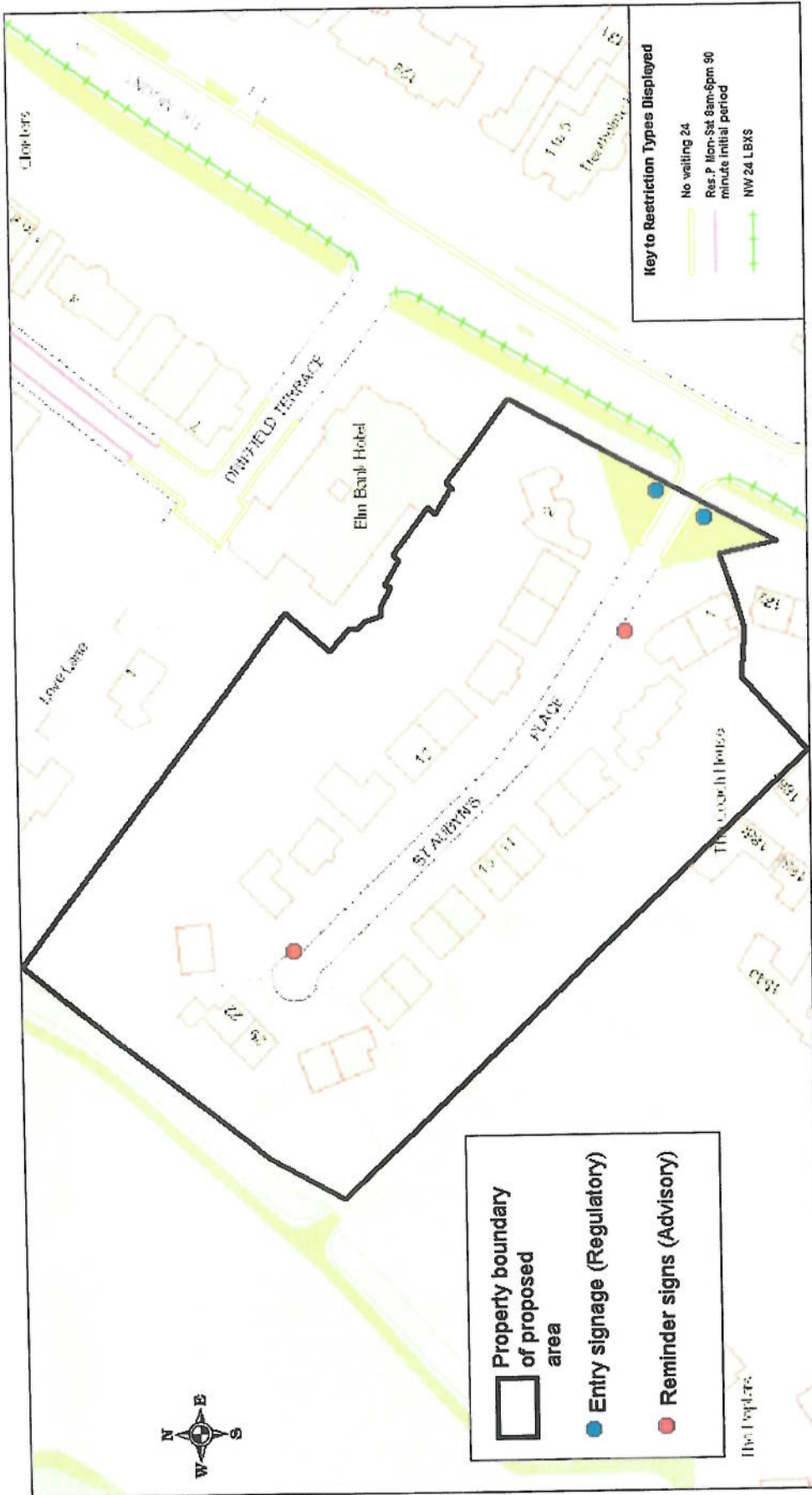
Surname: -----


Address: -----

Postcode -----

Please return in the freepost envelope provided by Friday 7th April. We will only accept one completed ballot from each household and your preferences are kept confidential. If you prefer you can email your preferences and comments to highway.regulation@york.gov.uk

Please write any further Comments you wish to make overleaf (or use separate sheet)



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<p>St Aubyns Place Residents' Priority Parking consultation</p>		DATE	
		DRAWING No.	
		DRAWN BY	

ANNEX B2

ST AUBYN'S PLACE, CONSULTATION RESULTS

In Support	Not in support	Full Time	Mon - Fri 9-5	Other
19	2	8	7	6

We consulted with all 25 properties on St Aubyn's Place

21 Properties responded (84%), 4 (16%) properties did not reply

Of these:

19 (90%) supported the introduction of a Resident Parking Scheme

2 (10%) did not support the introduction of a Resident Parking Scheme

Times of Operation

8 properties requested a 24 hour, 7 day a week scheme

7 properties requested a Mon-Fri, 9am – 5pm scheme

4 properties preferred a 9am to 5pm time frame, but to operate 7 days a week

1 property preferred a 10am to 3pm time frame, Monday to Friday

1 property requested one side only, alternate days

In conclusion:

- The majority of households support a 9am – 5pm time frame
- The majority of household support a 7 day week restriction

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ANNEX B3**COMMENTS RECEIVED DURING THE CONSULTATION PROCESS**

Comments Received from those supporting the introduction of Residents' Priority Parking	Officer comments
<p>Parking by non-resident is increasing due to:</p> <ul style="list-style-type: none"> • Commuters and shoppers • Events at the Racecourse • The introduction of Resident's Parking on Trentholme Drive • Parking from guests at Elmbank Hotel 	<p>Most residents are particularly concerned about the street being used as an overfill car park by Elmbank Hotel</p>
<p>Parking is inconsiderate – on the footpath and against garden walls</p> <p>Larger commercial vehicles and mini-buses park which is unsuitable for a narrow residential street</p> <p>Cars parked opposite each other creating obstruction for larger vehicles, including refuse wagon who has been unable to collect on several occasions</p> <p>Concerned about emergency vehicle access</p> <p>Creates problems for drive access</p>	<p>The carriageway width is insufficient for two vehicles to park opposite each other and others to pass</p>
<p>Parking occurs for long periods of time – not just commuter parking</p>	<p>Noted</p>
<p>Parking creates less space for manoeuvrability which in turn has led to damage to residential property. One resident's wall has been knocked down 3 times in the last 4 years by vehicles turning around.</p>	<p>Noted</p>

It is essential this is a 7 day a week scheme, parking from guests at Elmbank Hotel is a particular problem on weekends.	Noted
Ending the restrictions at 5pm would allow people to park for late night shopping or entertainment	This is true, but it also gives residents more flexibility
Comments Received from those not in support of Residents' Priority Parking	Officer comments
I am strongly against any parking restrictions due to the cost. If other residents want restricted parking then they should contribute to the cost.	Noted
When it becomes illegal to park on footpath will this effect the arrangements?	The legislation referred to is not a foregone conclusion and would not effect the operation of a Residents' parking scheme at this time.



To the Residents:
156 – 274 Bishopthorpe Road,
Butcher Terrace, Finsbury Street,
Terry Street, Beresford Terrace,
Finsbury Avenue, Reginald Grove

Directorate of Economy and Place

West Offices, Station Rise
York
YO1 6GA

Tel: 01904 551337 9am – 3pm
Email: highway.regulation@york.gov.uk

Date: January 2017

Dear Resident

Request for a Residents' Priority Parking Scheme (Respark)

We are writing to you in result of receiving a petition from residents, asking us to consider introducing a Respark scheme on Beresford Terrace and Finsbury Avenue. The Executive Member for Transport (Councillor Ian Gillies) along with the Director of Economy and Place (Neil Ferris) considered this, along with other petitions, at a Decision Session on 10th November and requested officers to undertake a formal consultation with residents.

As you may be aware due to the recent implementation of the adjacent residents parking scheme (R58C) a new scheme can displace vehicles onto adjacent streets. Because of this the Executive Member gave us permission to extend the consultation area to include all streets outlined in the address list above. As such all residents are receiving the same information in relation to introducing a new extended scheme for the whole area.

Consultation documents

The following information and documents are enclosed:

1. General information about a Residents' Priority Paring Scheme
2. Proposed new scheme boundary plan (showing the proposed extension area and existing R58C boundary to become the same zone)
3. A ballot form
4. A Freepost Envelope

We are proposing to extend the existing adjacent R58C Respark Zone to create one large scheme enabling resident's greater flexibility on parking in the area. As per existing Respark scheme, signs would be erected at entrances to the restricted streets, along with repeater signs as required. Residents would then be permitted to park anywhere on street not covered by existing waiting restrictions (yellow lines, disabled bays etc) as long as by doing so no obstruction of the carriageway or private access is occurred.

We can only accept one ballot sheet from each household. **Please complete and return to us in the Freepost envelope provided by the 3rd March 2017.**

If you prefer you can email your response for my attention to highway.regulation@york.gov.uk you will need to give the information we have asked for on the ballot sheet, including your name and address.

Because your preference will determine whether we take this proposal forward and initiate the legal process to amend the Traffic Regulation Order it is important that you either return your ballot or email your response as outlined above ensuring that all parts of the ballot are completed.

We will write to you again when the results of the consultation process are known and let you know what will happen next.

Please contact me on 01904 551337 (direct line Monday to Friday 9am to 3pm) or email highway.regulation@york.gov.uk if you:

- Require any further information or clarification
- Want to discuss any special needs/circumstances that you believe would be disadvantaged by the introduction of a Respark Scheme
- Details of landlords for rented properties

Yours faithfully

A Howarth

Annemarie Howarth
Traffic Project Officer
Transport (Network Management)



A Residents' Priority Parking Scheme

In January 2012, the Department for Transport amended Road Traffic Regulations. The amended regulations permit us to reserve a road for permit holders during an indicated period (or 24 hours) where parking bays are not marked. These are only suitable for cul-de-sacs or small areas where the witnessed problems associated with inconsiderate parking are due to the level of non-resident parking.

Because of the changes, we can now offer residents a Residents' Priority Parking Scheme (Respark) where the resident has more control. You can park anywhere on street as long as you are not parked on any yellow lines or cause an obstruction.

Signs are mounted at the entrance to your estate notifying drivers parking is reserved for permit holders. The scheme can operate full time, or on a part-time basis depending on resident preference. The timing on the shown sign is an example: – please indicate your preferred times of operation on the ballot sheet enclosed. Outside any specified times the street would be available for any vehicle to park. Some residential streets in York operate a Mon-Fri, 9am to 5pm scheme giving residents more flexibility on an evening and weekend.



Our Respark schemes cannot guarantee a space will be available. Space is not normally an issue in areas where most properties have an off-street parking amenity. Because parked vehicles would be associated with residents and their visitors it should be easier to identify the owner and request removal/repositioning if necessary.

There would be no parking allowed for any non-permit holders whilst the scheme is in operation. Any visitors to your property would require a visitor permit, even for a short duration (except for those activities that are listed overleaf).

Exemptions within the Traffic Regulation Order; Vehicles can still use the street to park if they are undertaking one of the following activities.

1. Loading and unloading, including passengers. For example, you would still be able to get goods delivered, move house, or a friend arrive to collect you or drop you off without the need to display a permit. Our Civil Enforcement Team wait for approximately 5 to 10 minutes to ensure no loading activity is occurring before issuing a penalty charge notice to a vehicle which does not display a valid permit.
2. Vehicles displaying a valid disabled permit (blue badge).
3. Vehicles used for medical requirements, or for weddings and funerals.
4. Vehicles which belong to emergency services, statutory bodies or vehicles being used for highway works.

If you are having work done on the house, your builder or other tradesman can use a visitor permit or purchase a “builders permit” from parking services for a small daily charge (£3).

Enforcement

If a vehicle parks without a permit, the driver becomes liable for a Penalty Charge, issued by our Civil Enforcement Team.

Annual charges for Permits from APRIL 2016 to MARCH 2017 are:

HOUSEHOLD PERMIT	Annual Charge	Quarterly Charge
CARS IN DVLA VEHICLE BAND D – I AND VEHICLES REGISTERED PRE 2001	£96	£29.50
CARS 2.7Mtrs or LESS IN LENGTH LOW EMISSION VEHICLES DVLA BAND A to C	£48	£14.75
CARS IN DVLA VEHICLE BAND J – M AND VEHICLES MORE THAN 5M IN LENGTH	£130	£39
SECOND PERMIT	£172.50	£54.50
THIRD PERMIT	£343	£95
FOURTH PERMIT	£690	£185

Household Authorisation Cards entitle the holder to obtain Visitors Permits. The cards are issued automatically with a Household Permit but a householder is entitled to a Card without exercising an entitlement to a Household Permit.

Visitor permits are purchased in books of 5 and you are allowed an annual allowance of 200, but no more than 40 can be purchased in any one month.

The annual charge for a Household Authorisation Card from April 2016 is:

Household Authorisation Card	when the Card is issued at the same time as a Household Permit	Nil
Discount Authorisation Card	See eligibility overleaf*	Nil
Household Authorisation Card	In all other circumstances	£3

*Discount Authorisation cards are free of charge and visitor permits reduced to £1.50 a book if you are:

- Over 60 years old
- A blue disabled badge holder
- Receive the higher rate of the mobility component of the disability living allowance
- Are registered as blind
- In receipt of income support
- In receipt of long-term incapacity benefit

Visitor Permit

A Visitor Permit entitles the holder to park a vehicle for the day of issue and up to 10am on the day following. Your visitor displays the date of use on each individual Permit before displaying in the vehicle.

The annual charge for a Visitor Permit from April 2016 is:

VISITOR PERMIT	(1) when the purchase is supported by a Household Authorisation Card	£5.75 (for 5)
	(2) when the purchase is supported by a Discount Authorisation Card	£1.50 (for 5)

Consultation Ballot R58C Extension

Bishopthorpe Road (part), Butcher Terrace,
Finsbury Street, Terry Street, Beresford
Terrace, Finsbury Avenue, Reginald Grove
Residents' Priority Parking Scheme



Please indicate your preferences by ticking the appropriate box.

	YES	NO
Would you support the proposal to introduce a Resident Parking Scheme as outlined on the information provided?		

Please indicate your preferred time of operation should a scheme be implemented (please complete even if you are against the scheme):

9am to 5pm Monday to Friday	
9am to 5pm Monday to Sunday	
24 hours, 7 days a week	
Other: please state:	

Title: (Mr. Mrs. Miss Ms) -----Initial: -----

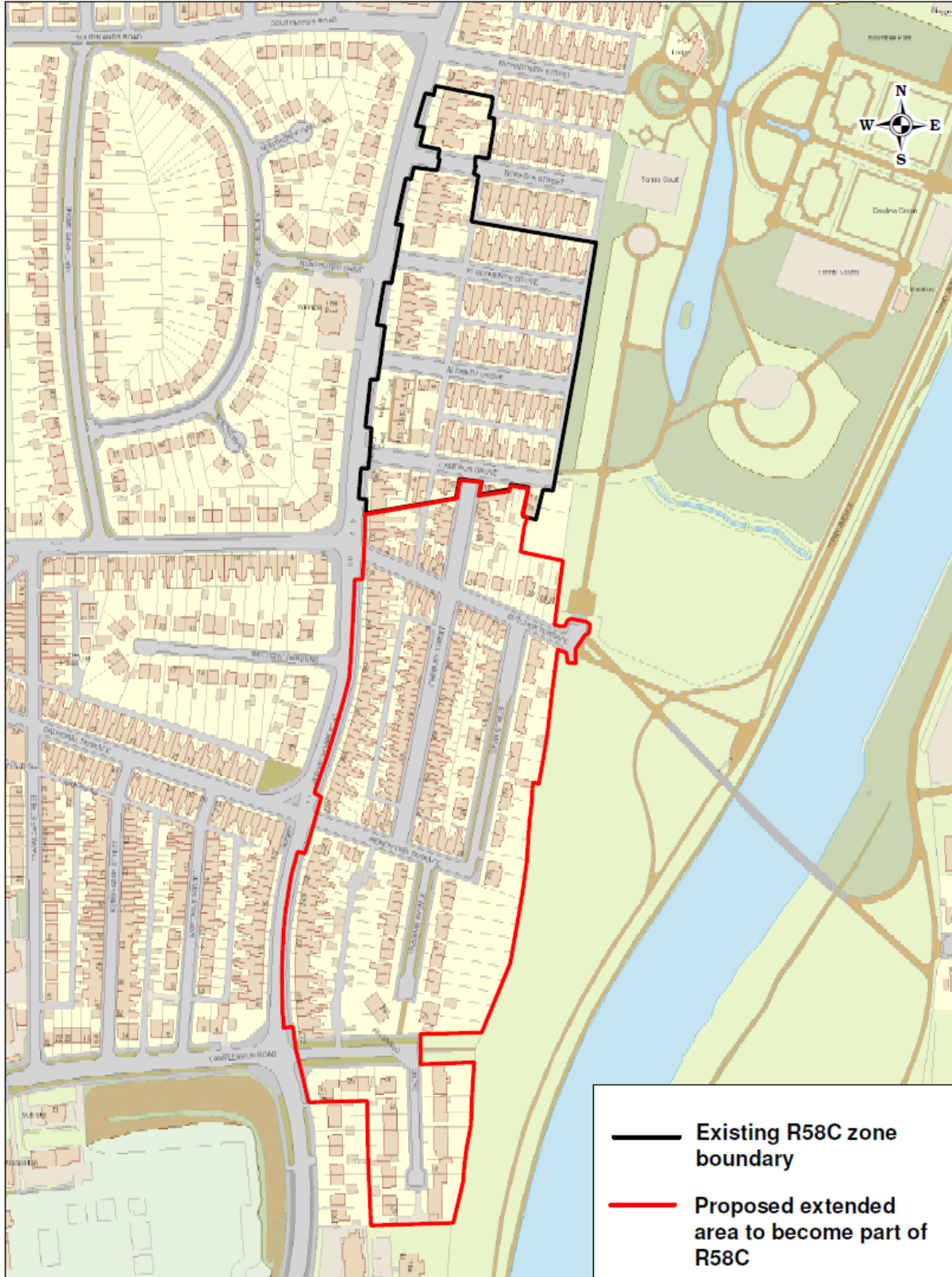
Surname: -----


Address: -----

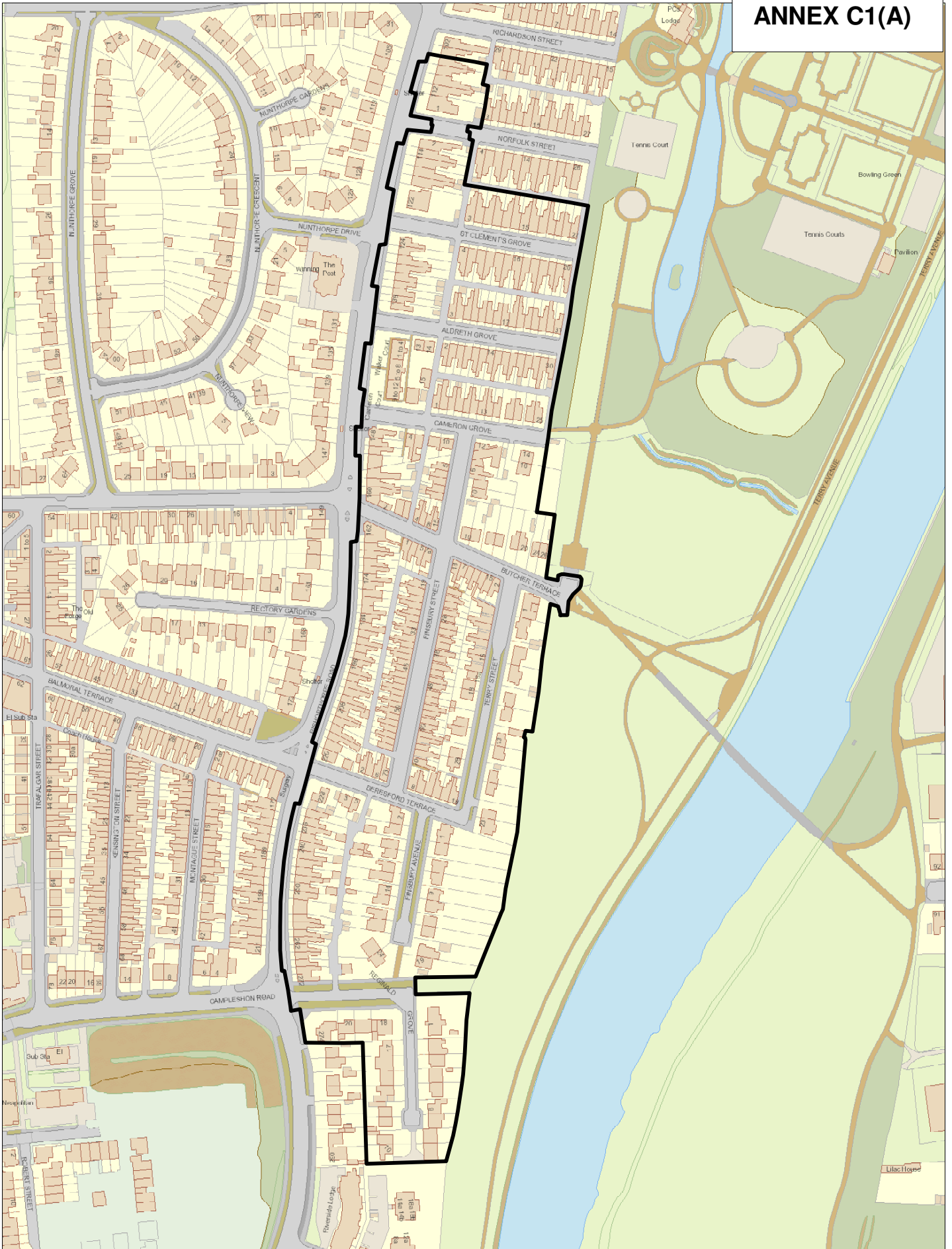
Postcode -----

Please return in the freepost envelope provided by Friday 3rd March. We will only accept one completed ballot from each household and your preferences will be kept confidential. Alternatively If you prefer please email your details, preference and comments to highway.regulation@york.gov.uk

Please provide any further comments you wish to make overleaf
(Alternatively use a separate sheet)



	R58C - Consultation on the proposed extended zone boundary	SCALE	1 : 3000
		DATE	Jan 2017
		DRAWING No.	
		DRAWN BY	
<small>+ Crown copyright. All rights reserved Licence No. 2003</small>			



**Proposed extended R58C
Residents Priority Parking Zone**

SCALE	1 : 3000
DATE	June 2017
DRAWING No.	
DRAWN BY	+ Crown copyright. All rights reserved Licence No. 2003

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ANNEX C2**Beresford Terrace area, CONSULTATION RESULTS**

Street Name & Number	Yes	No	Full Time	Mon - Fri 9-5	Mon-Sun 9-5	other	% returns
Bishopthorpe Road (60)	17	17	19	9	1	2	57
Butcher Terrace (27)	7	5	7	1	1	3	44
Finsbury Street (64)	18	8	18	6	0		40
Terry Street (30)	12	7	12	1	4		63
Beresford Terrace (11)	7	1	6	1	1	1	73
Finsbury Avenue (22)	14	3	9	4	2		77
Reginald Grove (20)	12	2	9	4	1		70
Total 234	87	43	80	26	10	6	

We consulted with 234 properties within the proposed extended area

130 Properties responded (56%).

Of these:

87(67%) supported the introduction of a Resident Parking Scheme

43 (33%) did not support the introduction of a Resident Parking Scheme

Times of Operation

87 properties requested a 24 hour, 7 day a week scheme

26 properties requested a Mon-Fri, 9am – 5pm scheme

10 properties requested a Mon-Sun, 9am – 5pm scheme

1 property preferred 9am – 1pm Mon- Sat, 1 preferred 6pm-8pm, 1 asked for a sat and sun restriction only, 1 overnight from 5pm-9am and 1 overnight including 24hrs on a weekend, 1 property also asked for a short window 10am – 12pm to stop commuter parking.

In conclusion:

67% of those who responded would prefer the implementation of a 24 hour, 7 days a week scheme, as per the existing R58C zone.

