
Decision Session –

22 June, 2021

Executive Member for Transport

Report of the Corporate Director of Economy and Place Directorate

Residents' Parking in South Bank – Response to Draft Order

Summary

1. To report progress on advertising the draft Order and on the responses/objections received. The Order which the Executive Member considered in Aug 2020 would implement further Residents' Priority Parking (ResPark) controls in streets in the South Bank area.

Recommendation

2. The Executive Member is asked to confirm the decision to make the Traffic Regulation Order (TRO) needed to introduce the ResPark scheme set out in the report.

These restrictions affect the following streets as detailed in the report below; they would be included in Residents' Priority Parking Zone R58.

- Bishopthorpe Road between Southlands Road and Terry's Mews;
- Rectory Gardens (by Area signage);
- Balmoral Terrace;
- Albemarle Road, odd numbers, between no. 15 and no. 69 and
- Philadelphia Terrace.

Some of these sections will be included in ResPark Areas and some by marked parking bays. Supporting plans show the zone as amended.

Reason: To positively respond to original petitions and further comments received, supporting ResPark controls in streets in the South Bank area, which the Executive Member considered in August 2020 and to implement a scheme that reflects the majority view gained from more recent consultation in the area.

3. Additionally, the Executive Member is asked to agree not to take forward, into the Made Order, the exchange to parking provision (from east side to west side) proposed along a section of Albemarle Road fronting numbers 15 to 25.

Reason: To respond to the views expressed on the configuration preferred by those residents.

4. Additionally, the Executive Member is asked to agree to the drafting of a Traffic Regulation Order to amend the ResPark Zone to that shown in ANNEX B6. This will include the Clubhouse of Ovington Cricket Club and include those properties in Albemarle Road with odd numbers 15 to 69 (inclusive) only.

Reason: To respond to the views expressed on the configuration preferred by local residents and stakeholders.

5. Additionally, The Executive Member is asked to agree the making of an Experimental TRO to introduce a ResPark Area (24/7), allowing 60 minutes parking for those without a permit, in the following streets:

- Bishopthorpe Road between Balmoral Terrace/ Beresford Terrace and Campleshon Road/ Reginald Terrace and

- Balmoral Terrace between Bishopthorpe Road and Montague Street.

This Order would supplement the area in the made order, if agreed in 2 above. The marked parking bays (described in the advertised Order) would not be implemented while the Experimental Order was in place.

Reason: To respond to concerns expressed in the recent consultation on the draft and enable the impact of the changes to be observed and so better understood before the scheme for marked bays approved (above) is implemented in these streets.

Background

6. The decisions coming out of the discussions in August 2020 included an undertaking to make a draft Order to take forward a scheme for ResPark controls in streets in the South Bank area.

7. The streets were identified from results of an earlier consultation with residents, in the South Bank area, not currently covered by existing ResPark zones. The more recent consultation (by letter) was conducted concurrent to the publishing of a draft Order January 2021.

8. We have received 46 responses, 24 of which raised objections. The nature and approximate locations of the objectors is in Annex A of this report and discussed below.

Proposals and Responses

9. Bishopthorpe Road between Southlands Road and Nunthorpe Drive. The west side of the street is the first section (traveling south from York) not currently included in a ResPark scheme. The main feature of this section is the bus stop which sits to the front of number

111 Bishopthorpe Road which is protected by a marked 'box'. As the proposal is for Parking Area controls there is no need for any additional on street road markings. No comments have been received from this section of street.

10. Bishopthorpe Road between Nunthorpe Drive and South Bank Avenue. The west side of this section of street is also not currently within a ResPark Area (R58). The main feature of this section is, also a bus stop which sits to the front of number 145 Bishopthorpe Road and which is protected by a marked 'box'. As the proposal is for Parking Area controls there is no need for any additional on street road markings with exception as follows. The proposals would see the three-car-length section of available parking to the front of the Winning Post set out as a ResPark bay (24/7) but also where non-permit holders can obtain 'Pay-by-Phone' tickets to park. The intention is to provide some level of visitor parking space for local premises. The spaces would operate as such between 09:00 and 18:00 Monday-Sunday. No comments have been received from this section of street.

11. Bishopthorpe Road between South Bank Avenue and Balmoral Terrace. The west side of this section of street is also not currently within a ResPark Area (R58). The main feature on this section is, again, a bus stop which sits to the front of number 169 Bishopthorpe Road and which is not currently protected by markings. As the proposal is for Parking Area controls there is no need for any additional on street road markings. No comments have been received from this section of street.

12. The proposals for a ResPark Area on the section of Bishopthorpe Road between Southlands Road and Balmoral Terrace to be made as advertised (24/7).

13. Rectory Gardens (by Area signage). Rectory Gardens has 24 properties, each has some off street parking. We did received 16 responses to the original (Feb 2020) consultation out of which 14 household indicated support for the introduction of a ResPark. Five of these did, however, suggest that Rectory Gardens should be a zone on its own. Given the limited width of the carriageway it is not possible to mark parking bays in Rectory Gardens. Including the street in the wider R58 zone would allow residents from Rectory Gardens to occasionally park on Bishopthorpe Road. It is considered that inclusion in the wider R58 scheme would reduce the overall level of parking activity and be better than not bringing in controls for Rectory Gardens at this time.

14. The proposals for Rectory Gardens be made as advertised.

15. Balmoral Terrace between Bishopthorpe Road and Montague Street. This has terraced, residential properties both sides. There is a General Practitioner's Surgery on the corner with Bishopthorpe Road and a Bus Stop near number 18 on the south side. There is potential for some three cars to park to the front of numbers 1, 3, 5 & 7 without causing obstruction. There is potential for some three cars to park to the front of numbers 2-18 (evens) without causing obstruction. It is, therefore, proposed that this section of street be brought into ResPark control 24/7 (using bay markings). Non-permit holders would be allowed an hour parking, to address the needs of visitors including

those attending the Surgery. We received three objections from residents.

16. Balmoral Terrace between Montague Street and Trafalgar Street. This has terraced, residential