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ANNEX C3

Précis of comments received	Officer response
<u>In Support</u>	
Strongly support	Noted
Definitely support	Noted
Thank you for this timely survey. Parking is an increasing problematic issue for residents. The street is often used by people parking and walking into the city.	Noted
We support the scheme. People park all day for commuting. Vehicles are left for weeks at a time. Not to mention race days. Please ensure the restrictions are implemented, stressful parking situation becoming intolerable.	Noted
Living near Rowntree park & Millennium Bridge is the reason for the need in 24 hour parking restrictions	Noted
We would prefer 24hours as the parking is caused by people using millennium Bridge and the park who use the street as a car park. The parking problems started when the bridge was built	Noted
Weekends can be the worst as the area is used to park for visitors to Rowntree Park	Noted
Fully support the proposed scheme, needs to be 24hours. Driveway frequently obstructed by parked vehicles	Noted
Due to close proximity to Rowntree park we frequently find parking at weekends difficult/impossible	Noted

I strongly support the idea of the single bigger R58C area. No benefit in 9-5 only so support 24hours	Noted
Terry Street is handy for commuter parking and is rarely used by residents. Difficult for friends and family to park, I would welcome the scheme.	Noted

<u>Against the scheme</u>	
I doubt this would make it easier to park close to my house. Why must the first permit cost? Won't the fines support the enforcement. I can only just afford a car without making it more expensive.	If the scheme is introduced the number of commuter vehicles will decrease freeing more on street parking space available for residents
I object to having to pay to park on the road that doesn't even guarantee a space. I am a pensioner and the council tax is bad enough without paying more	Extending the existing ResPark scheme will create one large area available for residents to park within. The City Council does not have to provide parking for residents hence the cost should not fall on the general tax payer.
We are a two car family, due to employment both cars are essential. This proposal wants to charge excess of £200 to solve a problem that doesn't exist.	This view is not shared by the majority of residents.
Ridiculous small minded request. If it were forced upon us I would park on the opposite side of the road, if it was extended opposite I would park in other residential streets and make sure they knew why.	Noted
its one thing limiting access for people living outside the area, however I do not agree with limiting access of people including family and friends who live outside the neighbourhood.	Visitor permits can be purchased to enable family/friends to park when visiting residents.

<p>Additional financial burden, never found parking a problem. Makes it harder for families to have a cheap day out to Rowntree Park. Bikes a bigger problem than traffic or parking</p>	<p>Noted</p>
<p>If introduced many residents would turn there front gardens into parking spaces which is saddening to see. For example see the RHS campaign 'greening grey Britain' which aims to turn parking spaces into front gardens.</p>	<p>Noted</p>
<p>Do not agree with this money making scheme. It is aimed at the people who least can afford to pay. Strongly disagree as it is causing trouble with neighbours and family.</p>	<p>Schemes are initiated by residents.</p>
<p>No advantage due to particular location of property. Cannot see that ResPark will deter vehicles from parking on the footpath which causes access issues to my drive.</p>	<p>If introduced there should be no need for vehicles to park on pavements as more on street parking will be available to residents only.</p>
<p>Stop introducing ResPark as this creates a knock on effect to areas which didn't previously have a problem. It causes unnecessary stress and financial burden on communities</p>	<p>All residents parking schemes are resident driven and support must be shown before any consultations commence</p>
<p>Penalizing people in poor housing who cannot afford off street parking or a private garage. Poor pensioners at least should have it for free. It is a lot of money for us who are struggling.</p>	<p>Noted</p>
<p>Quiet cul de sac and all properties have drives. If other streets are having problems it shouldn't affect our road and we certainly should not have to pay for ourselves or visitors to park</p>	<p>The street in question has a majority vote in favour of introducing residents parking</p>

Why Should I pay to park outside my home just because neighbouring street are full of commuter parking. Provide more parking and stop trying to make cash. You are creating the problem by pushing ResPark further from York centre.	No obligation to provide on street parking. All new schemes are resident lead.
Majority of residents are being penalised due to having no off street parking and no guarantee of a space on street.	Creating one extended larger respark area gives residents more flexibility when parking in the area
This is a financial burden. Should properties with off street parking have the right to vote? To charge on emissions basis is ridiculous as vehicles are parked. The parking situation is caused by inconsiderate drivers who use millennium bridge, it is them that should be fined	Everyone residing within a proposed scheme gets the chance to vote and express any comments. Visitor and builders permits may still be required by properties that have off street parking
Absolutely not. Brexit then trump now this!	Noted

<u>General Comments</u>	
Would like to see a discount for individual B&B's we only have a few rooms	Permit prices are agreed at annual fees and charges decision sessions
If the scheme goes ahead would the council be prepared to provide a car park?	Park & Ride available on approached into the city. Car park already available for visiting Rowntree's Park
Biggest problem caused by cars is the damage to grass verges. If this was discouraged by CYC then respark would not be required	If introduced there should be no need for residents to park on grass verges as more on street parking will be available.
People parking and walking into the city is a good thing, council should provide suitable places for the commuters to park. Two possible sites are the car park on b'thorpe rd opposite terrys site and the car park on Terry Avenue	The council does not have a duty to provide on street parking. There are already car parks and park & ride available to people travelling into York city centre.

<p>Can we stop people driving on the grass verges?</p>	<p>The need to drive or park on grass verge should decrease if a residents parking scheme is introduced, as the amount of vehicles in the area will reduce more on street parking should become available to residents.</p>
<p>If a partial implementation excluding Bish Road is to be introduced then our vote would change. No if all or nothing but yes if sections are to be respark</p>	<p>Noted</p>
<p>Restrict parking Mon – Fri 10am -12pm This 2hour window was used effectively in London. It stops the commuter parking but causes minimum disruption to resident’s visitors etc. Also focuses traffic wardens</p>	<p>This would then still attract visitor to the park and race day parking which has been highlighted as a concern by several residents in the area.</p>

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Directorate of Economy & Place

West Offices, Station Rise
York
YO1 6GA

Tel: 01904 551497
Fax: 01904 551412
Email: sue.gill@york.gov.uk

Date: January 2017

To the Residents:

Phoenix Boulevard
Bishopfields Drive, Bishopfields Cloisters
Hardisty Mews, Hardisty Cloisters
110 to 134 Leeman Road (even numbers)

Dear Resident

Request for a Residents' Priority Parking Scheme (Respark)

We are writing to you because we received a petition asking us to consider introducing a Respark scheme in St Peter's Quarter. The Executive Member for Transport and Planning (Councillor Ian Gillies) considered your petition on the 10th November 2016 and requested officers to undertake a formal consultation with residents. Because resident parking schemes displace non-residential parking onto adjacent streets, the Executive Member requested the consultation area includes residents of Martins Court and Carleton Street. The additional streets have received separate consultation documentation; the result of which will be independent of the result from the properties on the above streets.

Consultation documents

The following information and documents are enclosed:

1. General information about a Residents' Priority Parking Area
2. A plan of the proposal, please note this includes a proposal for additional waiting restrictions (yellow lines) at the entrance to the estate.
3. Plan of adopted highway
4. A ballot form
5. A freepost envelope

We are proposing a scheme that may not be like others you have experienced around the city. It does not involve extensive signing and lining works and will allow you to

park anywhere on street not covered by a waiting restriction (yellow lines), as long as, by so doing, no obstruction of the carriageway has occurred.

The scheme does not include the private parking areas on the estate. You would only be required to display a permit if you park on an area of adopted highway (excluding the footway adjacent to 32 to 67 Bishopfields Drive).

We can only accept one ballot sheet from each household. **Please complete and return to us in the Freepost envelope provided by Friday 3rd March.**

If you prefer you can email your response to sue.gill@york.gov.uk You will need to give me the information we have asked for on the ballot sheet, including your name and address.

Because your preferences will determine whether we take this forward and initiate the legal process to amend the Traffic Regulation Order, it is important you return your ballot sheet. Please indicate a preferred time of operation even if you do not want a ResPark scheme on your street.

At this stage we are only consulting on a Respark option. This is the most effective method of preventing non-resident related parking. If we do not receive the required level of feedback (50%) or sufficient support to take this forward, other options such as extensive waiting restrictions (yellow lines) may be considered. Extensive yellow lines to prevent obstructive parking would mean any remaining unrestricted carriageway can be used for parking on a first come, first served basis with no priority for residents.

Please contact me on 01904 551497 (direct line) or email sue.gill@york.gov.uk if you:

- Require any further information or clarification
- Want to discuss any special needs/circumstances that you have and believe would be disadvantaged by the introduction of a Respark scheme

We will write to you with the results of the consultation process and let you know what action we intend to take.

Yours faithfully

Sue Gill
Traffic Project Officer
Network Management (Highways)

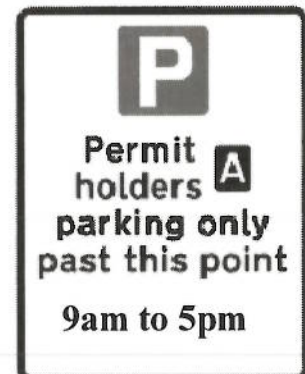


A Residents' Priority Parking Scheme

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Because of the changes, we can now offer residents a Residents' Priority Parking Scheme (Respark) where the resident has more control. You can park anywhere on street as long as you are not parked on any yellow lines or cause an obstruction.

Signs are mounted at the entrance to your estate notifying drivers parking is reserved for permit holders. The scheme can operate full time, or on a part-time basis depending on resident preference. The timing on the shown sign is an example: – please indicate your preferred times of operation on the ballot sheet enclosed. Outside any specified times the street would be available for any vehicle to park. Some residential streets in York operate a Mon-Fri, 9am to 5pm scheme giving residents more flexibility on an evening and weekend.



Our Respark schemes cannot guarantee a space will be available. Space is not normally an issue in areas where most properties have an off-street parking amenity. Because parked vehicles would be associated with residents and their visitors it should be easier to identify the owner and request removal/repositioning if necessary.

There would be no parking allowed for any non-permit holders whilst the scheme is in operation. Any visitors to your property would require a visitor permit, even for a short duration (except for those activities that are listed overleaf).

Exemptions within the Traffic Regulation Order; Vehicles can still use the street to park if they are undertaking one of the following activities.

1. Loading and unloading, including passengers. For example, you would still be able to get goods delivered, move house, or a friend arrive to collect you or drop you off without the need to display a permit. Our Civil Enforcement Team wait for approximately 5 to 10 minutes to ensure no loading activity is occurring before issuing a penalty charge notice to a vehicle which does not display a valid permit.
2. Vehicles displaying a valid disabled permit (blue badge).
3. Vehicles used for medical requirements, or for weddings and funerals.
4. Vehicles which belong to emergency services, statutory bodies or vehicles being used for highway works.

If you are having work done on the house, your builder or other tradesman can use a visitor permit or purchase a “builders permit” from parking services for a small daily charge (£3).

Enforcement

If a vehicle parks without a permit, the driver becomes liable for a Penalty Charge, issued by our Civil Enforcement Team.

Annual charges for Permits from APRIL 2016 to MARCH 2017 are:

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THIRD PERMIT	£343	£95
FOURTH PERMIT	£690	£185

Household Authorisation Cards entitle the holder to obtain Visitors Permits. The cards are issued automatically with a Household Permit but a householder is entitled to a Card without exercising an entitlement to a Household Permit.

Visitor permits are purchased in books of 5 and you are allowed an annual allowance of 200, but no more than 40 can be purchased in any one month.

The annual charge for a Household Authorisation Card from April 2016 is:

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Discount Authorisation Card	See eligibility overleaf*	Nil
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	(2) when the purchase is supported by a Discount Authorisation Card	£1.50 (for 5)

Return to Sue Gill, Traffic Team, Network Management (Transport)

Consultation Ballot

St Peter's Quarter
Residents' Priority Parking Scheme



Please indicate your preferences by ticking the appropriate box:

	YES	NO
Would you support a proposal to introduce a Resident Parking Scheme as outlined on the information provided?		

Please indicate your preferred time of operation:

9am to 5pm, Monday to Friday	
24 hours, 7 days a week	
Other: please state:	

Title: (Mr. Mrs. Miss Ms) -----Initial: -----

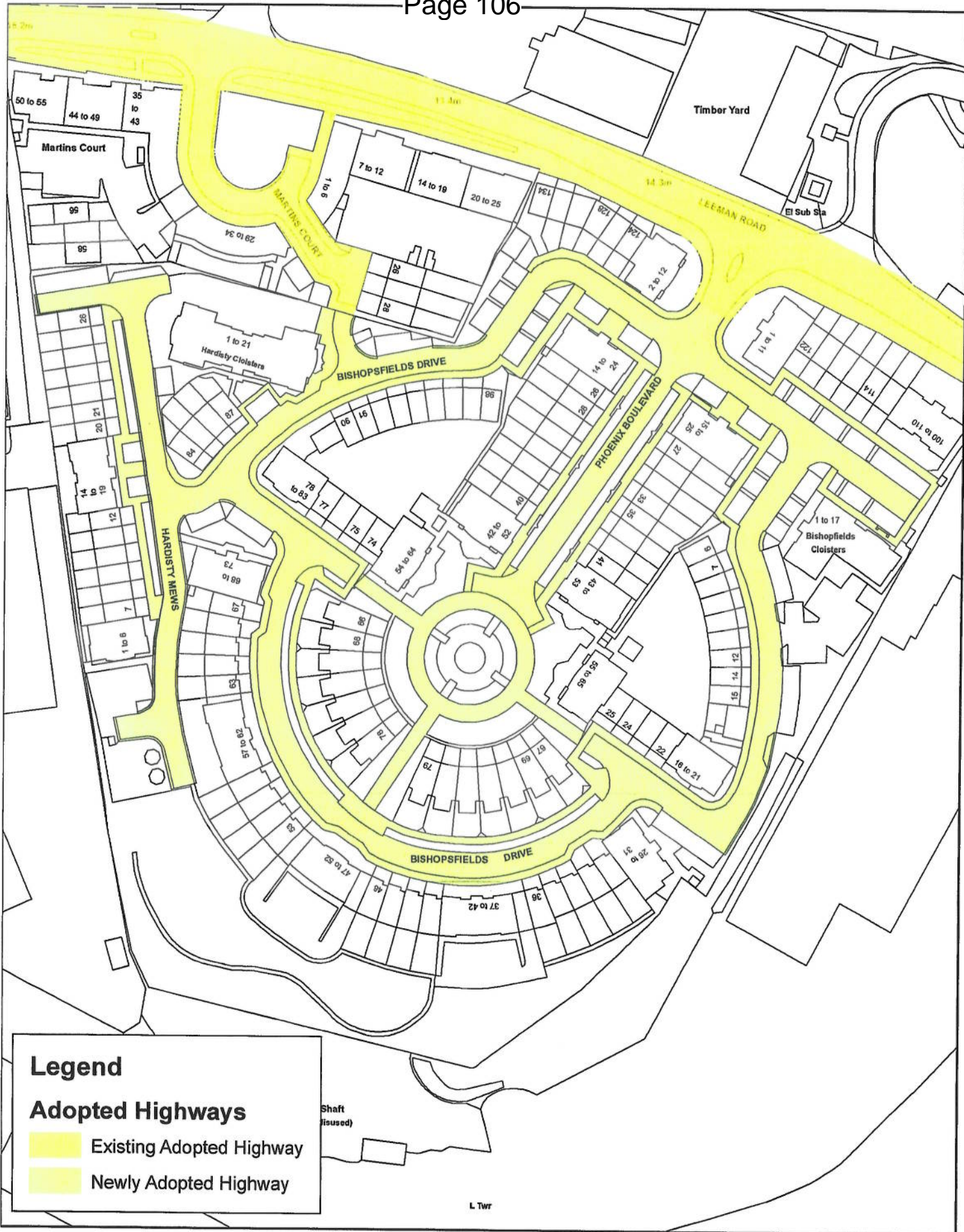
Surname: -----

Address: -----

Postcode -----

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Please write any further Comments you wish to make overleaf (or use separate sheet)



Legend

Adopted Highways

- Existing Adopted Highway
- Newly Adopted Highway

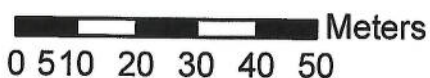


Phoenix Boulevard, Bishopsfields Drive &
Hardisty Mews Highway Adoption Plan



Scale: 1:1,250 at A4

Date: 21 Aug 2014





ANNEX D1(B)

Directorate Economy & Place

West Offices, Station Rise
York
YO1 6GA

Tel: 01904 551497
Fax: 01904 551412
Email: sue.gill@york.gov.uk

To the Residents:

Martins Court
Carleton Street

Dear Resident

Request for a Residents' Priority Parking Scheme (Respark)

We are writing to you because we received a petition asking us to consider introducing a Respark scheme in St Peter's Quarter. The Executive Member for Transport and Planning (Councillor Ian Gillies) considered their petition on the 10th November 2016 and requested officers to undertake a formal consultation with residents.

A newly formed resident parking scheme can displace parking onto adjacent streets. Because of this, the Executive Member asked us to extend the consultation area to include residents of Martins Court and Carleton Street. These are the streets most likely to be disadvantaged by the introduction of a Resident Parking Scheme on St Peter's Quarter.

Consultation documents

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Sue Gill
Traffic Project Officer
Network Management (Highways)

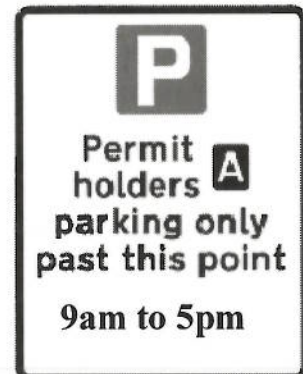


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There would be no parking allowed for any non-permit holders whilst the scheme is in operation. Any visitors to your property would require a visitor permit, even for a short duration (except for those activities that are listed overleaf).

Exemptions within the Traffic Regulation Order; Vehicles can still use the street to park if they are undertaking one of the following activities.

1. Loading and unloading, including passengers. For example, you would still be able to get goods delivered, move house, or a friend arrive to collect you or drop you off without the need to display a permit. Our Civil Enforcement Team wait for approximately 5 to 10 minutes to ensure no loading activity is occurring before issuing a penalty charge notice to a vehicle which does not display a valid permit.
2. Vehicles displaying a valid disabled permit (blue badge).
3. Vehicles used for medical requirements, or for weddings and funerals.
4. Vehicles which belong to emergency services, statutory bodies or vehicles being used for highway works.

If you are having work done on the house, your builder or other tradesman can use a visitor permit or purchase a "builders permit" from parking services for a small daily charge (£3).

Enforcement

If a vehicle parks without a permit, the driver becomes liable for a Penalty Charge, issued by our Civil Enforcement Team.

Annual charges for Permits from APRIL 2016 to MARCH 2017 are:

HOUSEHOLD PERMIT	Annual Charge	Quarterly Charge
CARS IN DVLA VEHICLE BAND D – I AND VEHICLES REGISTERED PRE 2001	£96	£29.50
CARS 2.7Mtrs or LESS IN LENGTH LOW EMISSION VEHICLES DVLA BAND A to C	£48	£14.75
CARS IN DVLA VEHICLE BAND J – M AND VEHICLES MORE THAN 5M IN LENGTH	£130	£39
SECOND PERMIT	£172.50	£54.50
THIRD PERMIT	£343	£95
FOURTH PERMIT	£690	£185

Household Authorisation Cards entitle the holder to obtain Visitors Permits. The cards are issued automatically with a Household Permit but a householder is entitled to a Card without exercising an entitlement to a Household Permit.

Visitor permits are purchased in books of 5 and you are allowed an annual allowance of 200, but no more than 40 can be purchased in any one month.

The annual charge for a Household Authorisation Card from April 2016 is:

Household Authorisation Card	when the Card is issued at the same time as a Household Permit	Nil
Discount Authorisation Card	See eligibility overleaf*	Nil
Household Authorisation Card	In all other circumstances	£3

*Discount Authorisation cards are free of charge and visitor permits reduced to £1.50 a book if you are:

- Over 60 years old
- A blue disabled badge holder
- Receive the higher rate of the mobility component of the disability living allowance
- Are registered as blind
- In receipt of income support
- In receipt of long-term incapacity benefit

Visitor Permit

A Visitor Permit entitles the holder to park a vehicle for the day of issue and up to 10am on the day following. Your visitor displays the date of use on each individual Permit before displaying in the vehicle.

The annual charge for a Visitor Permit from April 2016 is:

VISITOR PERMIT	(1) when the purchase is supported by a Household Authorisation Card	£5.75 (for 5)
	(2) when the purchase is supported by a Discount Authorisation Card	£1.50 (for 5)

Return to Sue Gill, Traffic Team, Network Management (Transport)

Consultation Ballot

St Peter's Quarter
Residents' Priority Parking Scheme



Please indicate your preferences by ticking the appropriate box:

	YES	NO
Would you support a proposal to introduce a Resident Parking Scheme as outlined on the information provided?		

Please indicate your preferred time of operation:

9am to 5pm, Monday to Friday	
24 hours, 7 days a week	
Other: please state:	

Title: (Mr. Mrs. Miss Ms) -----Initial: -----

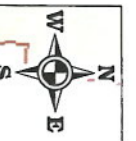
Surname: -----

Address: -----

Postcode -----

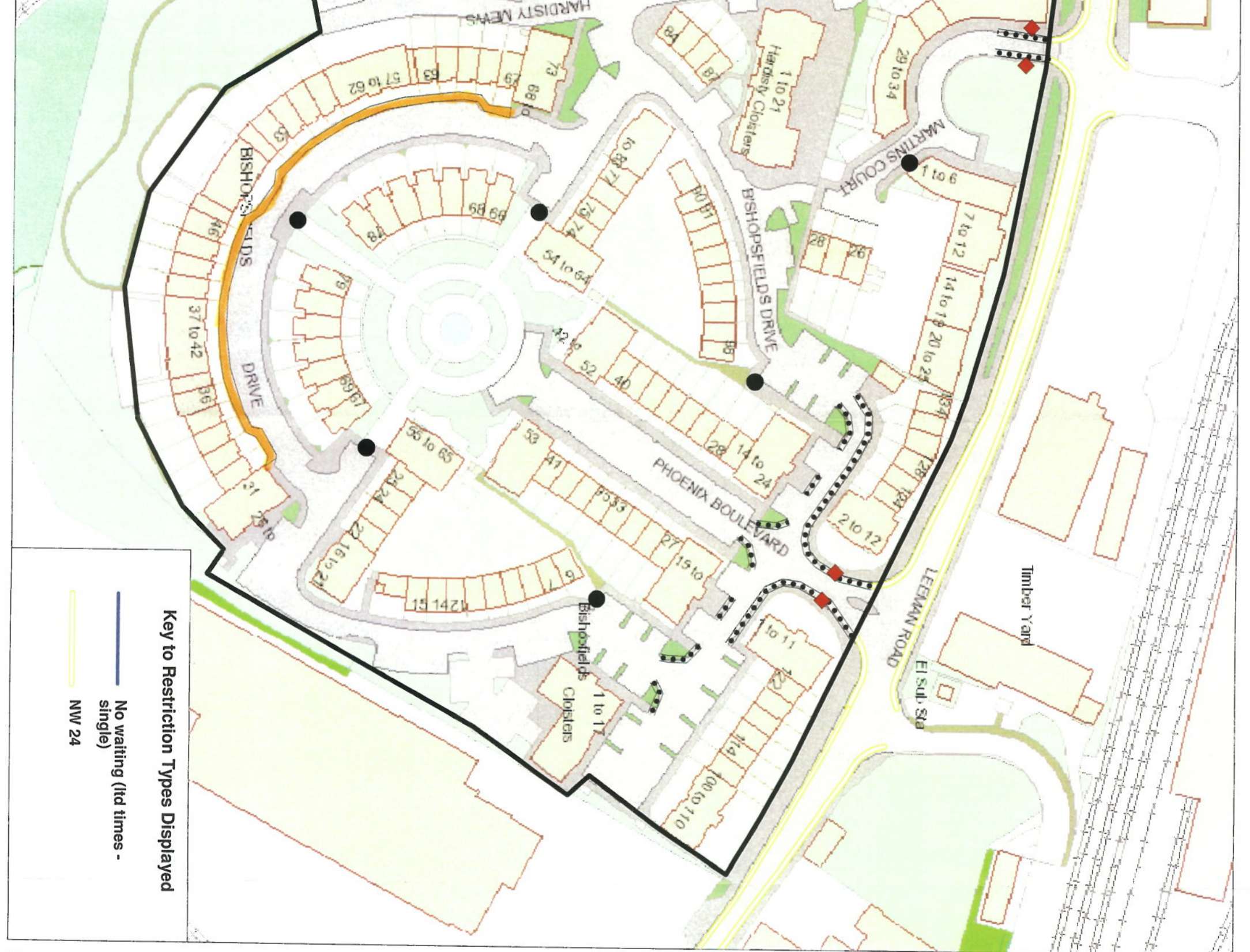
Please return in the freepost envelope provided by Friday 3rd March. We will only accept one completed ballot from each household and your preferences are kept confidential. If you prefer you can email your preferences and comments to sue.gill@york.gov.uk

Please write any further Comments you wish to make overleaf (or use separate sheet)



Proposed property boundary (properties within the line are eligible)

Footway area excluded from scheme to allow vehicles to overhang footpath whilst parked on driveway without displaying a permit



Key to Restriction Types Displayed

— No waiting (1td times - single)

— NW 24

PROPOSED WAITING RESTRICTIONS AT ENTRANCES (DOUBLE YELLOW LINES)

ENTRY SIGNAGE (REQUIRED FOR ENFORCEMENT)

REPEATER SIGNS (ADVISORY)

LAMP COLUMNS TO BE USED FOR SIGNAGE WHERE POSSIBLE

DRAFT PROPOSAL FOR RESIDENT'S PRIORITY PARKING SCHEME WITH ADDITIONAL WAITING RESTRICTIONS

PERMIT REQUIRED FOR ANY VEHICLE PARKED ON AREAS OF ADOPTED HIGHWAY

Details shown are provisional and could change depending on comments recieved



RESIDENT PARKING PROPOSAL

DRAWING TITLE	RESIDENT PARKING PROPOSAL
SCALE	1 : 1069
DATE	12/01/2017
DRAWING No.	
DRAWN BY	

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DECISION SESSION: EXECUTIVE MEMBER FOR TRANSPORT AND PLANNING

REPORT OF THE CORPORATE DIRECTOR OF ECONOMY AND PLACE

ANNEX D2**ST PETER'S QUARTER, CONSULTATION RESULTS**

Street Name & Number	Yes	No	Full Time	Mon - Fri 9-5	Other	% returns
Phoenix Boulevard (80)	48	3	38	9	1	64
Bishopfield Cloisters (16)	7	0	6	1		44
Bishopfields Drive (99)	65	5	54	10	1	71
Hardisty Cloisters (20)	12	1	10	2		65
Hardisty Mews (25)	8	6	7	1		56
Leeman Road (18)	6	3	7	1		50
Total 258	146	18	122	24	2	64
Martins Court (57)	6	13	3	3		33
Carleton Street (41)	7	6	6		1	32
Total 98	13	19	9	3	1	33

We consulted with 258 properties within St Peter's Quarter Development

164 Properties responded (64%). Of these:

146 (89%) supported the introduction of a Resident Parking Scheme

18 (11%) did not support the introduction of a Resident Parking Scheme

We consulted with 98 properties in Martins Court and Carleton Street

32 Properties responded (33%) Of these:

13 (41%) supported the introduction of a Resident Parking Scheme

19 (59%) did not support the introduction of a Resident Parking Scheme

Times of Operation (St Peter's Quarter) Only

122 properties requested a 24 hour, 7 day a week scheme

24 properties requested a Mon-Fri, 9am – 5pm scheme

2 properties preferred a 9am to 5pm time frame, but to operate Monday to Saturday or 7 days a week

In conclusion:

- 84% of those who responded would prefer the implementation of a 24 hour, 7 days a week scheme

DECISION SESSION: EXECUTIVE MEMBER FOR TRANSPORT AND PLANNING

REPORT OF THE CORPORATE DIRECTOR OF ECONOMY AND PLACE

ANNEX D3**COMMENTS RECEIVED DURING THE CONSULTATION PROCESS**

Comments Received from those supporting the introduction of Residents' Priority Parking, St Peter's Quarter	Officer comments (where appropriate)
<p>We wish to stress the mayhem that existed prior to the developer/managing agent/Residents Association restricting parking by bringing in Private Parking Enforcement</p> <p>Additional cars are now regularly parking on the streets of this development – this will get worse if no scheme is in place to prevent it.</p>	<p>At this time the level of non-residential parking is not significant, we believe this may be because the private enforcement signs are still mounted around the estate (and will remain in place for enforcement of the private areas)</p>
<p>Concerns were raised about the costs of permits/visitor permits.</p>	<p>The cost of providing the residents parking service is funded by the residents rather than the general council tax payer.</p>
<p>The number of parking permits should be restricted to one per household</p>	<p>This view is unlikely to be supported.</p>
<p>What provisions will be in place to prevent parking and obstructing the entrance to resident parking bays?</p>	<p>No provisions initially, this may be an area we have to revisit in the future</p>
<p>The additional signage should deter all opportunist parkers and help with the increasing problem of non-residents parking in our personal private spaces.</p>	<p>Noted</p>
<p>Please ensure signage is sympathetic to the</p>	<p>All regulatory signage has to conform to Highway regulations</p>

development and fixed securely.	to enable enforcement
Proposed parking restrictions at the entrance to the estate are excessive and would inconvenience many residents. Under the private enforcement scheme three vehicles could park at this location and they should be allowed to remain.	The proposal has been reviewed to allow some parking at this location as requested
Parking areas should be marked with double yellow lines elsewhere on the estate to prevent obstruction of the private parking spaces.	This is an expensive option and maintenance liability that would only be considered after implementation if necessary
Any scheme needs to be operational full time because of the proximity to the city centre and local amenities.	This is the majority view of residents
Comments Received from those not supporting the introduction of Residents' Priority Parking St Peter's Quarter	Officer comments

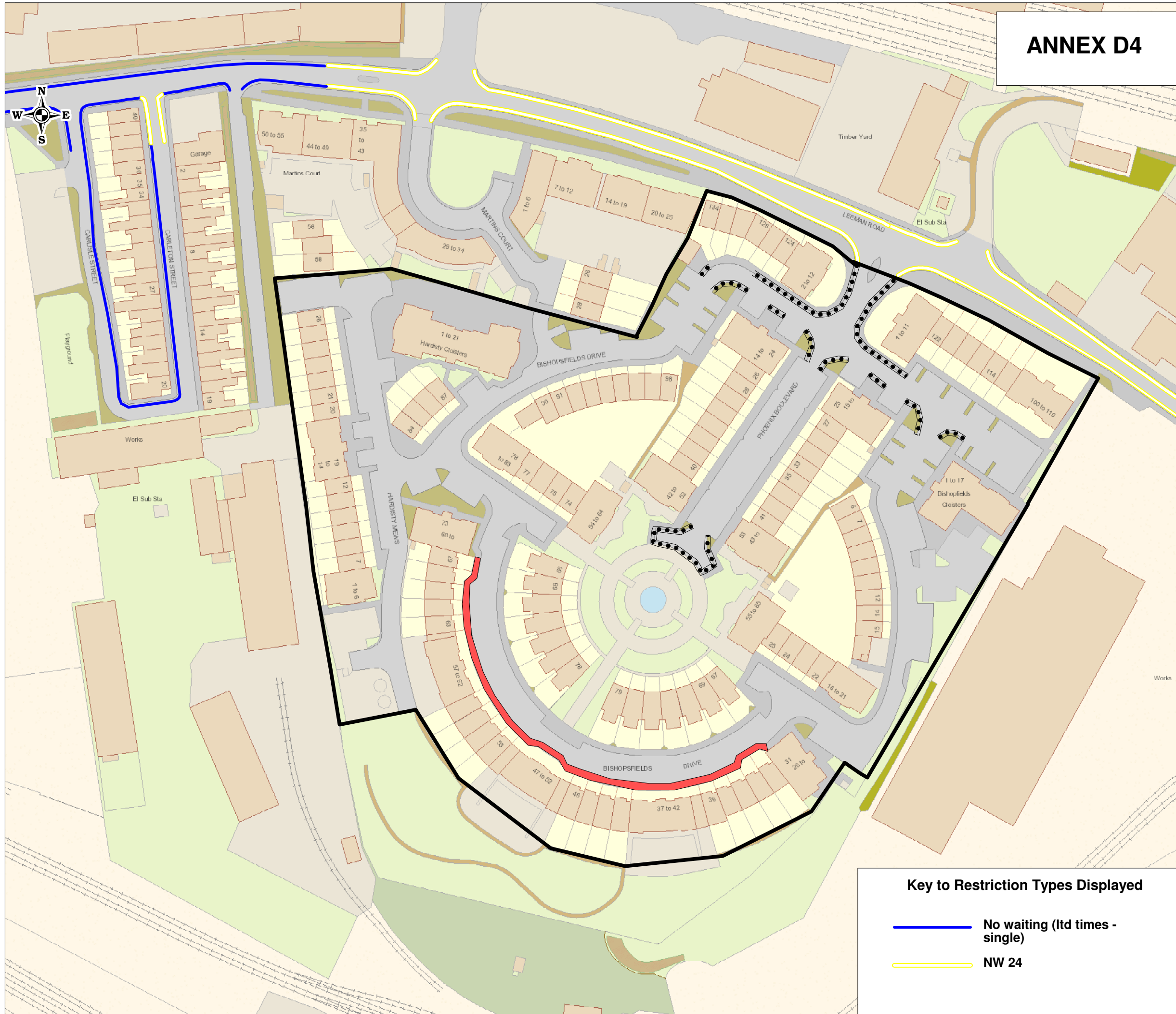
<p>Unwillingness to pay for permits to park outside their homes. Child care issues would create extra costs they cannot afford and the stress of obtaining permits.</p> <p>Additional cost for residents will require them to be organised and ensure they have visitor permits in place including those for trade vehicles.</p> <p>We already pay for permits with the service agreements to the management company for traffic wardens to patrol the area.</p> <p>Would like the parking to stay as it is – parking tickets provided FOC by management committee.</p>	<p>We are unable to retain the current private parking enforcement for areas of adopted highway.</p> <p>This is a discretionary service, therefore the cost of provision, permits, administration and enforcement is charged to the residents requiring the service rather than adding to the cost of the Council tax for those who do not require it.</p>
<p>We already have parking and the bay outside my house with XXX marked on it is mine.</p>	<p>The scheme only refers to areas of adopted highway, private parking remains unchanged.</p>
<p>It is unnecessary to introduce this for the whole estate. Problems are mainly occurring near the entrance, yellow lines would prevent this.</p>	<p>Waiting restrictions will displace vehicles further into the estate.</p>
<p>All there needs is more rigorous enforcement of existing parking arrangements on the development.</p>	<p>The current parking arrangements cannot remain for areas of adopted highway</p>
<p>Prefer yellow lines on all corners, opposite parking areas and around fountain.</p>	<p>Some restrictions are recommended as part of the scheme. We will continue to monitor</p>
<p>Martins Court and Carleton Street</p>	<p>Officer comments</p>

<p>In Support: We have lived here for 20 years, the parking has got much worse in the last 5 years. It is frustrating not being able to get parked.</p> <p>We have waiting restrictions in place on one side – would these be lifted if the scheme is implemented?</p> <p>Parking amenity not sufficient for all residents now – concerned that permit parking will not rectify this situation. Can the area of land to the south west of the street be altered to provide extra parking?</p> <p>Even at the weekend when the York workers are at home, the area is plagued with visitors to York and the Railway Museum who do want to avoid paying parking fees. Therefore a 24 hour 7 day a week restriction would be appropriate for the whole area. Should only St Peter Quarter be admitted to the scheme then the overflow of vehicles would naturally fall on Martin's Court and Carlton Street and cause massive chaos. A similar consultation would have to be repeated for Martin's Court and Carlton Street. So to act now on all three areas would be a savings for the future and makes sense.</p>	<p>If the available on-street parking amenity is not sufficient for the needs of residents, a Resident Parking Scheme will not improve the situation for weekends/evenings.</p> <p>There is no budget for the provision of any extra parking amenity.</p> <p>The land referred to is not highway and cannot be used for this purpose.</p> <p>The recommended option requests authority to consult further with residents of St Martin's Court and Carleton Street should we be petitioned to do so within 12 months of implementation of a scheme on St Peter's Quarter.</p>
<p>The following comments are made by residents against the introduction of a scheme</p>	
<p>This would be a huge inconvenience, there is ample unused roadside parking. I would resent having to pay for a permit for space which I can currently use without hassle.</p>	<p>Noted</p>

<p>This would be a financial strain on us.</p> <p>The area is not over parked, please refrain from trying to charge us for parking.</p> <p>Fee for second permit is extortionate.</p>	
<p>Agree area is used by commuters, but this is not a problem. This is a selfish proposal and energy should be put towards congestion on the ring road.</p>	Noted
<p>I support the proposal but how would the scheme work for holiday lets?</p>	There is currently no provision for holiday let properties within any of our Resident Parking Areas/Zones
<p>Apart from the proposed parking restrictions at the entrance, the scheme is unnecessary.</p>	View not shared by the majority
<p>Charges consist of an additional council tax. Unjustifiable to give discounts on CO2 emissions.</p> <p>Why should we pay for parking when we already pay a premium to have a property with its own private parking space.</p>	Private parking spaces off areas of adopted highway are not relevant to the proposed scheme.
<p>Council should invest in better provision for bicycle use as an effective way of reducing car usage.</p>	Noted

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ANNEX D4



**Revised Boundary
(St Peter's Quarter
only)**



**Proposed No Waiting
at Any Time
(double yellow lines)**



**Footway area
excluded from scheme
to allow vehicles to
overhang the footpath
without requiring a
permit (required
because of the short
length of drives)**

Key to Restriction Types Displayed

- No waiting (ltd times - single)**
- NW 24**



DRAWING TITLE

Recommended Option

SCALE 1 : 1100

DATE 08/05/2017

DRAWING No.

DRAWN BY

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**Decision Session – Executive Member for
Transport and Planning****22 June 2017**

Report of the Corporate Director of Economy and Place

Fossgate Traffic Management Consultation**Summary**

1. To report the outcome of consultation (see Annex A and B) carried out with residents and businesses in and off Fossgate in relation to potential traffic management changes:
 - Making the street a pedestrian zone.
 - Reversing the one way traffic flow.
 - Re-allocating road space for street cafes.

Recommendation

2. It is recommended to take forward option 4 - Approve an Experimental TRO for up to 18 months to create a pedestrian zone except for access and pedal cycles 8am to 6pm, 7 days a week and to reverse the direction of the one way traffic flow.

Reason: Because there is a good level of support indicated from the consultation and an Experimental scheme enables us to respond rapidly to any unexpected issues that might arise during the experiment period.

3. It is also recommended to take forward option 7 - If the Experimental TRO is approved, to give delegated authority to officers to determine where street cafes can be positioned between the hours of 11am and 5pm.

Reason: To further enhances the pedestrian priority in the street and provide good flexibility within the experimental period.

Background

4. There has been a long held aspiration to extend the city centre pedestrian zone. Achieving this aim in Fossgate has faltered previously due to the opposing views of, broadly, some businesses wanting it and others,

particularly residents, not being in favour due to the disruption / limitations to access their premises.

5. The existing traffic restriction on Fossgate is “No motor vehicles except for loading 8am to 6pm Monday to Saturday”. This restriction should in theory result in only vehicles carrying out loading activity being in the street which would result in a low number of vehicles being in the street. However, the restriction is routinely ignored by a significant proportion of drivers. For example a one hour spot survey carried out indicated that around $\frac{3}{4}$ of the vehicles entering Fossgate travelled straight through without stopping. Ongoing enforcement action is not a practical option for the police and changing the access restriction type is unlikely to achieve a greater degree of compliance as this is now such a well established route that many drivers take.
6. A more comprehensive traffic survey carried out last year is shown in Annex C. The volume of traffic per hour during the day (8am to 6pm) ranges from 43 to 91 vehicles per hour. Hence if the through traffic can be eliminated or significantly reduced to just those needing to access a property in the street there would likely be somewhere in the region of 10 to 25 vehicles per hour and the street environment would be improved which could then facilitate potential changes to how the street is used by pedestrians and businesses.
7. In order to achieve a reduction in traffic flow that would enhance the pedestrian priority in the street whilst still enabling access to properties an outline concept proposal has been put forward to reverse the one way traffic flow and to designate the street as a pedestrian zone except for access and cycles (this is a standard Dept. for Transport traffic sign - see Annex D - and broadly replicates the existing restriction but strongly indicates a higher pedestrian priority). Because the direction of travel put forward is not an established route the hope is the through traffic will be greatly reduced at the outset of the experiment and the access restriction, whilst a pedestrian zone, would still allow deliveries and access to premises at all times so anyone currently with a legitimate access need in the street will be unaffected – except for having to approach from the other direction.
8. The hoped for reduction in traffic should enable sections of the carriageway to be turned over for use as cafe space for some or all those premises that would like to take advantage of this space. Clearly as access will still be allowed the cafe space will have to be carefully managed in order to retain a suitable through route for delivery vehicles and the emergency services.

9. Because there are a number of uncertain consequences regarding the reversal of the one way traffic flow an experimental period is considered appropriate. An experimental period would also better inform any subsequent Planning Application in relation to the change of use of the highway to allow street cafes. Whilst the majority of the street is put forward for use as cafe space this is to enable the greatest flexibility to tackle demand and other potential changes. As mentioned above, a suitable route through the street would be maintained to ensure access for deliveries and emergency services. Because of the uncertainties associated with the proposals and the possibility of having to amend / abandon the experiment it is suggested that the usual charges for highway cafe licenses be waived during the experiment.
10. The initial times of operation suggested for any potential pavement cafes is 11am to 5pm. These times should enable deliveries to premises to be made. Cafe owners would have to undertake not to put their equipment out if in doing so it would obstruct the street due to vehicles that are already parked in the street. If there were ongoing problems related to this type of incident then in all likelihood we would have to withdraw the cafe permission from those involved.

Consultation

11. A letter (Annex A) and questionnaire (Annex B) was issued to each property in, or with an access off, Fossgate.
12. A total of 36 of questionnaires were returned. A breakdown of the replies on the concepts put forward for consideration is shown below.
13. The headline figures are:

	Question	Support	Opposed
1	Are you in favour of a pedestrian and cycle zone that allows vehicles to access Fossgate to make deliveries or visit premises?	30 (83%)	6 (17%)
2	Are you in favour of the suggested 8am to 6pm, 7 days a week times of the restriction? *	19 (53%)	17 (47%)
3	Are you in favour of an experiment changing the direction of the one way between Pavement and	24 (71%)	10 (29%)

	Merchantgate?		
4	Are you in favour of, where appropriate, changing the use of sections of the carriageway for cafes (a route through suitable for emergency and delivery vehicles would be maintained)?	26 (72%)	10 (28%)

14. Of those opposed in question 2, 12 put forward different times for consideration due, in the main, to their concerns on the effect on deliveries (see comments and officer's response in Annex E). As mentioned previously, deliveries would still be permitted throughout the day. This was stated in the consultation letter sent out but has not been fully realised by some during the consultation process. Hence the reasons put forward for not being in favour of the pedestrian zone are already overcome. Although we can't assume all who replied "no" would be in favour we can reasonably suppose the level of support to be much higher than initially indicated (possibly as high as 31, or 86%). Again, carrying out an experiment would better inform all involved with the actual impact the changes have on them and allow a more detailed and accurate representation if concerns remain.
15. A précis of comments made are in Annex E along with officer comments. The prominent themes brought out in the consultation are outlined below together with officer comments:

Theme	Officers response
The hours of operation proposed will adversely affect deliveries and access. A variety of alternative hours of operation have been put forward.	The proposal is to not have as strict a pedestrian zone as is in the city centre. Access to premises and for deliveries would be able to continue and would not be affected. The 8am to 6pm restriction proposed reflects the current restriction and matches the duration of the wider restriction in place in the city centre pedestrian zone.
It is a narrow street. There will be more obstructions and queues at	There will be a fairly significant change to the traffic volume and way traffic operates if the one way

the Pavement junction	is reversed. Some queuing is inevitable during peak periods. The potential extent of these changes is why the proposal is put forward as an experiment in order that changes can be considered in a prompt manner.
Nothing is being done to resolve the parking.	Because there is an expected change in the number of vehicles in the street the potential for some highway cafes the parking situation is likely to change hence putting forward parking proposals to tackle the existing situation isn't considered a necessity at this time. Parking can be reviewed depending on the outcome of the experiment.

16. **Traffic Regulation Order (TRO) Consultation** - There are 2 routes that can be used to implement, or make changes to, a TRO. The more usual route is to advertise the proposal and allow 3 weeks for representations to be received. Objections are then reported for consideration and either upheld, overturned or potentially a lesser restriction taken forward. The alternative route is the Experimental TRO (maximum 18 months). This is used where there is a degree of uncertainty with the proposal that may require a rapid alteration to be made or the scheme withdrawn. Using this route a scheme is put in place and objections are made which then have to be considered after at least 6 months of operation where there have been no changes to the experiment. If the objections are resolved or overturned the Experimental TRO may then be made permanent.

Options for Consideration

A pedestrian zone except for access and pedal cycles, plus reversal of the one way traffic flow.

17. Option 1 – Take no further action. This is not the recommended option because there is significant support for a scheme to be taken forward
18. Option 2 – Approve taking forward a permanent TRO to create a pedestrian zone except for access and pedal cycles. This is not the recommended option because the existing traffic flows will most likely remain and cause the scheme to fail to be self regulating.

19. Option 3 – Approve taking forward a permanent TRO as option 2 but also include the reversal of the one way traffic flow. This is not the recommended option because if there are any unforeseen issues there would be a lengthy legal process to make amendments to the regulations.
20. Option 4 – Approve taking forward an Experimental TRO for up to 18 months to create a pedestrian zone except for access and pedal cycles and to reverse the direction of the one way traffic flow. This is the recommended option because it enables us to respond rapidly to any unexpected issues that might arise during the experiment period.

Highway cafes

21. Option 5 – Take no action. This is not the recommended option because the introduction of cafes would further reinforce the change in status of the street to pedestrian priority and there is a significant interest from businesses for this option to be available.
22. Option 6 – Progress formal Planning Applications for individual premises. This is not the recommended option because the recommended experimental TRO (option 4) might not be made permanent and there is potential for changes to be made which would then impact on cafes already given approval.
23. Option 7 – If the Experimental TRO is approved, give delegated authority to officers to determine where street cafes can be positioned between the hours of 11am and 5pm in the area identified in Annex F and as indicated in the example in Annex G. These cafes would be licensed obstructions for the duration of the experiment. This is the recommended option because this further enhances the pedestrian priority in the street and provides good flexibility within the experimental period.

Council Plan

24. The above proposal contributes to the City Council's draft Council Plan of:
 - A prosperous city for all,
 - A council that listens to residents

Implications

25. 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

26. . None.

Contact Details

Authors:

Name Alistair Briggs
Traffic Network Manager
Dept. Transport
Tel: (01904) 551368

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

Date: 12/06/17

Report Approved **Date** 12/06/17

Specialist Implications Officer(s)

Wards Affected: Guildhall

All

For further information please contact the author of the report.

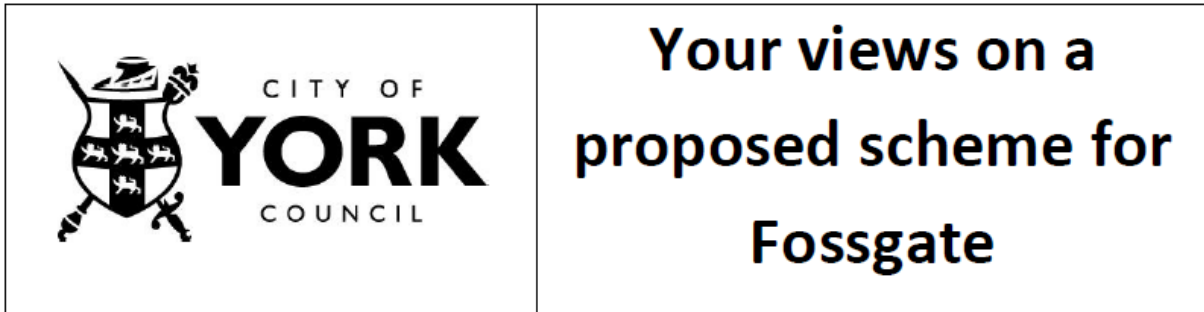
Background Papers: None.

Annexes:

- Annex A Fossgate Consultation Letter
- Annex B Fossgate Questionnaire
- Annex C Traffic Survey
- Annex D Standard DfT sign for the restriction put forward
- Annex E Questionnaire Comments and officer responses
- Annex F Area put forward for use by potential street cafes
- Annex G Example of how highway cafes might be set out that allow vehicles to pass along the street

Annex A

Fossgate Consultation Letter



Please find below a brief explanation, FAQ's and attached a short questionnaire about a proposal for a footstreet scheme on Fossgate. We'd really welcome your views on this to enable us to use your feedback before we take forward a proposal.

Thank you

Background:

Reducing the impact of traffic and improving the environment in Fossgate is a long held aspiration for the council and for many residents and businesses in Fossgate.

However, we are aware that there have also been some concerns from property owners about access if there was a full footstreet scheme in place.

We're keen to hear your views on a proposal to change the traffic restrictions on Fossgate as we know it's essential that you're a part of this process.

What are the existing restrictions?

The existing vehicle restrictions in place prohibit access to motor vehicles between 8am and 6pm Monday to Saturday (except for loading). Therefore, in theory there should be very few vehicles in the street but we know that this is routinely ignored by a large numbers of drivers. This is unfair to those who legitimately have a need to use the street. It also prevents potential improvements such as creating better access for pedestrians or creating a

new space for events or cafes which we could all explore if the street was largely traffic free.

What are pedestrian zones? And is traffic allowed for deliveries?

Pedestrian zones can take different forms from the one in the footstreets area in the city centre, for example:

A street can be 'designated' a pedestrian zone but deliveries or access can still be permitted (e.g. to the Merchant Adventurers Hall or holiday accommodation). Therefore, the restriction would be similar to the existing arrangements.

How would you enforce this?

Ongoing enforcement of the restriction or some sort of automatic barrier is not considered to be a practical or cost effective option due to the number of people who would legitimately be able to access Fossgate.

Because so many people are driving straight through Fossgate, we need to find a solution to this problem. With that in mind, the option being considered is to reverse the direction of traffic flow between Pavement and Merchantgate. No entry signs at the Pavement end of Fossgate would remove the existing through traffic. Whilst some drivers may chose to use Fossgate to get from Merchantgate to The Stonebow, this is not an established route and isn't thought to be an attractive choice in terms of it being a short cut so there should be a substantial reduction to through traffic in Fossgate.

What about people who have a genuine need to use Fossgate?

Those drivers needing to access or make deliveries to premises in Fossgate would still be able to. The only change for them would be that they would

have to enter Fossgate from the Merchantgate direction and leave via Pavement or The Stonebow.

What we could do with the space?

This new pedestrian zone creates an ideal opportunity to use this space for other purposes such as events or cafes, which would hopefully then lead to a greater pedestrian flows and discourage vehicles. We would however still need to maintain a route for traffic making deliveries, emergency services or needing access to premises.

Summary of the proposals:

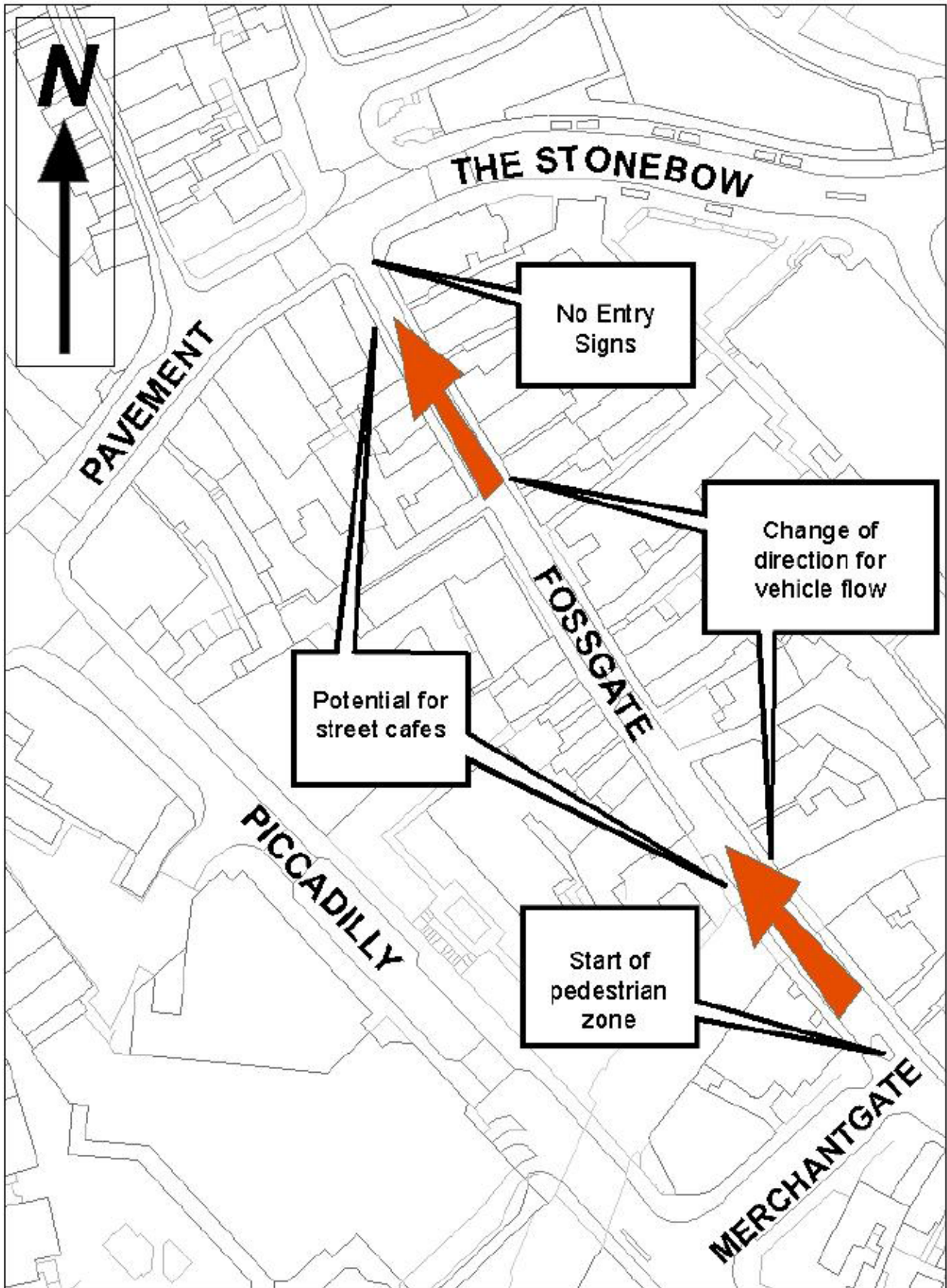
- Change the direction of the one way system to Merchantgate up to Pavement
- Create a new pedestrian and cycle zone between the hours of 8am to 6pm, 7 days a week, except for access

Trial period:

Because the proposal is quite a significant change it is considered appropriate to trial this proposal as an experiment. This would allow the restrictions to be amended or removed quickly in response to any issues which became apparent during the trial period.

Before taking forward this experiment we'd like to understand the level of local support for it. Attached is a short questionnaire which is going to all residents and businesses on, or with an access from, Fossgate.

The feedback from the questionnaire will be used to put forward a recommended option to the councillor responsible for transport and planning at a public meeting. If the introduction of the experiment is approved and proves successful then designs for the permanent layout changes will be progressed later in the year.



**Fossgate
Potential Pedestrianisation and One Way**

Fossgate Questionnaire

Fossgate Questionnaire

Please return by 15/5/17

Q1. Are you in favour of a pedestrian and cycle zone that allows vehicles to access Fossgate to make deliveries or visit premises?

YES	NO

If you answered NO would you like to suggest a different restriction for consideration?

.....

.....

Q2. Are you in favour of the suggested 8am to 6pm, 7 days a week times of the restriction?

YES	NO

If you answered NO would you like to suggest a different time of operation for consideration?

.....

.....

Q3. Are you in favour of an experiment changing the direction of the one way between Pavement and Merchantgate?

YES	NO

If you answered NO please outline your concerns?

.....

.....

Q4. Are you in favour of, where appropriate, changing the use of sections of the carriageway for cafes (a route through suitable for emergency and delivery vehicles would be maintained)?

YES	NO

If you answered NO please outline your reasons why.

.....

.....

.....

Q5. Are there any individual requirements you have that may need to be considered?

.....

.....

.....

Q6. Are there any other comments about vehicle or pedestrian use of Fossgate you'd like to make?

.....

.....

.....

Q7. What is your address (although not essential this may assist in developing a scheme further that caters for as many individual needs as practical)?

.....

Thank you

Annex C

Traffic Survey

Vehicles Entering Fossgate

(excluding bicycles)

	From Pavement	From Colliergate	From St. Saviourgate	From The Stonebow	Total
00:00	0	12	2	5	19
01:00	2	8	1	1	12
02:00	3	5	0	0	8
03:00	2	5	0	2	9
04:00	1	2	0	1	4
05:00	2	12	2	3	19
06:00	7	34	1	4	46
07:00	11	46	5	13	75
08:00	12	44	13	6	75
09:00	26	38	16	11	91
10:00	21	23	17	7	68
11:00	30	13	22	3	68
12:00	29	3	13	9	54
13:00	19	5	18	11	53
14:00	16	6	20	1	43
15:00	9	6	23	6	44
16:00	21	6	14	2	43
17:00	27	21	22	11	81
18:00	15	31	9	25	80
19:00	17	17	7	19	60
20:00	17	38	10	9	74
21:00	6	23	17	2	48
22:00	9	37	6	5	57
23:00	1	27	3	0	31
Total	303	462	241	156	1162

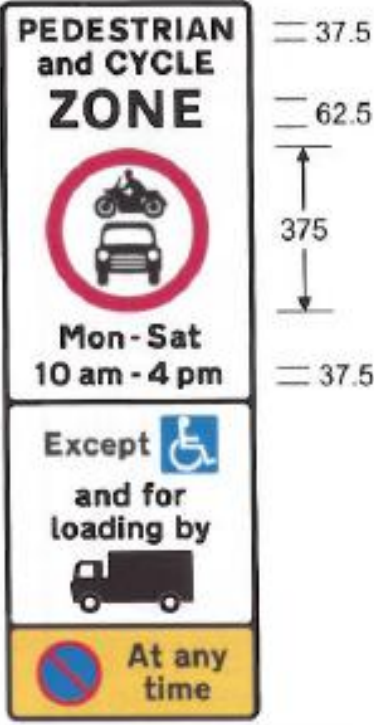
NOTE:

The cells highlighted yellow are the times of operation of the existing restriction.

Annex D

Standard DfT sign for the restriction put forward

Sign table — Schedule 8, Part 2

(1) Item	(2) Sign description	(3) Sign diagram
2	Diagram 618.3C Entry to, and waiting in, a pedestrian and cycle zone restricted	
(4)	<i>Permitted variants</i>	
	<ol style="list-style-type: none"> 1. The time period in the upper panel may be omitted or varied 2. The following symbols and legends may be included in the middle panel to provide for exceptions (including in any combination, provided there is an "and" or "&" before the last exception)— <ol style="list-style-type: none"> (a) the legend "buses" or "local buses" (b) the legend "taxis" (c) the legend "for access", "for loading", or "for loading by" and the goods vehicle symbol (d) the legend "permit holders", "permit holder", and, if appropriate, a permit identifier or identifiers (e) the disabled badge holder symbol 3. The middle panel may include a time period 4. The time period in the lower panel may be varied 5. The lower panel may be omitted 6. The middle panel may be omitted when the lower panel is omitted 	

As put forward in the recommendation the sign would use permitted variants:

- | | | |
|----|-------------------------|-------------------|
| 1 | Upper panel time period | 8am - 6pm |
| 2c | Middle Panel | Except for access |
| 5 | Lower panel | Omitted |

Annex E

Questionnaire Comments and Officer Responses

Q1. Are you in favour of a pedestrian and cycle zone that allows vehicles to access Fossgate to make deliveries or visit premises?

No.	Comment	Officer Response
1	None needed and current restrictions are unlawful like Coppergate and High Petergate	This is incorrect.
1	The existing restrictions are sufficient but would be enhanced by trying the change of one way	Noted.
1	Enforce the restriction already in place	This is not a practical option.
1	Provided there are no restrictions on vehicle accessing premises	Access to premises would not be restricted.

Q2. Are you in favour of the suggested 8am to 6pm, 7 days a week times of the restriction?

No.	Comment	Officer Response
1	10am to 5pm	Noted.
1	None needed and current restrictions are unlawful like Coppergate and High Petergate	This is incorrect.
1	Why Sundays	Because the street is open for business much like any other day of the week.
1	The pubs need deliveries, make the start 11am	Deliveries would be allowed throughout the day.
1	10am to 4pm	Noted.
2	From 10am	Noted.
1	Would be open to a 10pm finish	Noted.
1	Deliveries would be a problem	Deliveries would be allowed throughout the day.
1	9am to 6pm	Noted.
1	The existing restrictions are sufficient	The existing restrictions are widely ignored.
1	Noon and 4pm	Noted.
1	would prefer 8am to 8pm	Noted.

1	10 or 11am would be more convenient as I have deliveries in the morning	Deliveries would be allowed throughout the day.
1	10.30 to 5 to be in line with other footstreets - less confusing	Noted, however there are also access restrictions similar to those proposed for Fossgate either side of the existing pedestrian zone hours
1	Need access to parking / loading facilities between 8am and 8pm	Deliveries would be allowed throughout the day

Q3. Are you in favour of an experiment changing the direction of the one way between Pavement and Merchantgate?

No.	Comment	Officer Response
1	more fuel used for the extra mileage to access premises	The extra distance is quite minimal and may well be counter acted by a shorter distance leaving the area.
1	I use Fossgate to park on Walmgate	Access to Walmgate goes against the existing restriction.
2	This would cause a queue at the top of Fossgate	There will hopefully be fewer vehicles in the street but at peak times there may be some queuing.
3	Creates a short cut to miss out the Piccadilly traffic lights	This route is not thought to be desirable but will be monitored during the experiment.
1	this road is dangerous already as it is cyclists go the wrong way	Noted.
1	has been knocked over 3 time by cyclists going the wrong way	Noted.
2	You do not get a clear view from the exit at the top of Fossgate and its often blocked by buses and taxis	As with any junction drivers do need to take care when pulling out into queuing traffic.
1	Would be in favour of 24/7 no cars except for deliveries	Noted
1	Unsafe because the road is too narrow if someone forgets	There is always potential for a driver to make a mistake but speeds should be very low so the dangers will also be very low.
1	How will it be monitored	Vehicle surveys, observations and feedback from those living /

		working along the street.
1	Cars still potentially travelling the wrong way and the bridge blind summit - how well will it be signed	Adequate signing will be put in place.
1	Need more information. Implications for off road parking space	Access to off street parking will not be adversely affected.
1	The top of Fossgate is narrow and very busy with deliveries. Traffic behind deliveries would have no where to go.	To a degree this already happens but with fewer vehicles expected there is scope for this to reduce.
1	Ambivalent, accepts there is likely to be less through traffic.	Noted.

Q4. Are you in favour of, where appropriate, changing the use of sections of the carriageway for cafes (a route through suitable for emergency and delivery vehicles would be maintained)?

No.	Comment	Officer Response
1	Concerned about increased noise if bars have tables out late evening/night	Noted, times of operation will have to be agreed.
1	There are enough obstructions already endangering pedestrians walking in front of cars	There will hopefully be fewer vehicles in the street.
1	Too many food outlets already	Noted.
1	Would change the atmosphere of the street	That is one of the aims to improve the attraction of the street to shoppers and tourists.
1	Narrow carriageway so cafes would limit access to homes and businesses	Access through for vehicles would have to be maintained.
1	Cafes may encroach resulting in vehicle access being blocked	This will be monitored and if abused permission for the cafe can be revoked.
1	Essential to allow collection of large items	There will be no additional restriction on access
1	This is driving out traders who are not cafes	Noted.
1	This would be dangerous	The aim is to encourage lower vehicle speeds which should improve safety.
1	Resident and finds it hard enough	There is good potential for this to

	to park and get deliveries	be improved as a result of the experiment.
1	Access required for legitimate reasons	There will be no additional restriction on access
1	The area is not wide enough and would look cluttered	Care will be needed.
1	Outside seating would encourage more littering	Approval for the cafes would include a requirement to keep the area free of their litter.
1	If A boards aren't allowed why tables and chairs	Narrow pavements aren't suitable for obstructions. The carriageway used for cafes instead of parked cars creates no more, and potentially less, obstructions.
1	Not practical given the narrow road width, large delivery / emergency / service vehicles	Care will be needed.
1	Many of the cafes /restaurants /pubs are opposite or nearly opposite each other	Noted, care will be needed.
1	Disabled parking constrains the practicality	This may impact on the parking that currently takes place.
1	Providing can still drive down during trading hours	There will be no additional restriction on access.
1	Emphasis on where appropriate	Noted.

Q5. Are there any individual requirements you have that may need to be considered?

No.	Comment	Officer Response
1	Doesn't have a car and has to walk in the road most of the time because the paths are so busy	Noted.
1	All deliveries and business drop offs	There will be no additional restriction on access.
1	Access to home	There will be no additional restriction on access.
1	Would like a space for "A" boards outside the church	This is outside the scope of this project.
1	The parking is not being	The proposals will likely have an

	addressed	impact on parking, hence no action proposed at this stage.
1	Would like to be able to drive to my address	There will be no additional restriction on access.
1	The street needs CCTV	Noted.
1	Bollards at the Lady Peckett's Yard corner to prevent parking and make it easier to get in and out	The proposals will likely have an impact on parking, hence no action proposed at this stage.
1	Less traffic and speed of traffic	These are 2 of the hoped for outcomes.
1	Change of direction would inhibit safe deliveries and collections	There will be no additional restriction on access.
1	Ensure businesses don't use Lady Peckett's Yard for parking	This is not part of the project at this stage.
1	Access to off street parking needed at all times	There will be no additional restriction on access.
1	We should all do what's best overall for the street	Noted.
1	residents have no priority on parking and businesses, although important, already monopolise the area	Noted.
1	Requires 24/7 access	There will be no additional restriction on access.
1	Where would disabled driver to the premises park	There will be no additional restriction on access.
1	we have deliveries, waste collection and emergency access requirements but sure all this can be accomodated	There will be no additional restriction on access.
1	Need access to parking / loading facilities in Lady Pecketts Yard.	There will be no additional restriction on access.

Q6. Are there any other comments about vehicle or pedestrian use of Fossgate you'd like to make?

No.	Comment	Officer Response
1	Make one way clear to cyclists; too many go the wrong way.	Signs will be provided.

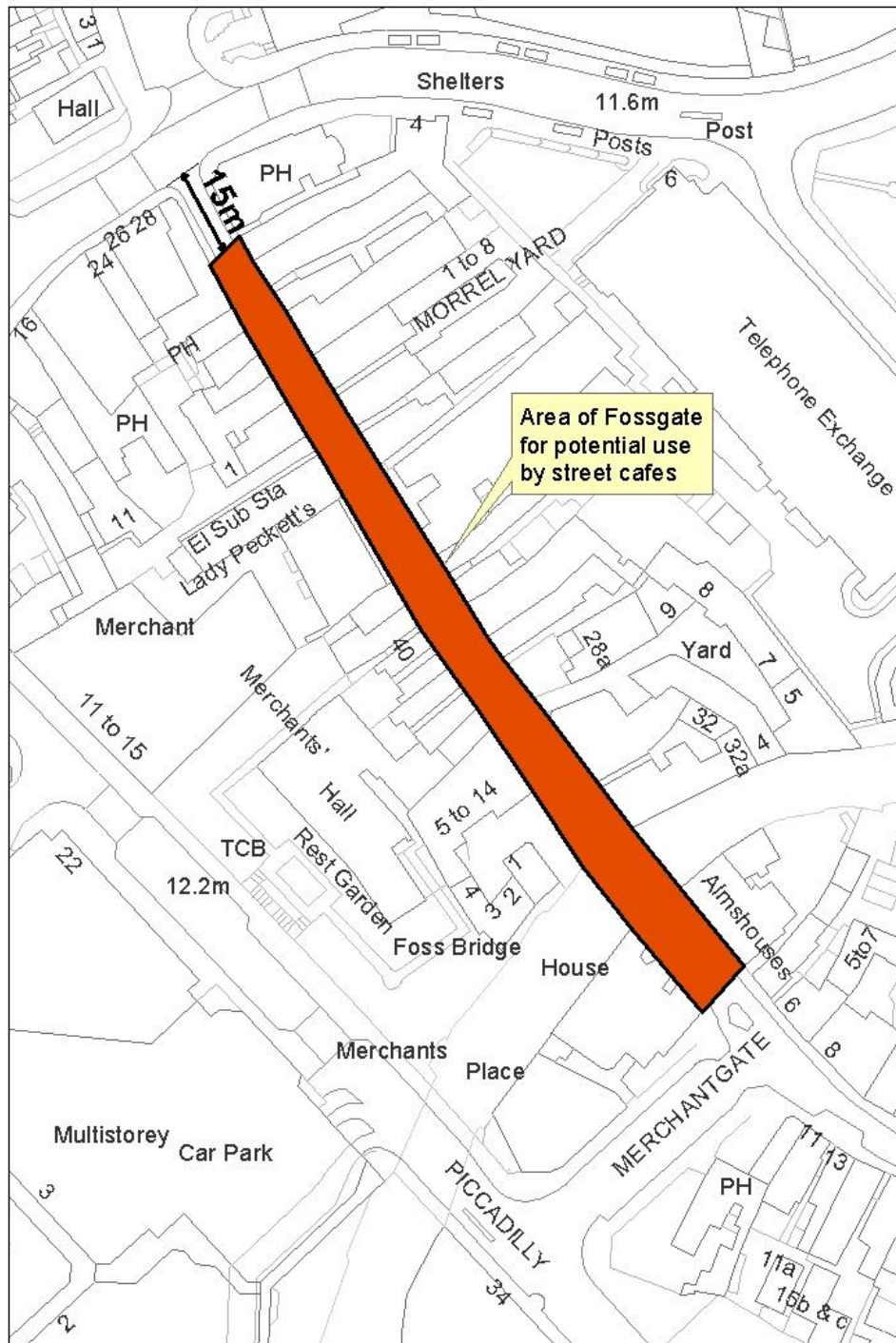
1	Remove road humps	This is outside the scope of this project.
1	Put up signs telling pedestrians they are responsible for their own safety	This will not be done.
1	Will all parking be prevented	No.
1	The road needs attention, especially the potholes	This can be investigated and if necessary work carried out as maintenance.
2	Limit parking for disabled drivers	There are no plans to do this at this stage.
1	Wider pavements and a single carriageway with cafes both sides	This is outside the scope of the project at this stage.
1	Speed bumps	Noted.
1	Reversing the traffic flow is a good idea	Noted.
1	Needs to be more frequent enforcement of the restrictions	This is not a practical option.
1	Send someone to monitor the failings of the existing rules	This is how the scheme has been developed.
1	Lady Peckett's Yard need re-vamping / cleaning for the benefit of everyone, especially businesses on Fossgate	This is outside the scope of the scheme at this stage.
1	The street works well as it is.	Noted.
1	Keep Fossgate open for traders is essential, more than cafes and restaurants down here	There will be no additional restriction on access.
1	Would prefer no parking except for deliveries (8am to 1pm) for more seats for cafes	Noted.
1	Find it fine as a pedestrian without further restriction	Noted.
1	If the existing restrictions are ignored why would the new ones work	Because no one is in the habit of using the street in this direction an there can be changes made to the streets use that would discourage its use as a through route.
1	A narrow road and footways but has more traffic than an access only street should have.	Agreed.
1	Can the carriageway be raised to cope with narrow footways	This can't be considered at this stage.

1	Can the disabled parking rules be enforced?	If the rules are being broken then there is scope for enforcement action to take place.
1	Would prefer to see a pedestrianised area in line with elsewhere in the city with level roads and pavements	This is outside the scope of the scheme at this stage.
1	Blue badge parking is biggest traffic issue in the narrowest part of the street	There are no plans to formally restrict parking by blue badge holders at this stage.
1	Need access to parking / loading facilities in Lady Pecketts Yard.	There will be no additional restriction on access.
1	Better enforcement of restrictions	This is not a practical option.
1	No parking provision - including disabled	There are no plans to formally restrict parking at this stage.

Annex F

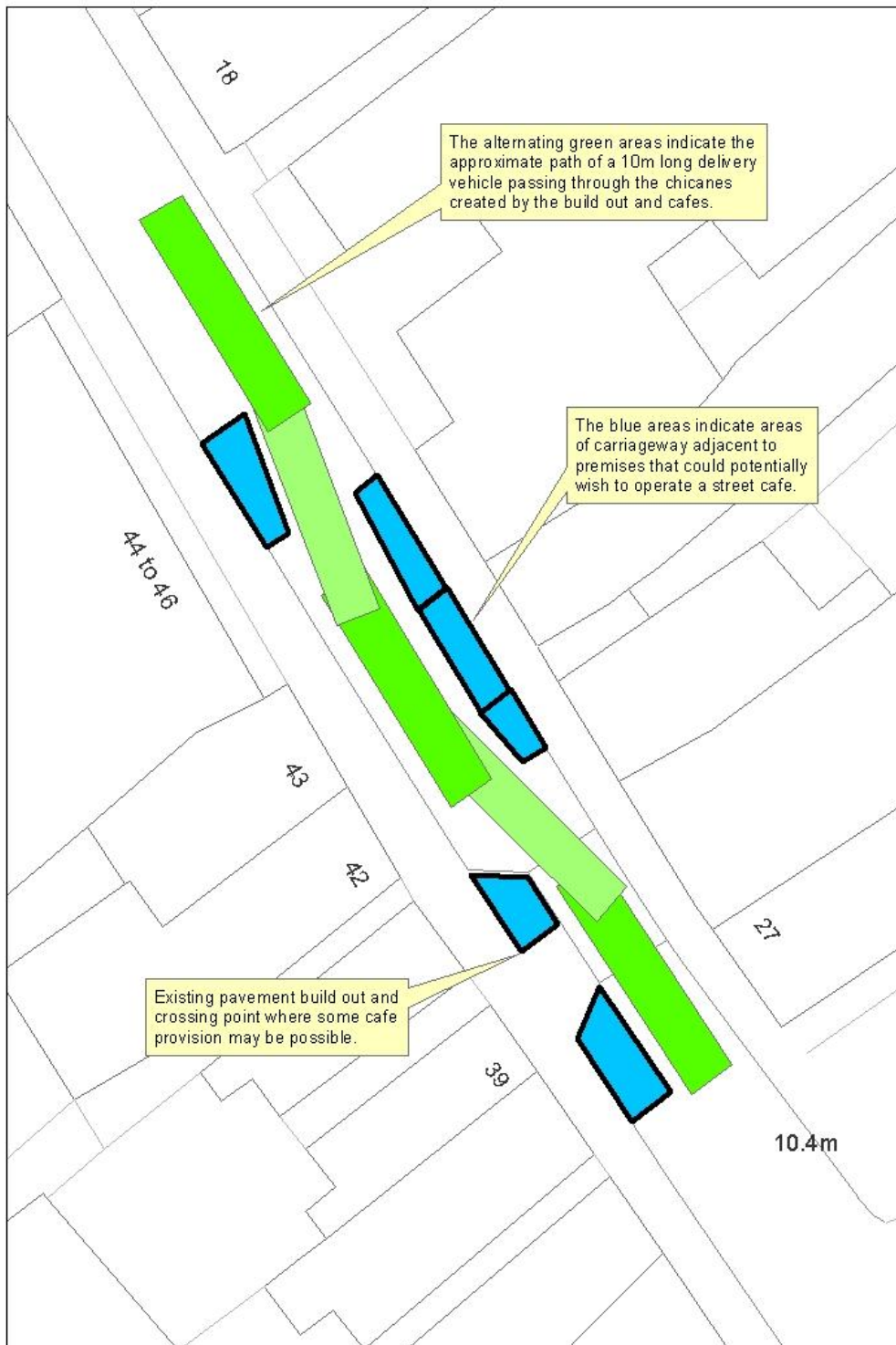
Area for use by Potential Cafes

Very important to note that this does ***not*** mean the whole street would be turned over for use by cafe. A route through for vehicles would have to be maintained – See Annex G for example.



Annex G

Example of how highway cafes might be set out that allow vehicles to pass along the street





**Decision Session - Executive Member for
Transport and Planning**

22 June 2017

Report of the Corporate Director of Economy and Place

**Consideration of results from the consultation in Holgate following
petitions received requesting Residents' Priority Parking**

1. Summary

To report the consultation results for Holgate Central undertaken in February and to determine what action is appropriate

2. Recommendation

It is recommended that approval be given to advertise an amendment to the York Parking, Stopping and Waiting Traffic Regulation Order to introduce Residents' Priority Parking Area as outlined in Option One:

Reason: To progress the majority views of the residents consulted and to take into consideration the needs of the schools and churches in the area

Background

- 3.** Petitions were received from Railway Terrace and St Paul's Terrace. In addition, the local Liberal Democrat focus team carried out wider consultation in the area indicating there is reasonably strong support for residents parking in the surrounding streets. These were reported to the Executive Member for Planning and Transport at a public decision session on 10th November 2016. The Executive Member requested we undertake a formal consultation over a wider area, including the private streets of Enfield Crescent and Wilton Rise (part) to ascertain the level of support. The reports and decision notices are available to view on the website.
- 4.** This area is subject to heavy commuter parking because of its proximity to the city centre. There is a bridge linking Railway Terrace to the rear of the Railway Station with easy access to workers in close proximity to this.

5. St Paul's Nursery School and St Paul's C of E Primary School are situated within the consultation area and neither have an off-street parking amenity. We understand during term time it is likely that approximately 25 staff vehicles are parked in the local area. The schools are very concerned that the staff are provided with a parking amenity within the scheme to enable them to function efficiently and remain viable. The letters we have received from the schools are included within the report as Annex D.
6. Currently, there is no provision within the York, Parking, Stopping and Waiting Traffic Regulation Order to provide teaching and other staff of educational establishments with permits to park in Residents' Priority Parking schemes. This is the first time we have come across the issue whereby schools included within an area have no off-street parking amenity.
7. St Pauls CE Church has various events and services for which parking is required. The York Spiritualist Centre on Wilton Rise has a small parking area, but this is insufficient for the main service which takes place on Sunday at 6pm.
8. A recent Resident Parking Scheme (R60: Holgate Central) was introduced on Holgate Road as part of the Cycle Lane scheme. The proximity to the recent consultation area suggests any implementation north of Holgate Road should be considered as an extension of the R60 area.

Summary of Consultation Results (for full details see Annex C)

9. **We consulted with 357 Properties within the Adopted Highway areas**

171 Properties responded (48%). Of these:

115 (67%) supported the introduction of a Resident Parking Scheme

56 (33%) did not support the introduction of a Resident Parking Scheme

We consulted with 79 properties in the Private Street areas

35 Properties responded (44%) Of these:

11 (31%) supported the introduction of a Resident Parking Scheme

24 (69%) did not support the introduction of a Resident Parking Scheme

Options with Analysis

10. **Option 1** (Recommended Option)

- a) Advertise an amendment to the Traffic Regulation Order to extend the R60 Residents' Priority Parking Area to operate Monday to Saturday as outlined on the plan at Annex F (excluding private streets and St Paul's Mews).
- b) St Paul's Mews to be reconsidered for inclusion in the scheme if further representations are made within a 18 month period from implementation of any neighbouring scheme.
- c) The bays on Watson Street to be marked and signed individually to allow 2 hour parking for non-permit holders.
- d) Advertise an amendment to the eligibility requirements of Commercial Permits to allow staff from St Paul's Nursery School and St Paul's CE Primary School to purchase permits to park.

Current Eligibility: *"A person who, in the course of that person's business or calling, is required to visit residential or business premises within a zone."* These are issued for use away from the normal place of work. Recommended Addition: *"Any staff member of an education establishment for 0 to 18 year olds that doesn't have off street parking provision at the time the residents parking zone is implemented."*

- e) Replace and add street name plates for Enfield Crescent and Wilton Rise to include wording "Private Street, Resident Parking Only"

Option 1 (Recommended): this is the recommended option because:

11. The results of the consultation were not conclusive, some streets achieved a high return and others a zero return. Consequently we have not achieved our normal criteria of 50% return with the majority of those in favour.

We do not recommend implementing a scheme just for the streets that achieved these criteria. In our experience, leaving adjacent streets unrestricted in an area has resulted in displacement parking causing residents to request inclusion in a very short time-frame. Consequently, we recommend advertising a comprehensive scheme taking in the full area with the exception of St Paul's Mews and the private streets.

The legal procedure provides an additional consultation period. Any interested party is able to make formal representation to the advertised proposal. Objections to the proposal will receive further consideration as part of this process. The decision to withdraw streets from the proposal and leave them unrestricted could be an option at that time.

12. Cecilia Place is a social housing development with grasscrete and on-road parking on the adopted highway. We have included it because of complaints about the level of non-resident parking damaging the tree roots.
13. We received a poor response from residents of St Paul's Mews (32%). This is a street with 73 properties, most of which have a private parking amenity. We recommend this street is left unrestricted at this time with the option to re-consult should residents on this street make further representations requesting it.
14. We are unable to place a Traffic Order restriction on a private street without the consensus of all the frontagers. We are recommending replacing or adding Street Name Plates indicating the private nature of these streets with "Residents Parking Only" as a deterrent. Residents on these streets would be responsible for introducing their own enforcement should it become necessary.
15. Although most residents have expressed a preference for a 24 hour, 7 days a week operational time, we have received comments that the pressure for space is not as extreme on a Sunday. Unrestricted parking on a Sunday takes into account the needs of the wider community; i.e. St Paul's CE Church and the Spiritualist Centre. It will give residents additional flexibility for visitor parking on a weekend.
16. The marking and signing of bays on Watson Street will allow opportunity for parking by non-permit holders to visit nearby community amenities Mon - Sat whilst the scheme is in operation.
17. We have received considerable requests from parents, residents and staff from the schools for consideration to be given to providing employees of the schools permits to park. We believe the majority of teaching staff will be coming into the area during the working week when many residents' vehicles are not present and leaving at a time when the residents are returning. Therefore there could be scope for providing school staff with permits to park. This may prove to be a contentious

issue as community services/businesses in other Resident Parking zones/areas are only allowed to purchase one Business Permit.

Should the recommended option be approved and taken forward to implementation, staff would be eligible to purchase a Commercial permit for one zone, current cost £144, by providing evidence of employment at St Paul's CE Primary School or St Paul's Nursery School.

It is not considered appropriate to extend permit eligibility for schools in existing areas (all of which have an off-street parking amenity) and where schools have reduced or removed the off-street parking amenity by choice to provide extra teaching or play facilities.

18. **Option 2:**

Advertise an amendment to the Traffic Regulation Order as outlined in Option 1, a to e, but as a separate scheme.

This is not the recommended Option because by amalgamating the proposed scheme and the existing R60 Holgate Central zone it will give permit holders more flexibility of parking space. Currently the bay adjacent to 106 – 122 Holgate Road is underused.

19. **Option 3:**

Advertise an amendment to the Traffic Regulation Order as outlined in Option 1, a, b, d & e; omitting part c (not providing for school staff).

This is not the recommended option because it will leave the schools disadvantaged by the scheme and consequently may affect the quality of service they provide to the pupils and wider community.

20. **Option 4:**

Advertise an amendment to the Traffic Regulation Order as outlined at Option One, a to e, with operational times of 24 hours, 7 days a week.

Although the majority of residents have requested a 24 hour, 7 days a week operational time, this is not the recommended option because it is important we try to consider the needs of the wider community when implementing a Residents' Priority Parking Area.

21. **Option 5:**

Advertise an amendment to the Traffic Regulation Order as outlined at

Option One, a to e, to operate 9am to 5pm, 7 days a week.

This is not the recommended option because most residents who have expressed a preference requested a 24 hour operational time.

22. **Option 6:**

Advertise an amendment to the Traffic Regulation Order as outlined at Option One, a to e, for the following streets only:

- Watson Street
- Railway Terrace
- St Paul's Terrace
- St Paul's Square

This is not the recommended option because displacement parking would create difficulties for the terraced streets left unrestricted. The pressure for space on these streets would increase dramatically not only from non-residents but also from residents of the restricted streets who do not wish to purchase permits to park.

23. **Option 7:**

Take No Further Action at this time.

This is not the recommended option because the majority of streets have indicated sufficient support to take forward a scheme to the legal process. We normally request a 50% return and the majority of those to be in favour to take forward a scheme. All residents are given further opportunity to comment and raise objections within the legal process.

Consultation

24. The consultation documentation is reproduced within this report as Annex A and B (private streets). The results of the consultation are reported in Annex C. Comments received during the process are précised in Annex D (schools) and E.
If approval to proceed is granted further consultation will be carried out as part of the legal process.

Council Plan

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

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

Implications

26. This report has the following implications:

Financial – Residents parking schemes are self financing once in operation. The £5k allocated within the core transport budget will be used to progress the proposed residents parking schemes.

Human Resources – None

Equalities – None

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

Contact Details

Authors:

Sue Gill
Traffic Project Officer
Transport
Tel: (01904) 551497

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director: Economy & Place

Report Approved ✓ **Date** 12/06/17

Wards Affected: Holgate

All

For further information please contact the author of the report.

Annexes:

- A Consultation documentation package (highway adoption areas)
- B Consultation Documentation (Private areas)
- C Consultation results
- D School replies to the consultation
- E Comments received during the consultation
- F Plan of Recommended Option: (Boundary)



To the Residents:
Watson Street, Watson Terrace
Railway Terrace, Cecilia Place,
St Paul's Terrace, Upper St Paul's Terrace
1 to 17, 20 & 22 Wilton Rise
Cleveland Street, St Paul's Square
96, 98 – 104, 126, 128 Holgate Road
St Paul's Mews

Dear Residents

Request for a Residents' Priority Parking Scheme (Respark)

We are writing to you because we received petitions asking us to consider introducing a Respark scheme in Railway Terrace and St Paul's Terrace . In addition the Liberal Democratic Party conducted a survey which determined there was some wider support for Respark on the neighbouring streets.

The Executive Member for Transport and Planning (Councillor Ian Gillies) considered the petitions and survey on the 10th November 2016. He requested officers to undertake a formal consultation with residents. We were asked to include all streets in the area including residents of Enfield Crescent (private road) and the private section of Wilton Rise.

Consultation documents

The following information and documents are enclosed:

1. General information about a Residents' Priority Parking Area
2. A plan of the consultation area
3. A ballot form
4. A freepost envelope

Directorate of Economy & Place

West Offices, Station Rise
York
YO1 6GA

Tel: 01904 551497
Fax: 01904 551412
Email: highway.regulation@york.gov.uk

Date 8th February 2017

We are proposing a scheme that may not be like others you have experienced around the city. It does not involve extensive signing and lining works and will allow you to park anywhere on the public highway not covered by a waiting restriction (yellow lines), as long as, by so doing, no obstruction of the carriageway has occurred.

The results of the consultation will determine the streets to be included and the finer details of a scheme: e.g. location of entry signage. We would expect to place a limited parking area on Watson Street to allow short term parking for non-permit holders to visit adjacent community facilities.

We can only accept one ballot sheet from each household. **Please complete and return to us in the Freepost envelope provided by Friday 17th March.**

If you prefer you can email your response to highway.regulation@york.gov.uk Please ensure you give the information we have asked for on the ballot sheet, including your name and address.

Because your preferences will determine whether we take this forward and initiate the legal process to amend the Traffic Regulation Order, it is important you return your ballot sheet. Please indicate a preferred time of operation even if you do not want a ResPark scheme on your street.

We will write to you with the outcome of the consultation process, let you know what will happen next and include details of the scheme we intend to take forward. This may involve some streets in the consultation area remaining unrestricted.

Please contact me on 01904 551497 (direct line) or email highway.regulation@york.gov.uk if you:

- Require any further information or clarification
- Want to discuss any special needs/circumstances that you have and believe would be disadvantaged by the introduction of a Respark scheme
- If you rent your property, please write the contact details of the owner (if known) or managing agent on the ballot sheet. You should still let us know your preferences. We will contact the owner separately.

Yours faithfully

Sue Gill, Traffic Project Officer, Network Management (Highways)



A Residents' Priority Parking Scheme

In January 2012, the Department for Transport amended Road Traffic Regulations. The amended regulations permit us to reserve a road for permit holders during an indicated period (or 24 hours) where parking bays are not marked. These are suitable for cul-de-sacs or enclosed areas where the witnessed problems associated with inconsiderate parking are due to the level of non-resident parking.

Because of the changes, we can now offer residents a Residents' Priority Parking Scheme (Respark) where the resident has more control. You can park anywhere on street as long as you are not parked on any yellow lines, across a dropped kerb placed for the purpose of vehicle or pedestrian access/crossing or cause an obstruction.

Signs are mounted at the beginning of the restricted area to inform drivers that parking is reserved for permit holders. The scheme can operate full time, or on a part-time basis depending on resident preference. The timing on the shown sign is an example: – please indicate your preferred times of operation on the ballot sheet enclosed. Outside any specified times the street would be available for any vehicle to park. A Mon-Fri, 9am to 5pm scheme gives residents and their visitors more flexibility on an evening and weekend. A full time scheme may be more beneficial if non-resident parking remains at significant levels during evenings and weekends.



Our Respark schemes cannot guarantee a space will be available. A scheme is introduced to give residents priority over available space within the boundary of the scheme. In areas of high density housing, pressure for space can still occur.

There would be no parking allowed for any non-permit holders whilst the scheme is in operation. Any visitors to your property would require a visitor permit, even for a short duration (except for those activities that are listed below).

Exemptions within the Traffic Regulation Order

A Resident Parking scheme is a parking restriction; it does not prevent access. Non residents can wait on street in order to undertake one of the following activities.

1. Loading and unloading, including passengers. For example, you would still be able to get goods delivered, move house, or a friend arrive to collect you or drop you off without the need to display a permit. Our Civil Enforcement Team wait for approximately 5 to 10 minutes to ensure no loading activity is occurring before issuing a penalty charge notice to a vehicle which does not display a valid permit.
2. Parents/guardians would still be able to enter the street and park for a short duration for the purpose of dropping off and collecting pupils of St Paul's Primary and Nursery Schools.
3. Vehicles displaying a valid disabled permit (blue badge).
4. Vehicles used for medical requirements, or for weddings and funerals.
5. Vehicles which belong to emergency services, statutory bodies or vehicles being used for highway works.

If you are having work done on the house, your builder or other tradesman can use a visitor permit or purchase a "builders permit" from parking services for a small daily charge (£3).

Enforcement

If a vehicle parks without a permit, the driver becomes liable for a Penalty Charge, issued by our Civil Enforcement Team.

Please note the charges equally apply to residents on the privately maintained streets.

Annual charges for Permits from APRIL 2016 to MARCH 2017 are:

HOUSEHOLD PERMIT	Annual Charge	Quarterly Charge
CARS IN DVLA VEHICLE BAND D – I AND VEHICLES REGISTERED PRE 2001	£96	£29.50
CARS 2.7Mtrs or LESS IN LENGTH LOW EMISSION VEHICLES DVLA BAND A to C	£48	£14.75
CARS IN DVLA VEHICLE BAND J – M AND VEHICLES MORE THAN 5M IN LENGTH	£130	£39
SECOND PERMIT	£172.50	£54.50
THIRD PERMIT	£343	£95
FOURTH PERMIT	£690	£185

Household Authorisation Cards entitle the holder to obtain Visitors Permits. The cards are issued automatically with a Household Permit but a householder is entitled to a Card without exercising an entitlement to a Household Permit.

Visitor permits are purchased in books of 5 and you are allowed an annual allowance of 200, but no more than 40 can be purchased in any one month.

The annual charge for a Household Authorisation Card from April 2016 is:

Household Authorisation Card	when the Card is issued at the same time as a Household Permit	Nil
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Discount Authorisation Card	See eligibility overleaf*	Nil
Household Authorisation Card	In all other circumstances	£3

*Discount Authorisation cards are free of charge and visitor permits reduced to £1.50 a book if you are:

Over 60 years old

- A blue disabled badge holder
- Receive the higher rate of the mobility component of the disability living allowance
- Are registered as blind
- In receipt of income support
- In receipt of long-term incapacity benefit

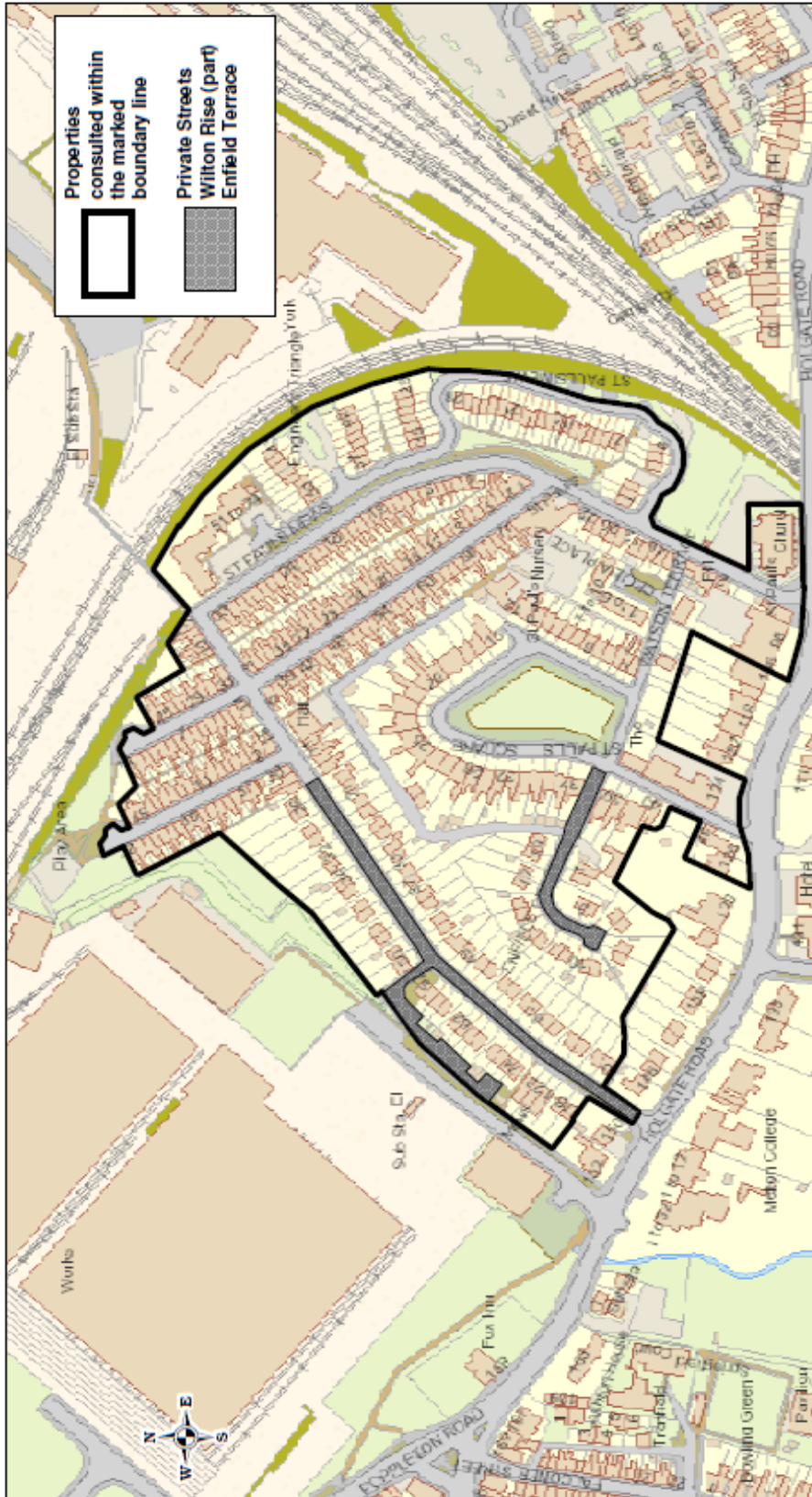
Visitor Permit


A Visitor Permit entitles the holder to park a vehicle for the day of issue and up to 10am on the day following. Your visitor displays the date of use on each individual Permit before displaying in the vehicle.

The annual charge for a Visitor Permit from April 2016 is:

VISITOR PERMIT	(1) when the purchase is supported by a Household Authorisation Card	£5.75 (for 5)
	(2) when the purchase is supported by a Discount Authorisation Card	£1.50 (for 5)

*The cost of permits from April 2017 may increase from those shown here.



Consultation Boundary: Hoigate Junction		SCALE	1 : 2750
		DATE	03/02/2017
		DRAWING No.	
		DRAWN BY	
 CITY OF YORK COUNCIL			

Consultation Ballot

Holgate; Railway Terrace, St Paul’s Terrace
and surrounding area
Residents’ Priority Parking Scheme



Please indicate your preferences by ticking the appropriate box:

	YES	NO
Would you support a proposal to introduce a Resident Parking Scheme?		

Please indicate your preferred time of operation:

9am to 5pm, Monday to Friday	
24 hours, 7 days a week	
Other: please state:	

Title: (Mr. Mrs. Miss Ms) -----Initial: -----

Surname: -----

Address: -----

Postcode -----

Please return in the freepost envelope provided by Friday 17th March. We will only accept one completed ballot from each household and your preferences are kept confidential. If you prefer you can email your preferences and comments to highway.regulation@york.gov.uk

Please write any further Comments you wish to make overleaf (or use separate sheet)



To the Residents:
19, 21, 23 to 78 Wilton Rise
Enfield Crescent

Directorate of Economy & Place

West Offices, Station Rise
York
YO1 6GA

Tel: 01904 551497
Fax: 01904 551412
Email: highway.regulation@york.gov.uk

Date 8th February 2017

Request for a Residents' Priority Parking Scheme (Respark)

We are writing to you because we received petitions asking us to consider introducing a Respark scheme in Railway Terrace and St Paul's Terrace. In addition the Liberal Democratic Party conducted a survey which determined there was some wider support for Respark on the neighbouring streets.

The Executive Member for Transport and Planning (Councillor Ian Gillies) considered the petition and survey on the 10th November 2016 and requested officers to undertake a formal consultation with residents. After a new Resident Parking scheme is introduced, drivers seek alternative on-street unrestricted parking and may not be aware your street is privately maintained. Because of this Councillor Gillies asked us to include all streets in the area including residents of Enfield Crescent (private road) and the private section of Wilton Rise within the consultation process.

Consultation documents

The following information and documents are enclosed:

1. General information about a Residents' Priority Parking Area
2. A plan of the consultation area
3. A ballot form with freepost envelope

We are proposing a scheme that may not be like others you have experienced around the city. It does not involve extensive signing and lining works and will allow you to park (with a permit) anywhere on street not covered by a waiting restriction (yellow lines), as long as, by so doing, no obstruction of the carriageway has occurred. The results of the consultation will determine the details of a scheme for streets included, location of entry signage etc. For example, we would expect to place a limited

parking area on Watson Street to allow short term parking for non-permit holders to park and visit adjacent community facilities.

We can only accept one ballot sheet from each household. **Please complete and return to us in the Freepost envelope provided by Friday 17th March.**

If you prefer you can email your response to highway.regulation@york.gov.uk Please ensure you give the information we have asked for on the ballot sheet, including your name and address.

Because your preferences will determine whether we take this forward and initiate the legal process to amend the Traffic Regulation Order, it is important you return your ballot sheet. Please indicate a preferred time of operation even if you do not want a ResPark scheme on your street.

We will write to you with the outcome of the consultation process and let you know what will happen next and include details of the scheme we intend to take forward. This may involve some streets in the consultation area remaining unrestricted.

We would require the agreement of every household on the privately maintained section of Wilton Rise and Enfield Crescent to include them within the scheme taken forward. If your neighbouring streets become a Resident Parking area and your streets remain unrestricted, residents could consider bringing in a form of private parking enforcement or placing additional signage to inform drivers your street is private and non-residential parking is not allowed.

Please contact me on 01904 551497 (direct line) or email sue.gill@york.gov.uk if you:

- Require any further information or clarification
- Want to discuss any special needs/circumstances that you have and believe would be disadvantaged by the introduction of a Respark scheme
- If you rent your property, please write the contact details of the owner (if known) or managing agent on the ballot sheet. You should still let us know your preferences. We will contact the owner separately.

Yours faithfully

Sue Gill
Traffic Project Officer, Network Management (Highways)



A Residents' Priority Parking Scheme

In January 2012, the Department for Transport amended Road Traffic Regulations. The amended regulations permit us to reserve a road for permit holders during an indicated period (or 24 hours) where parking bays are not marked. These are suitable for cul-de-sacs or enclosed areas where the witnessed problems associated with inconsiderate parking are due to the level of non-resident parking.

Because of the changes, we can now offer residents a Residents' Priority Parking Scheme (Respark) where the resident has more control. You can park anywhere on street as long as you are not parked on any yellow lines, across a dropped kerb placed for the purpose of vehicle or pedestrian access/crossing or cause an obstruction.

Signs are mounted at the beginning of the restricted area to inform drivers that parking is reserved for permit holders. The scheme can operate full time, or on a part-time basis depending on resident preference. The timing on the shown sign is an example: – please indicate your preferred times of operation on the ballot sheet enclosed. Outside any specified times the street would be available for any vehicle to park. A Mon-Fri, 9am to 5pm scheme gives residents and their visitors more flexibility on an evening and weekend. A full time scheme may be more beneficial if non-resident parking remains at significant levels during evenings and weekends.



Our Respark schemes cannot guarantee a space will be available. A scheme is introduced to give residents priority over available space within the boundary of the scheme. In areas of high density housing, pressure for space can still occur.

There would be no parking allowed for any non-permit holders whilst the scheme is in operation. Any visitors to your property would require a visitor permit, even for a short duration (except for those activities that are listed below).

Exemptions within the Traffic Regulation Order

A Resident Parking scheme is a parking restriction; it does not prevent access. Non residents can wait on street in order to undertake one of the following activities.

1. Loading and unloading, including passengers. For example, you would still be able to get goods delivered, move house, or a friend arrive to collect you or drop you off without the need to display a permit. Our Civil Enforcement Team wait for approximately 5 to 10 minutes to ensure no loading activity is occurring before issuing a penalty charge notice to a vehicle which does not display a valid permit.
2. Parents/guardians would still be able to enter the street and park for a short duration for the purpose of dropping off and collecting pupils of St Paul's Primary and Nursery Schools.
3. Vehicles displaying a valid disabled permit (blue badge).
4. Vehicles used for medical requirements, or for weddings and funerals.
5. Vehicles which belong to emergency services, statutory bodies or vehicles being used for highway works.

If you are having work done on the house, your builder or other tradesman can use a visitor permit or purchase a "builders permit" from parking services for a small daily charge (£3).

Enforcement

If a vehicle parks without a permit, the driver becomes liable for a Penalty Charge, issued by our Civil Enforcement Team.

Please note the charges equally apply to residents on the privately maintained streets.

Annual charges for Permits from APRIL 2016 to MARCH 2017 are:

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CARS 2.7Mtrs or LESS IN LENGTH LOW EMISSION VEHICLES DVLA BAND A to C	£48	£14.75
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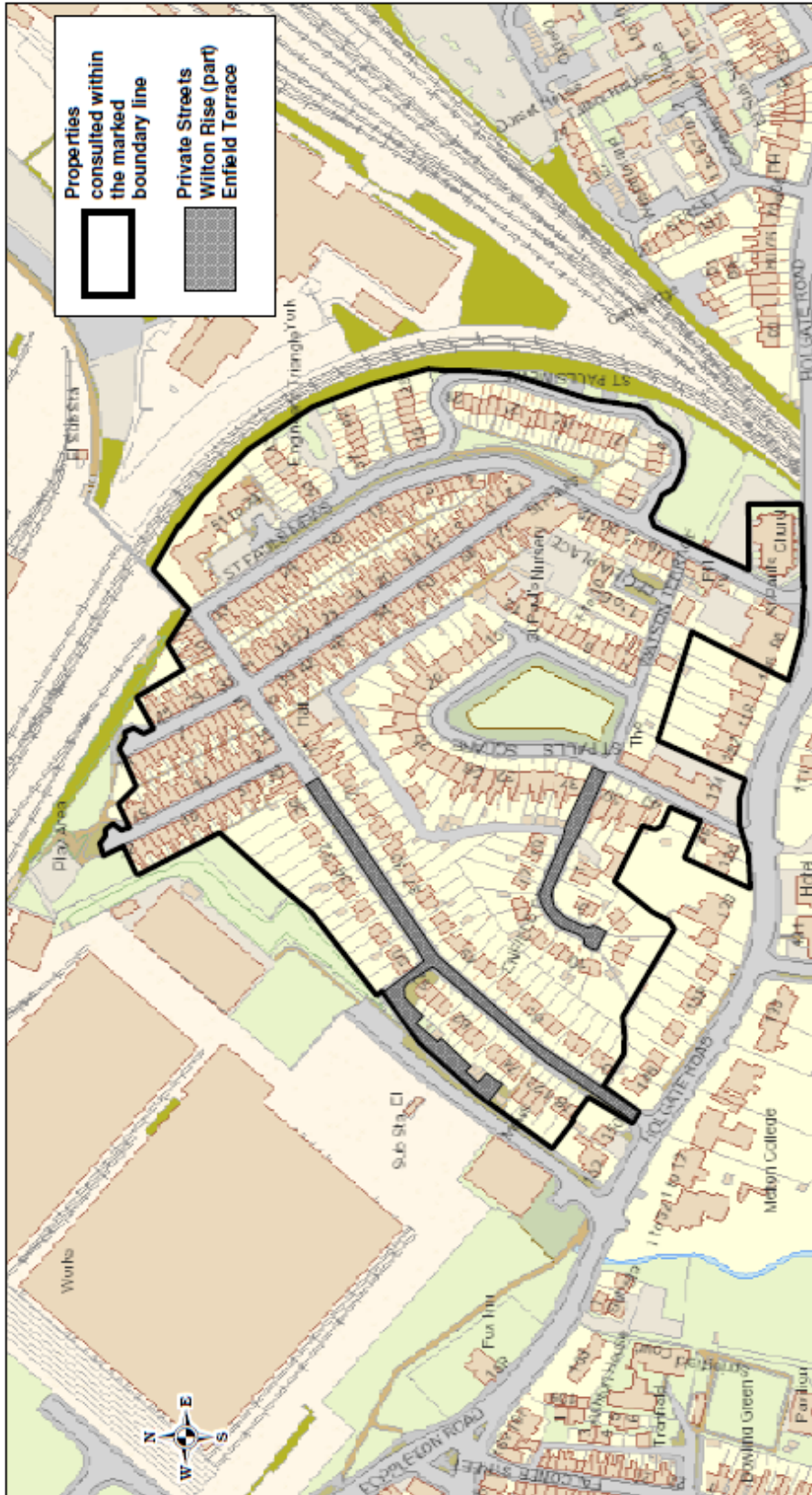
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Consultation Ballot

Holgate; Railway Terrace, St Paul’s Terrace
and surrounding area
Residents’ Priority Parking Scheme



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Please indicate your preferred time of operation:

9am to 5pm, Monday to Friday	
24 hours, 7 days a week	
Other: please state:	

Title: (Mr. Mrs. Miss Ms) -----Initial: -----

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Please return in the freepost envelope provided by Friday 17th March. We will only accept one completed ballot from each household and your preferences are kept confidential. If you prefer you can email your preferences and comments to highway.regulation@york.gov.uk

Please write any further Comments you wish to make overleaf (or use separate sheet)

DECISION SESSION: EXECUTIVE MEMBER FOR TRANSPORT AND PLANNING

REPORT OF THE CORPORATE DIRECTOR OF ECONOMY AND PLACE

ANNEX C**HOLGATE JUNCTION, CONSULTATION RESULTS**

Street	No of Properties	Yes	No	Full Time	Mon - Fri 9-5	Other	% Return
Watson Street	12	4	2	3	3	0	50
Railway Terrace	33	21	3	18	3	0	73
St Paul's Terrace	71	32	14	21	12	3	65
Wilton Rise Adopted	22	6	7	3	5	1	59
Cleveland Street	34	7	7	2	6	0	41
Upper St Pauls	23	8	3	5	5	1	48
Watson Terrace	6	0	0	0	0	0	0
Cecilia Place	10	0	0	0	0	0	0
St Paul's Square	47	21	13	18	6	3	72
Holgate Road	26	0	0	0	0	0	0
St Paul's Mews	73	16	7	11	6	0	32
Total	357	115	56	81	46	8	48
Private							
Enfield Crescent	21	1	8	0	3	1	43
Wilton Rise	58	10	16	7	7	2	45
Total	79	11	24	7	10	3	44

We consulted with 357 Properties within the Adopted Highway areas

171 Properties responded (48%). Of these:

115 (67%) supported the introduction of a Resident Parking Scheme

56 (33%) did not support the introduction of a Resident Parking Scheme

We consulted with 79 properties in the Private Street areas

35 Properties responded (44%) Of these:

11 (31%) supported the introduction of a Resident Parking Scheme

24 (69%) did not support the introduction of a Resident Parking Scheme

Private Highway

We did not reach a 50% return for these areas or a majority in favour. Consequently we are unable to implement a scheme on these areas. We intend to implement better street name signage to make it clear these are private streets to discourage non-residential parking.

Public Highway

The return rate for the consultation area was disappointing, especially from the properties fronting Holgate Road, Cecilia Place and Watson Terrace where we had a zero response.

Watson Street, Railway Terrace, St Paul's Terrace, and St Paul's Square had over 50% returns with the majority in favour of introducing a scheme.

Upper St Paul's Terrace and Cleveland Street did not reach the 50% returns, with the majority in support on Upper St Paul's Terrace and an even split on Cleveland Street.

The adopted section of Wilton Rise was the only street which received a 50% return, with the majority not in favour.

Times of Operation

The majority of residents supported a full time 24 hour restriction to operate 7 days a week. Other suggestions included:

5pm to 9am (overnight) Mon to Fri, full time at weekends

9am to 1pm, Mon – Fri and a few hours in the morning, Mon - Fri

9am to 6pm, Mon – Fri

9am to 6pm, 7 days a week

9am to 5pm, 7 days a week

9am to 5pm, Mon to Sat

9am to 6pm, Mon – Sat

8am to 6pm, Mon – Fri

ANNEX D

Responses received from:
St Paul's Nursery School
St Paul's CE Primary School

St Paul's C of E Primary School

St Paul's Terrace York YO24 4BJ

Tel : 01904 625240 Fax : 01904 674878 email : stpauls.primary@york.gov.uk

Headteacher : Mr R Knowles B.A. Hons. Cert.Ed.

Deputy Headteacher : Miss F Bennett B.A. Hons (Ed)

Monday 6th March 2017

Dear Ms Gill.

As headteacher of St Paul's C of E Primary School, situated at the corner of St Paul's Terrace, I am writing to express my concerns regarding the proposed introduction of the Respark scheme in Railway Terrace and St Paul's Terrace.

St Paul's Primary School was built in 1874 at a time when members of the public did not have cars; just as the surrounding houses have no garages, the school has no car park. I believe it is one of only 3 schools in York without a car park (and, indeed, probably one of only a handful of urban primary schools in the whole country). Our situation is, therefore, unique.

We do not consider ourselves as a "business" (as described in your letter of 8th February), but as a local community service; we provide a public service educating children, who are members of the local community.

The Respark scheme would affect the ability of the staff (and others visiting the school) to park and I would like to explain in more detail below the consequences that this would have on the education and opportunities that we could offer at St Paul's.

- The school currently has 20 staff of whom 14 travel by car. Staff travel from as far afield as Ripon, Knaresborough and Wetherby. When we teachers were appointed to St Paul's, we knew that there was no off-street parking amenity, but, until the last two-three years, we have had little trouble finding parking places. If staff have to make alternative travel arrangements (with the added time, cost and stress that this would involve) ,then I am concerned about the retention and recruitment of staff at St Paul's in the future.
- Teaching not only involves working with children during school hours, but also, for example, marking and preparation; all of my teaching staff (currently 11) take books home to mark and, if they had to carry a set, or two, of 25 books on public transport and/or walk, I would be concerned for their health (back injuries, etc).
- Most teaching staff leave at approximately 5pm. However, during term time we have a number of meetings and events (governor's meetings, staff meetings and training, parents' evenings, PTA events such as discos for the pupils, etc.), which require us to stay much later. This equates to approximately one evening per week, when some staff will be in school until 7.30pm. I am concerned as to the travel arrangements staff will have to make on these occasions (and the added stress that it could cause them) and how these will affect the opportunities and, ultimately, the education that we can provide at St Paul's in the future. Staff would certainly be less likely to run" after school "clubs and ,if they did ,time would be reduced.



St Paul's C of E Primary School

St Paul's Terrace York YO24 4BJ

Tel : 01904 625240 Fax : 01904 674878 email : stpauls.primary@york.gov.uk

Headteacher : Mr R Knowles B.A. Hons. Cert.Ed.

Deputy Headteacher : Miss F Bennett B.A. Hons (Ed)

- During a week we have many visitors to school. I assume that the bursar and LA support staff (e.g. Ed. Psych, SPO) would be given visitor parking permits? However, how would Respark affect, for example, the coach from York City Football Foundation, who transports his (heavy) equipment to St Paul's to coach the children each Wednesday? Or the coach from Premier Sport who coaches the children on a Thursday? Also, what provision will be made for workmen (e.g. plumbers, decorators), who need to park their vehicles whilst working in school?
- If the plan were to go ahead, would we be guaranteed a permit for each member of staff requiring one? In terms of numbers this would mean 14 permits. Our teachers fully accept that there would be a cost involved and would be happy to pay the same fee as local residents of St Paul's Terrace.

Although I do appreciate that the residents of St Paul's Terrace and Railway Terrace have had difficulty in finding parking places in front of their houses in recent years (I have spoken to some about it), I feel that since September 2016 the situation has eased and my staff and I have had little trouble finding parking spaces. It is interesting to note that this coincided with the completion of the Railway College and conversion of GPO House on Holgate Road.

My staff and I have also observed the occupants of some cars, who park in the morning in St Paul's/Railway Terrace and then walk into York; they are clearly not residents and neither are they members of staff at St Paul's. When staff are arriving, many at 8am, some residents are leaving to go to work and, when staff are leaving (5-6pm), residents are returning home. I feel strongly ,therefore,that there are sufficient spaces for residents of Railway Terrace and St Paul's Terrace and staff at St Paul's.

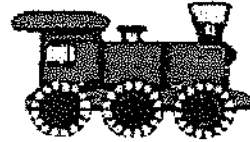
I would be most grateful if you could share my comments in the consultation process as part of the report to be considered by the Executive Member for Transport and Planning.

Yours sincerely,

Richard Knowles
Headteacher, St Paul's CE Primary School



St Paul's Nursery School



Headteacher: Mrs N Fox

St Paul's Nursery School
12 St Paul's Square
York YO24 4BD

Tel: (01904) 622291
Fax: (01904) 674948

E-mail: st.pauls.nursery@york.gov.uk
www.stpaulsnurseryschool.co.uk

March 2017

Dear Ms Gill,

I am writing to you to express my concerns regarding the proposed introduction of the Respark scheme in St Paul's Square.

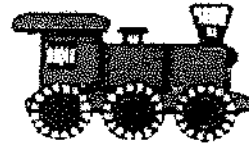
We are a local authority maintained nursery school located in the corner of St Paul's Square and unusually do not have a car park on our school site.

We do not consider ourselves as a business, but as a local community service; we provide a public service educating children, who are members of the local community.

The Respark scheme would affect the ability of the staff (and others visiting the school) to park and I would like to explain in more detail below the consequences that this would have on the education and opportunities that we could offer at St Paul's.

- The school currently has 18 members of staff, of whom 9 travel by car. Staff travel from as far afield as Malton and Wheldrake. Our staff that do live more locally always walk to work and we also promote walking to school to our parents.
- Teaching not only involves working with children during school hours, but also planning and preparation. All of my teaching staff carry resources to and from school on a daily basis.
- Most teaching staff leave at approximately 5.30 pm. However, during term time we have a number of meetings and events (governor's meetings, staff meetings and training, parents' evenings) which require us to stay much later. Staff could sometimes be in school until 9.00 pm. I am concerned as to the travel arrangements staff will have to make on these occasions.

St Paul's Nursery School



Headteacher: Mrs N Fox

St Paul's Nursery School
12 St Paul's Square
York YO24 4BD

Tel: (01904) 622291
Fax: (01904) 674948

E-mail: st.pauls.nursery@york.gov.uk
www.stpaulsnurseryschool.co.uk

March 2017

• We are an enhanced resource provision, therefore during any given week we have many visitors to school including speech and language therapists, our Educational Psychologist, Occupational Therapists, Physiotherapists and specialist teachers. My bursar and business manager also work with us one day a week. We may also have other workers (e.g. plumbers, decorators), who need to park their vehicles whilst working in school.

• If the plan were to go ahead, would we be guaranteed a permit for each member of staff requiring one? In terms of numbers this would mean 9 permits.

I would be most grateful if you could share my comments in the consultation process as part of the report to be considered by the Executive Member for Transport and Planning.

Yours sincerely,

Nicola Fox
Headteacher, St Paul's Nursery School

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DECISION SESSION: EXECUTIVE MEMBER FOR TRANSPORT AND PLANNING

REPORT OF THE CORPORATE DIRECTOR OF ECONOMY AND PLACE

ANNEX E**COMMENTS RECEIVED DURING THE CONSULTATION PROCESS:****HOLGATE JUNCTION**

Comments Received from Church and Spiritualist Centre	Officer comments (where appropriate)
<p>Spiritualist Centre: Our services are attended by many vulnerable, lonely and ill people who come to the centre for healing, comfort and company. We ask you to consider any parking restrictions are suspended between 6pm and 8pm on Sundays. Our mid week services normally have lower attendance figures and our small car park can accommodate parking for these.</p>	<p>The officer recommendation for hours of operation will ensure unrestricted parking for the times requested.</p>
<p>St Paul's CE Church: We run groups most weeks of the year for older people, carers and toddlers, for children, for people with learning difficulties, dementia as well as Sunday Services, weddings and funerals. We have no car parking amenity. We note that the Holgate Road R60 Scheme allows 90 minutes for visitors and we feel this amount of time would be sufficient for the vast majority of our activities.</p>	<p>Ward Councillors have expressed support for this request. In addition we have received several emails of a similar nature from members of the congregation. Option one (Officer recommendation) will allow unrestricted parking on Sundays). We are recommending limited parking bays (2 hours) on Watson Street to allow some parking for local amenities. The 90 minute restriction on Holgate Road will remain as now.</p>

General Comments from Residents and other interested parties	
Several Residents commented on the increase of non-residential parking, often for days or weeks at a time.	Noted
Several Residents commented they do not have problems finding a space now and/or they do not consider the parking situation has deteriorated significantly to warrant a ResPark Scheme. There is no problem to be solved.	The majority of residents would disagree with these views when considering the area as a whole.
It is important that residents parking covers Enfield Crescent as they also receive a lot of commuter parking which often obstructs back gates etc. The back lane to St Paul's Square (off Enfield Crescent) needs to be included to prevent opportunist parking. The displacement of parking onto the private streets will be difficult to manage and enforce.	We are unable to extend the area into Enfield Crescent or the private part of Wilton Rise (private streets). We do intend to adjust the Street Name Plates to include "Private Street, Resident Parking Only" as part of the scheme.
There has been no pre-consultation between Residents of St Paul's Square by those who raised the petition. It would be quite wrong to impose this on us. This consultation is inadequate – you have not explained how the scheme would work, enforcement etc. A proper Public Meeting consultation should have been arranged.	All residents have received the same consultation documentation. Normal procedure has been followed for the consultation process.
We are opposed to a "partial scheme", if adopted it should be the whole area (several residents made this comment)	This is the recommended option (except for the private areas and St Paul's Mews)

<p>Problems in St Paul's Square are mostly in the evenings and overnight</p>	<p>Noted</p>
<p>There is no justification for a full time restriction; there is ample space after 7pm in the streets that have petitioned the council. The times of operation only need to be weekdays for a short period to prevent commuter parking.</p> <p>Seven days a week scheme will give residents full benefit.</p> <p>Saturday shoppers use our street as much as Mon-Friday commuters. It might be OK to make Sunday the exception.</p> <p>Main difficulty is Mon-Sat</p>	<p>The majority of residents who gave a preference requested a 24 hour scheme.</p>
<p>Short term parking of 60 minutes for non-permit holders should be allowed throughout the whole area of operation</p>	<p>This can only be achieved if implementing a scheme with marked bays and individual signs. Poles/signs would narrow footways and add to street clutter.</p>
<p>Parking arrangements must be made for the staff of the St Paul's Schools</p>	<p>Several residents have requested special arrangements for the schools.</p>
<p>No Parking should be allowed for staff of the schools as these occupy a lot of the available spaces.</p>	<p>Most comments we have received are in support of staff parking.</p>
<p>Current waiting restrictions in the area of operation should be reviewed with a great many of them removed.</p>	<p>Most existing restrictions have been placed to enable access and these needs will not</p>

<p>Request for additional waiting restrictions for full length of the non-residential side of Railway Terrace.</p>	<p>decrease. Any investigation into removing or adding restrictions would be better done after implementation of a scheme.</p>
<p>We strongly object and would appeal against any introduction. Residents should not have to pay to park outside their own houses especially as we already pay council, road and car tax.</p> <p>We don't want a paid parking scheme.</p> <p>Don't use Respark as a scam to fill council coffers.</p> <p>These schemes have become a profiteering opportunity for the council with the cost of permits ridiculously high.</p> <p>Please explain the benefit of this to us, besides the financial gain to the Council.</p> <p>Permit structure is unfair with price reduction for low CO2 emissions and the permits prices for 2 to 4 cars</p> <p>Household Authorisation cards adds another unnecessary administration and cost.</p> <p>Discriminates against residents who have more visitors.</p> <p>You do not have to be in receipt of income support to be struggling.</p>	<p>The permit charge covers the cost of implementation, maintenance and enforcement. The cost falls to those residents who benefit from a scheme rather than the general taxpayer.</p> <p>All of our Resident Parking Schemes are initiated by residents.</p>
<p>The problem seems to be the number of size of vehicles owned by residents. Unless they can be persuaded to own fewer and smaller cars we can see little benefit of this scheme.</p> <p>The number of residents' vehicles is too</p>	<p>None of our resident parking schemes guarantee a space will be available. They work by giving residents priority for available parking space over</p>

<p>many for street capacity anyway – a scheme may not help.</p> <p>Still no guarantee of parking and number of residents cars would mean not much would change and only serve to add more cost living here.</p> <p>People who initiated this have unrealistic expectations to have priority parking directly outside their house.</p>	<p>non-residents.</p> <p>The results of the 2011 census in the Holgate Area showed:</p> <p>29% of households do not own a motor vehicle</p> <p>51% of households owned one vehicle</p> <p>Overall car ownership is 0.95 to each household.</p>
<p>We should close the footbridge as an alternative, most parking is caused by easy pedestrian access over this bridge. This will worsen if York Central is developed.</p>	<p>A scheme would remove the commuter parking for access via the footbridge.</p>
<p>The parking situation on St Paul's Mews has got so bad it is becoming dangerous over the last two years.</p>	<p>The level of return from St Paul's Mews was poor, although the majority who did reply were in favour.</p>
<p>Parking problems are a direct result of the high cost of city centre parking plus the advent of Resident Parking in other areas.</p> <p>The root cause of the problem should be addressed instead; lack of suitable and affordable parking by the railway station.</p>	
<p>We should have this restriction to encourage people to use public transport, Park & Ride and not use our streets as a free car park.</p> <p>This is in line with COYC transport strategy; increased use of public transport and discourage multiple car ownership in the area.</p>	<p>Noted</p>

It will cause inconvenience to the school and church	We are trying to redress this within the recommended option.
Consider St Paul's Terrace and Railway Terrace as one way only	This is outside the scope of this consultation.
The properties on Holgate Road (currently in R5) should be included in this scheme. We should be provided with adequate provision within easy walking distance.	We have recently advertised a proposal to allow R5 permit holders to use the R60 bay outside 108 – 122 Holgate Road to address this issue.
If a new TRO is proposed it should consider the likely demand by residents against the number of spaces available. If necessary only one parking permit should be allowed per property.	Unlikely to be popular with residents who require parking amenity for more than one car.
A parking scheme needs to be sufficiently large to not simply displace vehicles to nearest available space. How many properties are actually currently affected versus the number that would need to be included in the scheme to stop displacement?	This cannot be defined or calculated. We cannot determine how many non-residents would displace to other areas or how many residents in restricted areas prefer to park on nearby unrestricted streets to avoid paying for a permit.



ANNEX F



**PROPOSED PROPERTY
BOUNDARY EXTENSION
OF
R60:HOLGATE CENTRAL**

**HOURS OF OPERATION
FOR EXTENSION ARE
MON-SAT (FULL TIME)**



**PROPOSED MARKED
BAYS TO ALLOW
2 HOURS FOR
NON-PERMIT
HOLDERS**

**HOLGATE CENTRAL
RECOMMENDED
OPTION**



DRAWING TITLE

SCALE 1 : 1564

DATE 19/05/2017

DRAWING No.

DRAWN BY

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**Decision Session - Executive Member for
Transport and Planning****22nd June 2015**

Report of the Corporate Director of Economy and Place

Highway Condition Petitions – The Horseshoe and Muncastergate**Summary**

1. Two separate petitions have been received calling for works to be carried out to the highway at The Horseshoe and Muncastergate.
2. Annual condition surveys are undertaken to identify areas for large scale renewal works, additional safety inspections identify defects that are in excess of our intervention levels and works are undertaken to repair.
3. The areas were revisited in response to the petitions and highway inspection data has been considered, although there are concerns raised regarding the visual appearance and amenity of the two areas there are no areas where highway maintenance funding could be targeted at this time.

Recommendations

4. Executive Member for Transport and Planning is recommended to:
 - i. Note the petitions at paragraph 5;
 - ii. Consider the detail of this report and the conclusions drawn in paragraph 13 and 14.

Reason: To ensure the effective delivery of funding to address key priorities across the cities highway network

Background

5. Petitions were handed into the 30th March 2017 Council meeting regarding the condition of The Horseshoe (Cllr Mason) and Muncastergate (Cllr Boyce) and the need for urgent repairs or renewal. The detail of the petitions requests for CYC are detailed below:

'We the undersigned call on the City of York Council to take swift action to improve the condition of the road surface on The Horseshoe, Tadcaster Road. The road has been graded as 5 for some time and it is now dangerous to cyclists and vehicles.'

'I am signing the petition below to indicate that I believe that the adopted part of Muncastergate is in a very poor state of repair, is dangerous for pedestrians, motorcyclists and cyclists and is badly in need of substantial road repair work, with immediate effect'

6. The Horseshoe petition has been signed by 37 residents and the Muncastergate petition has been signed by 60 residents.
7. Repairs are scheduled in accordance with priority – immediate for a critical issue that may cause risk to life, next day (following initial works to secure the site), 10 working days or 20 working days.
8. Proactive safety inspections are carried out across the network and reactive inspections are carried out following reports of issues to the department and any works breaching intervention levels are scheduled as above, reactive inspections are also carried out following reports of accidents.
9. In addition to this we carry out a survey of all of our roads and footpaths every year, we have procured high definition video survey data for all part of the cities highways and footways, the data was supplied by Gaist in Autumn 2016.
10. A 1 to 5 condition rating is assigned to all parts of the network using the Gaist survey data – 1 being good and 5 being poor. The Gaist data is analysed using datasets to consider traffic and pedestrian flow, proximity of schools, population and work densities, defect categorisation, and impact of defective condition grading over a percentage of the street/ area and a ranked list of all works required to ensure the network is in a fair or better condition is developed.
11. The ranking is required to prioritise the available funding and develops the annual maintenance programme that we undertake to renew sections of footways or highways.
12. The highway condition outputs for both locations can be seen in Annex 1, repair and renewal schemes were identified for The Horseshoe based on these outputs but the works were ranked at no. 72 in the city wide list of

carriageway schemes and no works are planned 2017/18. Based on the condition data no schemes were identified for Muncastergate.

13. Adopted and unadopted highway surrounds Muncastergate, this can be seen in Annex 2. Legally adopted highways are maintainable at the public expense and highway maintenance funding is spent in a prioritised way in accordance with Member approved policies to address these sections of the network. Unadopted highways are maintainable at private expense and we do not target any funding towards their upkeep. The content of this report is therefore only based on the condition data for the adopted section of this road.

Consultation

14. This report is written in response to petitions expressing the concerns of a significant number of signatories and are backed by ward councillors. Highway Maintenance officers have addressed these concerns through further on site inspection work and works have been programmed in accordance with normal maintenance procedures.

Options

15. The outputs of the inspections are shown at Annex 1 and are detailed in paragraphs 9 to 12, further review will take place following the 2017 inspection and any identified schemes will be considered for the 2018/19 highways programme. Routine highway safety inspections will identify any actionable defects that require repairs and routine maintenance funding will address these defects.
16. No further work is scheduled in the 2017/18 highways programme at both locations and no further options are available at this time.

Council Plan

17. The development of effective and efficient highway maintenance programmes helps to deliver the Council Plan priority 'a focus on frontline services'.

Implications

18. All implications are considered below:
 - **Financial** – There are no financial implications
 - **Human Resources (HR)** – there are no HR implications

- **One Planet Council / Equalities** – there are no One Planet Council/Equalities implications
- **Legal** – there are no legal implications
- **Crime and Disorder** – there are no Crime and Disorder implications
- **Information Technology (IT)** – there are no IT implications
- **Property** – There are no property implications

Risk Management

19. All risks relating to highways works and their delivery are considered and managed throughout the development of works programmes and individual schemes, no risks exist at this stage.

Contact Details

Author:
Steve Wragg

**Flood Risk and Asset
Manager**
Highways
01904 553401

**Chief Officer Responsible for the
report:**
Neil Ferris
**Corporate Director of Economy &
Place**

Report **Date** 12.06.17
Approved

Wards Affected: Dringhouses & Woodthorpe, Heworth **All**

For further information please contact the author of the report

Annexes **Annex 1** – Condition Rating Outputs
Annex 2 - Muncatergate Adopted Highway Extent

Annex 1 Condition Rating Outputs

The Horseshoe Condition Rating



Muncastergate Condition Rating



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Annex 2 Muncastergate Adopted Highway Extent



Muncastergate adopted highway extent shown in green

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**Decision Session - Executive Member for
Transport and Planning****22 June 2017**

Report of the Corporate Director of Economy and Place

Danesmead Estate Residents Parking Petitions:**Summary**

1. To report the receipt of a petition and determine what action is appropriate.

Recommendation

2. It is recommended that:
 - Option 3 - That the area is added to the Residents parking waiting list and an investigation carried out when it reaches the top of the list.

Reason: Because this will respond to residents concerns in the order they are raised and can be progressed depending on funding available each year.

- A strategic review of Residents Parking policy is undertaken

Reason: To provide a more strategic and effective response to residents parking concerns in the city.

Background

3. There were 42 responses to the petition from the Danemead Estate requesting that “dangerous and inconsiderate parking on the estate be tackled by double yellow lines and residents parking” (with 29 and 34 indicating support for yellow lines and residents parking respectively). The responses were evenly spread throughout the estate. The petition is shown in Annex A and Annex B shows the location of the Danesmead estate.
4. There has been a flurry of interest in becoming part of a residents parking zone in the last 12 to 18 months and we are currently progressing 5 schemes. This increase in demand has resulted in a waiting list (see Annex C) for investigating new requests. Each request will be investigated

in the order the request was made and will be dependant on funding availability. Owing to current workloads it is currently anticipated that it would not be possible to commence the investigation until early 2018. The number of recent Resident Parking requests indicates that a wider scale review of the provision of Residents Parking in the city is warranted. It is therefore proposed that Officers investigate the development of a strategic Residents Parking policy for the city.

5. The process and likely timescales for investigating and implementing a scheme is also outlined on the waiting list in Annex C. In the event of additional petitions being received from adjacent streets then they would be grouped together in the investigation and consultation in order to better represent the views of the wider community.

Options for Consideration

6. Option 1 – Note the petition but take no action. This is not the recommended action because it does not address the residents concerns.
7. Option 2 – Approve the initial consultation. This is not the recommended action because there are insufficient resources available to carry out this work at the present and there are other requests that came in before this one that should be tackled first.
8. Option 3 – Give approval to progress an investigation when the area reaches the top of the waiting list along with the option of widening the consultation depending on circumstances at the time. This is the recommended option.

Consultation

9. At this stage there is no consultation but when the area reaches the top of the waiting list there will be a 2 stage consultation process. Firstly, information on how a scheme operates is sent out to all properties together with a questionnaire, the results of which are reported back to a Executive Member meeting for a decision on how to proceed.
10. If approval to proceed is granted then the formal legal Traffic Regulation Order consultation is carried out.

Council Plan

11. The above proposal contributes to the City Council's draft Council Plan of:
 - A prosperous city for all,
 - A council that listens to residents

Implications

12. This report has the following implications:

Financial – None.

Human Resources – None

Equalities – None.

Legal – before a residents parking scheme can be implemented the correct legal procedure has to be gone through.

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management

13. None.

Contact Details

Authors:

Alistair Briggs
Traffic Network Manager
Transport
Tel: (01904) 551368

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

Date:

11/5/2017

Report Approved Date 12/06/17

Specialist Implications Officer(s)

None.

Wards Affected: Fishergate

All

For further information please contact the author of the report.

Background Papers: None.

Annexes:

Annex A Petition letter

Annex B Location plan

Annex C Residents parking waiting list

Petition Letter

DANESMEAD – INCONSIDERATE PARKING

On 6th March, 2017, at 10.40 am, the Council Refuse Collection lorry was unable to access certain areas of the Danesmead Estate due to inconsiderate parking. This could just as easily have been Emergency Services vehicles – which has been the case in the past!

The majority of on street parking are non-resident vehicles. Extended school drop-offs, parking for hours/all day by those who work close by, walking or cycling into the City, etc..

Dangerous and selfish parking at the junctions of Danesmead/Broadway West, Danesmead Close/Norway Drive, etc., and parking opposite and over driveway accesses, etc., will be an ongoing issue - **unless we urge the Council to do something.**

Maple Grove had similar issues which were addressed by ‘Resident Only’ parking restrictions.

If you agree that this situation must be addressed then please make representation to your Local Elected Councillor - **Mr Andy D’Agorne**

A: 10 Broadway West, York, YO10 4JJ
T: 01904 633526
E: cllr.adagorne@york.gov.uk

CUT HERE>> (send or deliver)-----

Councillor Andy D’Agorne
10 Broadway West,
York
YO10 4JJ

Dear Mr D’Agorne,

Please arrange for the issue of dangerous and inconsiderate parking to be resolved on the Danesmead Estate by the following suggested methods:

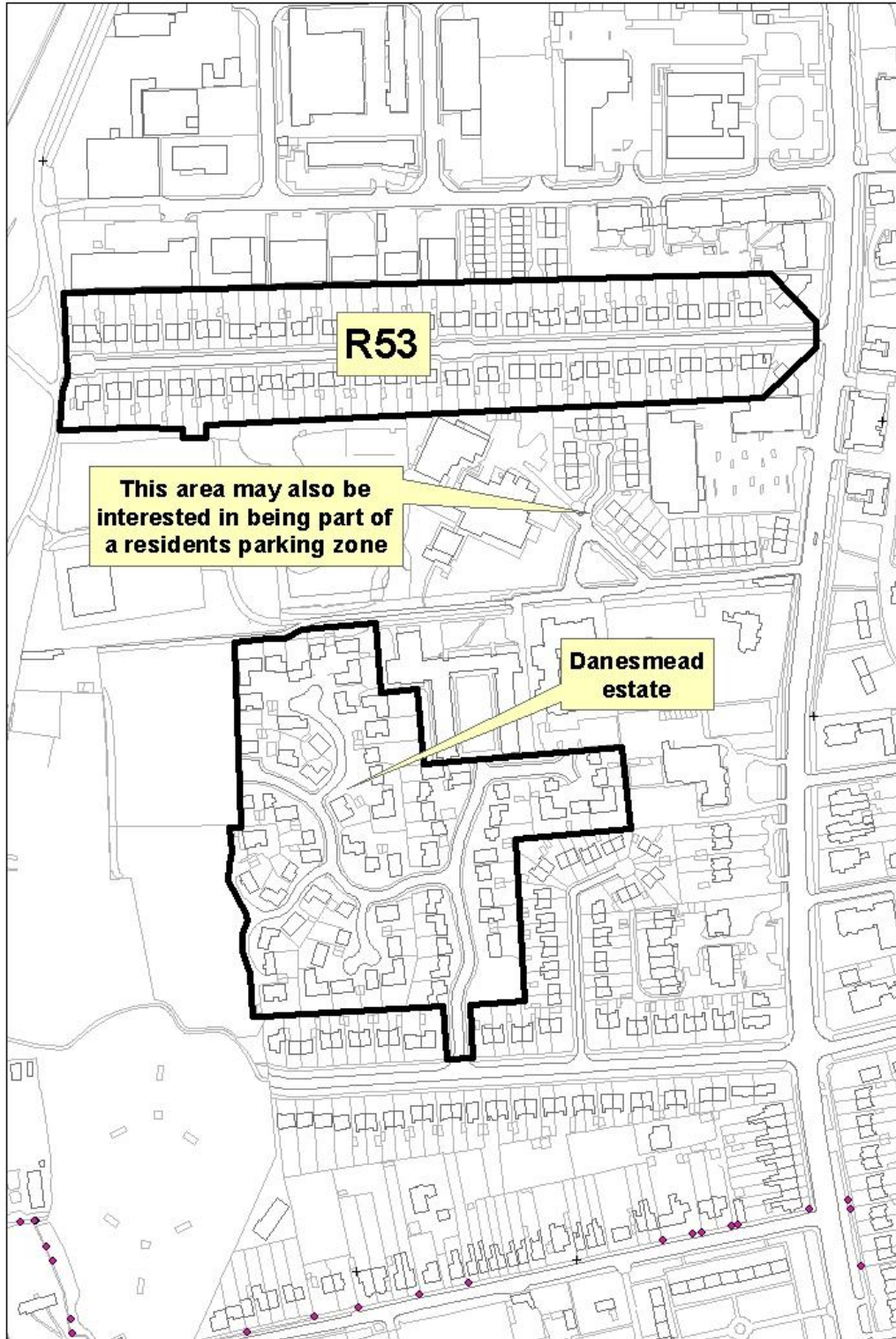
1 - **DOUBLE YELLOW LINES** to be implemented at both sides of the road, for minimum of 40 metres each side, at the junction of Danesmead Estate, from Broadway West. – ~~YES~~ / **NO** ?

2 - **RESIDENT PARKING ONLY** on all roads within the Danesmead Estate – **YES** / ~~NO~~ ?

Thank you.

Annex B

Location Plan



Annex C

Residents Parking Waiting List

Residents parking schemes are dealt with in order of when they are received.

Typically 2 schemes might be introduced per year but this depends on funding and other workload priorities.

Process	Approximate timescale
<p>Stage 1 – initiation</p> <p>The request (normally by petition) indicating significant support in an area or street is reported for either approval to take forward or refuse.</p>	8 weeks

When the potential scheme reaches the top of the list work begins.

The time between stage 1 and 2 varies significantly depending on the length of the waiting list.

<p>Stage 2 – start of project</p> <p>A draft scheme and questionnaire will be sent out to all properties within the proposed area. A proposal will normally be taken forward if there is at least a 50% response rate and the majority of returns are in favour. Depending on circumstances, there is potential for individual streets to go forward from an area if the streets return is very positive whilst the areas is either low or opposed.</p>	6 – 8 weeks
<p>The consultation is then reported along with a proposed scheme for approval to advertise a Traffic Regulation Order.</p>	8 weeks
<p>TRO preparation and advertising</p>	4 - 6 weeks
<p>Any objections to the proposed TRO are then reported for consideration.</p>	8 weeks
<p>If the objections are overturned the scheme will then be implemented.</p>	12 - 15 weeks

Once work on a scheme begins it will normally take 9 months to complete.

Area	Date received	Progress (NOTE: not all will get through to implementation)	
South Bank Avenue Petition	Summer 2016	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes
Butcher Terrace area Petition	Summer 2016	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes
Phoenix Boulevard Petition	Summer 2016	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes
Railway Terrace / St Paul's area Petition	Summer 2016	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes
St. Alban's Place	February 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes
Rosedale Street Petition	April 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes
Danesmead estate Petition	April 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	

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**Decision Session - Executive Member for
Transport and Planning**

22 June 2017

Report of the Corporate Director of Economy and Place

Barbican Mews Residents Parking Petitions:

Summary

1. To report the receipt of a petition and determine what action is appropriate.

Recommendation

2. It is recommended that:
 - Option 1 – Note the petition and add the information to the Annual review but take no further action at this time.

Reason: Because the issue is already on the Annual Review of traffic regulation order requests list for investigation.

Background

3. A petition has been received signed by 20 residents of Barbican Mews (petition front page shown in Annex A, location plan in Annex B). The petition organiser put forward 2 options for the signatories to consider:
 - Option A - yellow lines at the entrance to the Mews, and
 - Option B - implement a resident only parking scheme.
4. There was support for option A from 19 of the respondents and 1 indication of support for option B.
5. Concerns about the parking at the entrance to the mews have already been brought to our attention and as such it is included in the annual review of Traffic Regulation Order requests list for investigation.
6. The annual review of Traffic Regulation Orders is a well established process that enables the authority to maximise significant cost savings that can be achieved through tackling similar small measures in bulk. For

example, a small single item costs in the region of £1000 in advertising and legal fees where as when tackled in bulk these costs per item drop to around £150. There are currently around 130 items for investigation on the Annual review, not all of which will be taken forward. In addition tackling items singly increases staff and Member time in the preparation and consideration of reports. It is currently planned to submit the Annual Review of Parking Restrictions to the September Executive Member for Transport and Planning Decision Session.

Options for Consideration

7. Option 1 – Note the petition and add the information to the Annual review but take no further action at this time. This is the recommended action because the issue is already on the list for investigation.
8. Option 2 – Approve the investigation and consultation to be carried out as a one off item. This is not the recommended option because of the impact on staff time and substantial increase in costs.

Consultation

9. If following investigation approval to proceed with the introduction of waiting restrictions is granted then the formal legal Traffic Regulation Order consultation will be carried out.

Council Plan

10. The above proposal contributes to the City Council's draft Council Plan of:
 - A prosperous city for all,
 - A council that listens to residents

Implications

11. This report has the following implications:

Financial – the proposed option allows us to review residents concerns but in the most cost effective way for the Council.

Human Resources – None

Equalities – None.

Legal –the correct legal procedure has to be gone through.

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management

12. None.

Contact Details

Authors:

Alistair Briggs
Traffic Network Manager
Transport
Tel: (01904) 551368

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

Report Approved **Date** 12/06/17

Specialist Implications Officer(s)

None.

Wards Affected: Fishergate

All

For further information please contact the author of the report.

Background Papers: None.

Annexes:

Annex A Petition letter

Annex B Location plan

Annex A

Petition Letter

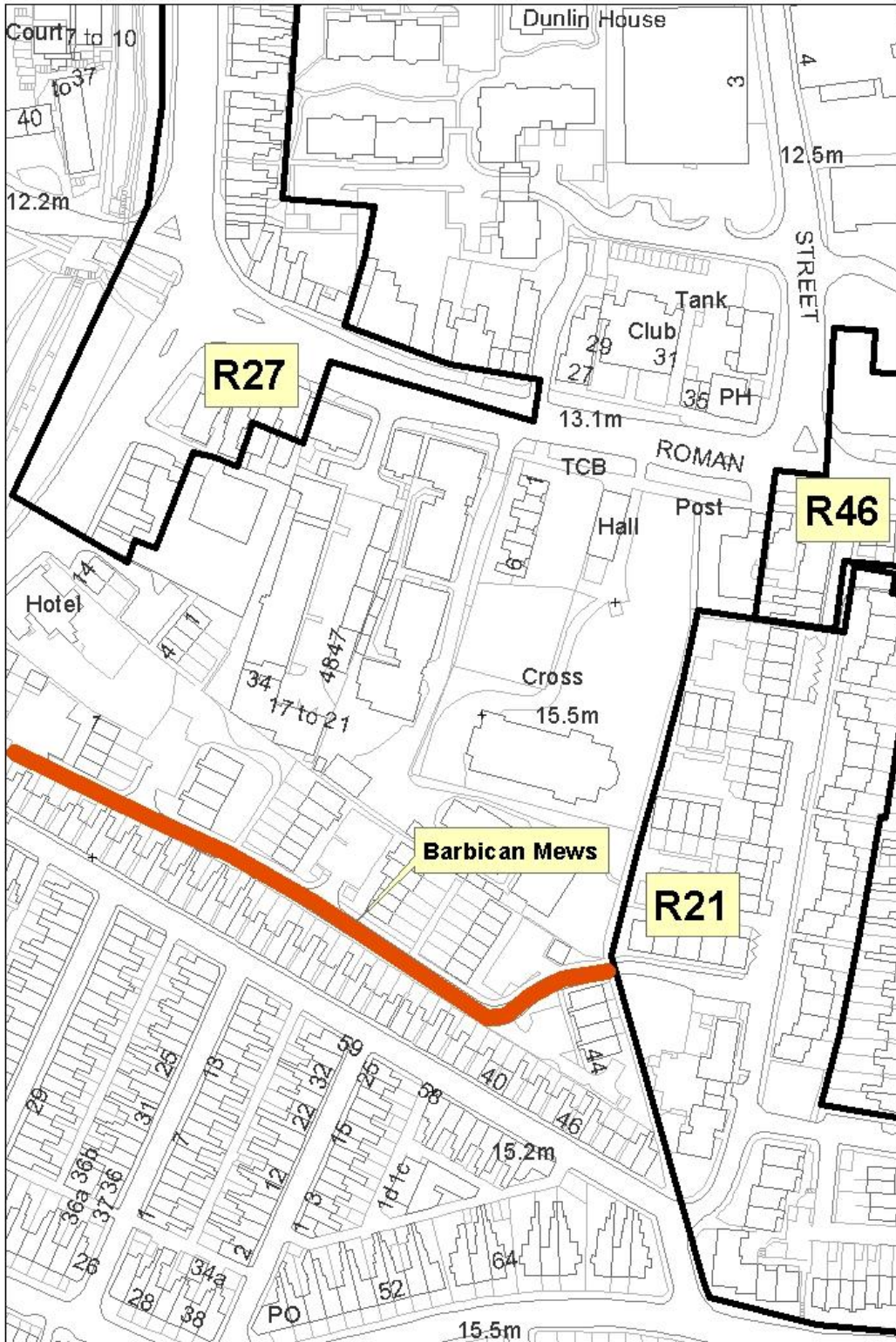
A PETITION FOR BARBICAN MEWS RESIDENTS ASKING CITY OF YORK COUNCIL TO ADDRESS INCONSIDERATE PARKING IN THE MEWS

There are two proposals to alleviate the problem: a) yellow lines at the entrance to the mews, and b) the implementation of a resident's only parking scheme (this would not affect your designated parking space) to be extended along the full length of Barbican Mews. Please indicate your preference below.

<i>Surname</i>	<i>Initials</i>	<i>House No.</i>	<i>Signature</i>	<i>Option a</i>	<i>Option b</i>

Annex B

Location Plan



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**Decision Session - Executive Member for
Transport and Planning**

22 June 2017

Report of the Corporate Director of Economy and Place

Rosedale Street Residents Parking Petitions:

Summary

1. To report the receipt of a petition and determine what action is appropriate.

Recommendation

2. It is recommended that:
 - Option 3 - That the area be added to the Residents parking waiting list and an investigation carried out when it reaches the top of the list.

Reason: Because this will respond to residents concerns in the order they are raised and can be progressed depending on funding available each year.

- A strategic review of Residents Parking policy is undertaken

Reason: To provide a more strategic and effective response to residents parking concerns in the city.

Background

3. The front page of the petition requesting residents parking is shown in Annex A together with the covering letter and a supporting letter with additional background. Whilst the petition is small at 11 signatures there are only 8 properties in the street, hence the request is well supported.
4. The plan in Annex B shows the location of Rosedale Street in relation to nearby existing residents parking zones.
5. There has been a flurry of interest in becoming part of a residents parking zone in the last 12 to 18 months and we are currently progressing 5

schemes. This increase in demand has resulted in a waiting list (see annex C) for investigating new requests. Each request will be investigated in the order the request was made and will be dependant on funding availability. Owing to current workloads it is currently anticipated that it would not be possible to commence the investigation until early 2018. The number of recent Resident Parking requests indicates that a wider scale review of the provision of Residents Parking in the city is warranted. It is therefore proposed that Officers investigate the development of a strategic Residents Parking policy for the city.

6. The process and likely timescales for investigating and implementing a scheme is also outlined on the waiting list in Annex C. It should be noted that because this is a very small area the option of annexing the street to the existing R20 zone will likely be considered along with a slightly wider consultation area to help assist flexibility for residents in the area. In the event of additional petitions being received from adjacent streets then they would be grouped together in the investigation and consultation in order to better represent the views of the wider community.

Options for Consideration

7. Option 1 – Note the petition but take no action. This is not the recommended action because it does not address the residents concerns.
8. Option 2 – Approve the initial consultation. This is not the recommended action because there are insufficient resources available to carry out this work at the present and there are other requests that came in before this one that should be tackled first.
9. Option 3 – Give approval to progress an investigation when the area reaches the top of the waiting list along with the option of widening the consultation depending on circumstances at the time. This is the recommended option.

Consultation

10. At this stage there is no consultation but when the area reaches the top of the waiting list there will be a 2 stage consultation process. Firstly, information on how a scheme operates is sent out to all properties together with a questionnaire, the results of which are reported back to a Executive Member meeting for a decision on how to proceed.
11. If approval to proceed is granted then the formal legal Traffic Regulation Order consultation is carried out.

Council Plan

12. The above proposal contributes to the City Council’s draft 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 – None.

Legal – before a residents parking scheme can be implemented the correct legal procedure has to be gone through.

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management

14. None.

Contact Details

Authors:

Alistair Briggs
Traffic Network Manager
Transport
Tel: (01904) 551368

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

Report Approved **Date** **12/06/17**

Specialist Implications Officer(s)

None.

All

Wards Affected: Fishergate

For further information please contact the author of the report.

Background Papers: None.

Annexes:

Annex A Petition front page and covering letter

Annex B Location plan

Annex C Residents' parking waiting list

Annex A

Petition Front Page and Covering Letter

City of York Council
Parking Enforcement
West Offices
York

RECEIVED 4 - APR 2017

We the undersigned, as residents of Rosedale Street, request that the City of York Council Parking Enforcement include Rosedale Street in the R20 Residents' Parking Scheme.

There are only 8 houses on Rosedale Street but over the last years it has become more and more difficult for residents to find a space to park anywhere at all in the whole street let alone near their houses.

One long-term problem has been the residents of Grange Street who park in Rosedale Street to avoid paying for Residents Parking. Frequently there are many spaces in Grange Street and yet nowhere to park in Rosedale Street while Grange Street residents leave their cars outside our houses.

In addition cars are left by;

- Friends and visitors of Grange Street residents
- People who park all day and walk into the city centre to work or shop
- Workers at and customers of the dentist, hairdressers, hotels on Fishergate and the Conservative Club
- Patrons of York Barbican Conferences and Events

We have contacted our councillor, Andy D'Argoyne, and plan to meet with him in the near future for his advice and support. In the meantime we request that CYC proceed with looking into our request

YO10 4BJ

City of York Council
Parking Enforcement
West Offices
Station Rise
York
YO1 6GA

RECEIVED 4 - APR 2017

1 April 2017

Dear City of York Council

With the parking problem in Rosedale Street escalating I have spoken to Councillor Andy D'Agorne via email. I have followed his suggestion and spoken to my neighbours in the 8 houses on the street. Enclosed is an explanation of the causes of the problem. We could add students to that list as we'll often have a student car left parked here all term.

We are asking the council to look into finding a solution – the most obvious being we join the R20 Residents Parking Scheme but maybe other options are available?

My neighbours at No9 remember the last time this issue was raised and will write to you with an explanation of events. (Enclosed)

I shall contact Andy D'Agorne again with a view to meeting with him to discuss this matter.

Yours faithfully

Dear Sir/Madam,

I write in full support of the current request to add Rosedale Street to the existing R20 Res Park Scheme. Please add my comments to the petition signed by 100% of the households on this street. 8 out of the 8 households and 12 out of the 13 residents support this request.

For your information I organized an identical petition approximately 10 years ago which was supported by all Rosedale Street residents. City of York Council outsourced the process to Halcrow who looked at the area and came up with a proposal that went beyond our request. They proposed extending the Grange Street Res Park to all the surrounding streets (Hartoft, Levisham and Farndale as well as Rosedale Street) and this proposal was so unworkable that the residents of Rosedale Street, who supported the original petition, voted against it.

Since then the situation has steadily become worse, specifically in Rosedale Street which is the first street adjoining R20.

It is used by

- since Maple Grove joined Res Park, workers from the Barracks and TYsis
- Grange Street residents and their friends and family who choose not to join the Res Park scheme
- people who walk into York to work
- patrons of the Barbican Centre conferences and events
- workers and customers of the dentist, hotels, hairdresser and other businesses on Fishergate

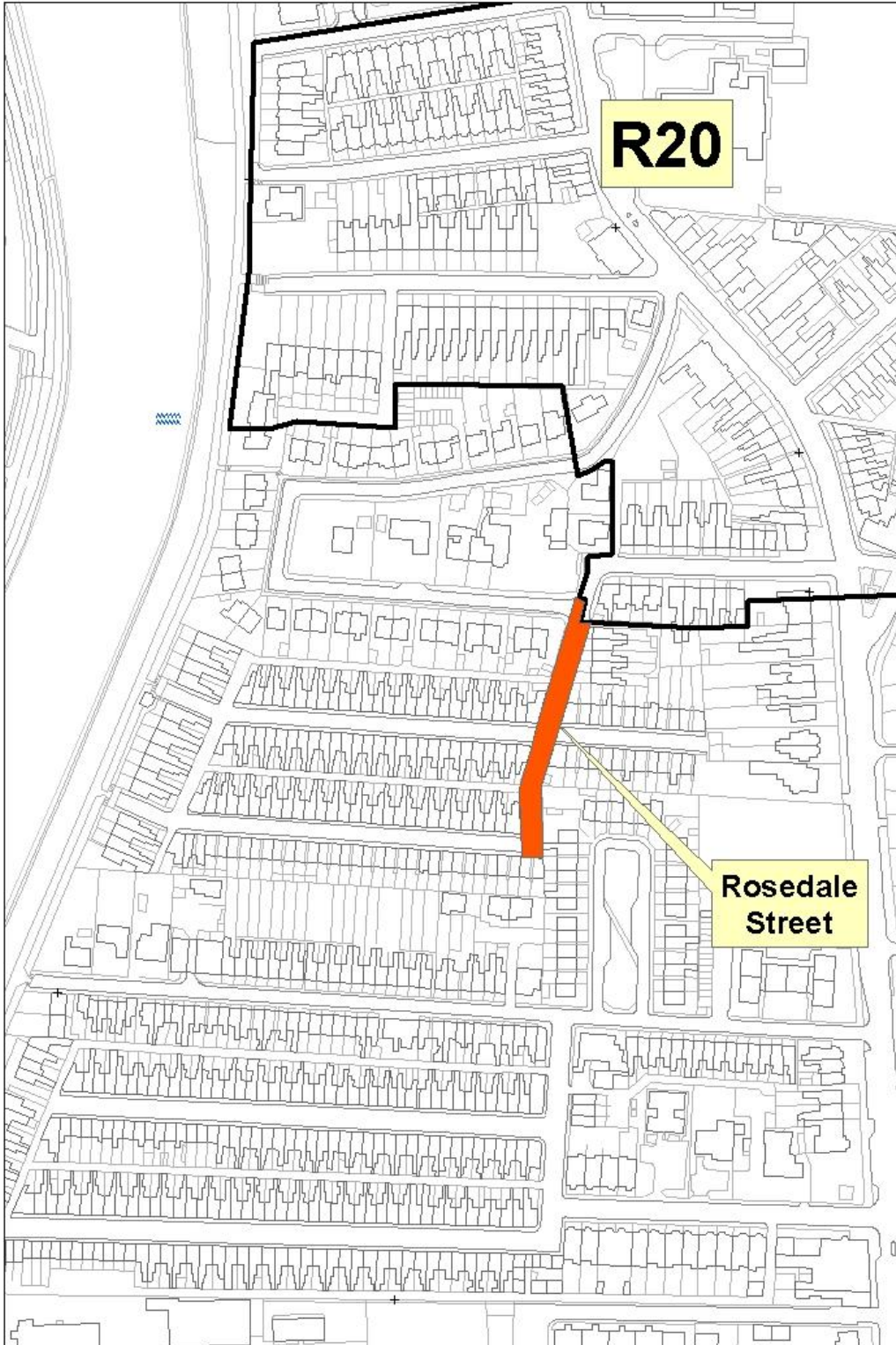
There are only 8 houses on Rosedale Street. It is a wide street with space for parking on both sides. All we want is to be able to park near our own homes.

I am copying this letter to our local councilor, Andy D'Agorne.

I look forward to your reply

Annex B

Location Plan



Annex C

Residents Parking Waiting List

Residents parking schemes are dealt with in order of when they are received.

Typically 2 schemes might be introduced per year but this depends on funding and other workload priorities.

Process	Approximate timescale
Stage 1 – initiation	
The request (normally by petition) indicating significant support in an area or street is reported for either approval to take forward or refuse.	8 weeks

When the potential scheme reaches the top of the list work begins.

The time between stage 1 and 2 varies significantly depending on the length of the waiting list.

Stage 2 – start of project	
A draft scheme and questionnaire will be sent out to all properties within the proposed area. A proposal will normally be taken forward if there is at least a 50% response rate and the majority of returns are in favour. Depending on circumstances, there is potential for individual streets to go forward from an area if the streets return is very positive whilst the areas is either low or opposed.	6 – 8 weeks
The consultation is then reported along with a proposed scheme for approval to advertise a Traffic Regulation Order.	8 weeks
TRO preparation and advertising	4 - 6 weeks
Any objections to the proposed TRO are then reported for consideration.	8 weeks
If the objections are overturned the scheme will then be implemented.	12 - 15 weeks

Once work on a scheme begins it will normally take 9 months to complete.

Area	Date received	Progress (NOTE: not all will get through to implementation)	
South Bank Avenue Petition	Summer 2016	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes
Butcher Terrace area Petition	Summer 2016	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes
Phoenix Boulevard Petition	Summer 2016	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes
Railway Terrace / St Paul's area Petition	Summer 2016	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes
St. Alban's Place	February 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes
Rosedale Street Petition	April 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes
Danesmead estate Petition	April 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	



**Decision Session: Executive Member for
Transport and Planning**

22 June 2017

Report of the Corporate Director of Economy and Place

**Traffic Signals Asset Renewal (TSAR) Programme, Procurement of
Engineering Support**

Summary

1. This report seeks permission to undertake a tendering exercise for the provision of specialist traffic signal engineering design services to support internal resources in the Transport Team. This is the retendering of an ongoing provision and is required to support the continued successful delivery of the Traffic Signals Asset Renewal (TSAR) Programme.

Recommendations

2. The Executive Member is asked to:
 - 1) Approve the tendering and subsequent award of engineering design support services to support the delivery of the TSAR Programme up to a value of £300,000 over four years.

Reason:

To provide specialist traffic signal engineering design services to support CYC staff in the ongoing delivery of the remaining four years of the TSAR Programme. This service is required to provide capability in the design and implementation of traffic signals schemes in addition to the general highways and civil engineering design and construction support provided internally by the Highways and Projects Teams.

Background

3. The TSAR Programme is an ongoing highways capital programme scheme that is addressing the increasing age and unreliability of York's traffic signal equipment. In 2016/17, its first year, the Programme delivered £900,000 of improvements that resulted in six traffic signals sites across the City being completely refurbished and brought up to modern standards. This level of expenditure will be continued over the coming four years resulting in the refurbishment of a further 25 to 30 traffic signal sites.
4. Traffic signal design and implementation is a very specialist discipline and one in which it is difficult to recruit and retain staff. It is also one that cities of the size of York only have an intermittent need for, and so it is not cost effective to maintain significant levels of this capability within the Council. A degree of skill in this area is provided by the Transport Systems Team to meet the day to day needs for the City's highway network but this is not intended to be capable of resourcing major capital scheme delivery, as required by the TSAR programme.
5. In order to deliver this level of work, significant additional flexible resource over that normally required by the Council is needed. To date, the services of AECOM Ltd have been used to meet this requirement and support the delivery of the first year of the TSAR Programme. As the contractual basis under which this was provided has now come to an end, this retendering exercise is required to provide ongoing support for the remaining years of the TSAR Programme.
6. The aim of the tender is to appoint a single contractor to provide staff, suitably qualified in the disciplines associated with traffic signal design and implementation, to work alongside and under the direction of the CYC Transport Systems Team. The purpose of this contract is to provide a flexible and efficient way of infilling staff resource shortfalls in the specialist engineering disciplines required for traffic signal design and implementation. The contract will take the form of a 'call off' arrangement allowing the exact level of support provided to be adjusted month by month to meet Programme requirements. This form of contract will also allow the degree of support to be varied yearly, as the level of capital programme funding available to TSAR varies.
7. In addition to specialist support provided by this contract, the Transport Systems Team also makes use of internal capability to deliver TSAR where this is available. The general highway and civil engineering design

and construction elements of the programme are delivered by Council's highways teams and telecommunications requirements are delivered through the Council's central ICT managed service. The provision of actual traffic signalling equipment and installation is undertaken under a separate call-off contract awarded in 2016 to Dynniq Ltd specifically for this purpose.

8. As is common with complex engineering projects, it is anticipated that around 20% of the total budget will be spent on 'programme delivery' activities, such as design and project management. Based on experience from the delivery of the first year of the TSAR Programme, the value of work procured annually under this contract is likely to be between £50,000 and £80,000, depending on overall yearly programme size. This, representing around 10% of total TSAR capital budget, falls acceptably within the anticipated 20% allocation for programme delivery.
9. Work has been ongoing with the Council's Procurement Team to develop the best method for procuring this work. It is intended to undertake a mini competition using the Crown Commercial Service's 'Traffic Management Technology' framework. This means that only suppliers that have prequalified to be on the framework will be able to bid and also provides a standard model form of contract for us to use. This approach saves significant time and resource over the traditional approach of holding an open tender process.

Consultation

10. Internal consultation has been undertaken with the Procurement Team to ensure this procurement exercise is completed in line with Corporate Procurement Regulations and in a manner that will secure best value for the Council. Some 'market testing' informal external consultation has been undertaken with suppliers registered on the framework we intend to use to procure this work, to ensure the specification we issue to the market is realistic, aligns well with the known capabilities of likely bidders and will therefore attract competitive, deliverable tender returns

Options

11. There are two options for delivery of the specialist services required and outlined above;
12.
 - the appointment of an external provider as proposed above, (the preferred option)

- Create and fill additional posts on the Council staffing structure to deliver the required services.

Analysis

Preferred option, the appointment of an external provider;

13. As described above, this option presents the most flexible and effective way of infilling shortfalls in internal staff capabilities. The nature of the work required delivering this complex, multi-year programme requires flexibility and the ability to match level of resource to work required and this clearly suggests a call-off contract as the best fit for our requirements. Furthermore, the limited pool of engineers possessing the necessary skills means that recruiting and retaining staff would be difficult and there is no guarantee we could accomplish this within the timescales required to avoid delays to the TSAR Programme.

Alternative option, internal recruitment of staff;

14. It would be possible to create additional posts with the Transport Systems Team to undertake this work. This however, has a number of difficulties. The limited pool of engineers in the market place possessing the necessary skills means that is in no way certain that CYC could successfully recruit and it is unlikely that such staff could be appointed quickly enough to avoid serious delays to the TSAR Programme. This would delay the delivery of the Programme and lead to unreliable, increasingly outdated traffic signal equipment remaining in use around the City for longer than necessary. Additionally, the very inflexible resourcing level that results from appointing staff directly would be very inefficient, considering the varying levels of resource required by the scheme month to month and from one year to the next.

Council Plan

15. The TSAR Programme is a key element of the Council's highways capital programme and an important part of meeting the Council's priority of ensuring a prosperous city for all. Renewal and upgrading of ageing traffic signal equipment has a very significant role in improving the highway network, our ability to manage congestion and provide high quality and safe facilities for all road users. Having the right skills available in a flexible and responsive way is crucial to the ongoing successful delivery of the TSAR programme.

Implications

16.

- **Financial**

Ability to deliver a significant element of the highways capital programme is at risk without the correct resourcing of TSAR Programme delivery.

- **Human Resources (HR)**

Recruiting suitably qualified candidates into CYC posts to fulfil this requirement would be very challenging and given the highly competitive nature of this discipline is not guaranteed to be successful. This would have a serious implication on the ongoing delivery of the TSAR Programme.

- **One Planet Council / Equalities**

The introduction of new traffic signalling equipment is beneficial both in its inherently greater efficiency and lower energy consumption and its ability to manage traffic more efficiently. The systems being installed through TSAR makes widespread use of low power equipment and LED lighting technology to significantly reduce power use and costs. The new systems also use better traffic detection technologies making them better at reacting to traffic flow and managing congestion. Failure to deliver TSAR on time due to lack of appropriate staff resources would severely impact the realisation of these benefits.

- **Legal**

The proposed approach has been developed with the Procurement Team and offers the most suitable route for the procurement of this requirement.

- **Crime and Disorder**

None.

- **Information Technology (IT)**

The roll-out of the TSAR Programme is part of a wider project to migrate all of York's traffic signals to the corporate communications network, realising significant savings in revenue costs.

- **Property**
None.
- **Other**
Highways – The TSAR Programme represents a significant investment in the highway network and will deliver efficiencies both in the operation of the network and associated costs. The correct resources to deliver TSAR are essential to ensure this can be delivered.

Risk Management

15. There is a significant risk to the ability of the Council to deliver the highways capital programme without correct resourcing of the TSAR Programme in place. The proposals outlined in this report will mitigate this risk. Similarly, delivery of TSAR has wider benefits in enhancing the highway network, reducing congestion, increasing accessibility for vulnerable road users and reducing revenue expenditure that will not be realised if the resources to deliver the Programme are not in place.
16. There is a risk to the Council in undertaking any procurement exercise and so it is essential to ensure that it meets Corporate Procurement Regulations, relevant law and offers best value. The approach proposed in this report has been developed with input from the Procurement Team to ensure this risk is mitigated and an appropriate method of procurement is used.

Contact Details

Author:

Darren Capes
Transport Systems Leader
Transport
01904 551651

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

Report **Date** 12/06/17
Approved

Specialist Implications Officer(s) List information for all

None

Wards Affected: List wards or tick box to indicate all

All

For further information please contact the author of the report

Background Papers:

None

Annexes

None

List of Abbreviations Used in this Report

TSAR – Traffic Signals Asset Renewal

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Executive Member Decision Session: Transport & Planning: Written representations

Thursday 22 June 2017, 2:00pm, George Hudson Board Room, West Offices

Please see the Annex of Written Representations for detailed comments.

Received from	Agenda Item	Comments
Cllr Reid	Agenda Item 4: Traffic Signal Asset Renewal (TSAR) – Junction Alterations	In support , with a few suggestions.
	Agenda Item 5: Thanet Road Local Safety Scheme	In support , with a few suggestions.
Cllr Waller	Agenda Item 5: Thanet Road Local Safety Scheme	Some revisions suggested.
	Agenda Item 7: Fossgate Traffic Management Consultation	Some revisions suggested.
Mr Steve Galloway	Agenda Item 5: Thanet Road Local Safety Scheme	Broadly in objection , with improvements suggested.
Cllr Crisp	Agenda Item 8: Consideration of the results of the consultation process reference Residents’ Priority Parking in Holgate Central	Broadly in objection to the proposal of allowing school staff to park in the area.
Mr Richard Knowles Headteacher St Paul's CE Primary School	Agenda Item 8: Consideration of the results of the consultation process reference Residents’ Priority Parking in Holgate Central	In support of the proposal of allowing school staff to park in the area.

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The Dringhouses and Woodthorpe Ward Councillors wish to make the following comments:-

Item 4. Traffic signal asset renewal.

With regard to the proposed changes to the Tadcaster Rd/ St Helen's Rd junction we raised the proposals at a recent Ward Committee and residents, and ourselves, are very supportive of the proposals. Removing the island on the southern arm will remove the need to replace damaged railings at regular intervals. Adding the crossing on the northern arm will be most helpful for pedestrians. Representations from a resident relating to noise from beepers on this arm seem to have been addressed but he would welcome further consultation on the exact location of the control box in due course as he is not convinced that there is any need to move it at all.

As there is no date in the report for the works to start we would ask that Officers ensure that Ward Councillors are given advance notice before the works start.

Item 5. Thanet Rd Local Safety Scheme.

The Dringhouses and Woodthorpe Ward Councillors generally support the revised scheme and are pleased to see that the proposal to fill in the south bound bus lay-by has been removed. As it states in the report, this would have reduced visibility for cyclists crossing from Kingsway West but would also have caused tail backs across the roundabout if traffic has to wait behind a bus. We also feel that filling in the northbound lay-by at this time is premature. Buses stopping on the carriageway will also reduce visibility for those using the crossing and if there are buses waiting at both bus stops traffic will be halted in both direction.

We would prefer that both the lay-bys are retained at this time and the situation monitored. If vehicles do use the lay-bys in great numbers to avoid the speed cushions then the problem can be addressed in the future.

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I would like to give the following comments for the papers coming to the Executive Member for Transport to the Decision Session on 22nd June;

Agenda Item 5 Thanet Road

The scheme has been improved from the previous proposals last year. However, the changes since councillors were asked to comment this year have significant issues in relation to the bus lay-bys. It is helpful that officers have recognised the problems that cyclists would face coming from Kingsway West if the southbound layby was removed, however, there are issues relating to traffic coming out of Acorn Rugby Club if the northbound layby is removed. There are already issues with cable boxes obscuring cars coming from the Chaloner's Road junction on Thanet Road. I would be concerned if this was complicated further by buses stopping on the highway (it is not a location where buses would normally experience a difficulty in pulling out).

Agenda Item 7

As a cyclist I am concerned that the reversal of traffic flow without an improvement to the safety of turning right from Coppergate into Piccadilly will lead to safety issues for cyclists. It is important to have a comprehensive cycling and pedestrian strategy for the city so that an holistic approach can be considered when the traffic flows on individual roads are being considered.

Kind regards,

Cllr Andrew Waller

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I would be grateful if you would record the following representation

I am concerned that the proposed changes represent an “over engineered” solution to a poorly defined problem.

The nature of the issue (accident levels) is not recorded in detail. We do not know whether traffic speed was a principle cause of the accidents. Current traffic speed figures are not included in the report.

Subjectively anyone who uses the road would not say that that particular section of Thanet Road suffered from excessive vehicle speeds. This is because of the three junctions which occur on its length and the roundabouts & pedestrian crossing at the boundaries of the road all of which tend to reduce speeds (as does congestion during parts of the day)

Without proper background analysis, residents have been unable to make alternative suggestions (even if they had been aware of the proposals). The proposals were advertised only by lamppost notices and effectively invisible to those driving past. The notices were not accessible on the Councils web site. The proposals were not circulated to local Residents Associations

The main deficiencies in the plan are:

1. It is unnecessary, and indeed may be counterproductive from a safety viewpoint, to remove the bus lay-by on the Rugby Club side of the road. Buses do not currently have difficulty exiting the layby and that situation would continue even if traffic calming measures were introduced. On the other hand, buses stopping on the highway would create sight line issues for drivers trying to exit both the Rugby Club and the Bowling Club car park exists. This ,together with the frustrations felt by drivers held up un necessarily, would increase safety concerns
2. If the cause of some of the accidents has been pedestrians randomly crossing the road – and particularly children running into the carriageway from the Lidl exit – then the obvious solution would be to provide guard rails with the intention of directing pedestrians to the safest crossing point.

While views on 20 mph speed limits vary, many accept that such a lower limit is appropriate where there is a particular accident risk. That may be the case near the Lidl store.

It would be a cheap solution simply to extend the existing 20 mph limit to include this relatively small section of highway. Before and after speed figures could then be obtained and could inform any further changes – including traffic calming measures – which might be deemed necessary.

Irrespective of any “on highway” changes, the provision of guard rails would seem to be a worthwhile improvement.

Steve Galloway

From: Cllr Crisp

Re Agenda Item 8

Paras 5, 6 & 17

I wish to express my concern about the issue of altering the current practice regarding eligibility for ResPark permits to include teachers and employees of schools, in this instance, St Paul's School.

I do have some sympathy with their plight but am ever more aware of the difficulties our own residents face in finding parking in the streets near their homes in this particular area.

Often they have had to park further and further away spilling over and causing congestion in other streets.

The number of staff quoted in the report as potentially needing permits is as many as 25.

My concern is that by giving extra staff ResPark permits in so large a number in what are at times very congested streets, this will cause problems and will push the actual residents over into neighbouring streets which have no ResPark, despite them having paid for ResPark in their own zones. That in turn will cause problems elsewhere.

There is no off street parking in these terraced streets, unlike some or most properties in St Paul's Square and St Paul's mews and whilst I can see from the report that some parents as well as teachers have requested this, there are however many residents living in these streets that perhaps don't have children at the school and will not necessarily be so tolerant if they can't park in their own area because of staff from St Paul's school parking there, especially if they have paid into the ResPark scheme unaware this change in eligibility was to take place.

If the decision is to allow staff these passes, then can you please put in place a way to prevent the staff leaving cars there during the evening and weekends.

If employees have a 24 hour pass there is nothing stopping staff from going off into the city centre to shop or perhaps to the theatre or for a meal after work. Nothing to prevent them from parking over the weekend when space is at a premium.

At the very least if you are minded to allow these permits, then can the employees permits only cover the time they are working inside the school premises on a normal working day Monday to Friday and never

on a weekend or an evening after 5 or 6pm when parking space is required by residents.

Parents of all of our schools are asked to think carefully about how they and their children travel to and from school and I wondered why staff can't be encouraged to have a travel plan involving public transport or cycling too.

I mean no disrespect by this but my understanding is that teaching staff are required to arrive at school, teach or facilitate inside the school and then go home at the end of their working day. Unlike community nurses, midwives, social workers or other such employees, a car isn't a necessary requirement to be able to do the job.

There is a park and ride service and good bus links, not to mention trains within easy walking distance of the school. There is also pay parking just across the railway bridge at the bottom of Wilton Rise. All of these options are much more environmentally friendly options available to all who work in the city.

Kind regards

Sonja

Dear Sir / Madam

Having read the Executive Member for Transport and Planning Decision Document dated 22 June 2017, with reference to "Consideration of the results of the consultation process reference - Residents Priority Parking in Holgate Central" our comments are as follows:

With reference to the recommended option, Option 1, St Paul's CE Primary School would like to support this Option. This would allow the school to purchase a number of commercial permits which will allow our staff and visitors to be able to park vehicles in the vicinity of the school. We were originally led to believe by CYC that the cost of a commercial permit would be no more than £90. The current cost of £144 seems excessive for staff at St Paul's to bear as this is their workplace and they are providing an essential community service. We would like you to review this cost in the light of our unique situation.

Our understanding is that these permits are not for a particular vehicle registration but for use by any staff or visitor needing to park in the vicinity of our school. In order for the school to run we would need up to 20 transferable commercial permits.

We thank you for taking St Paul's CE Primary School views into consideration and look forward to hearing the outcome of the meeting on Thursday 22 June 2017.

Yours sincerely

Richard Knowles
Headteacher
St Paul's CE Primary School

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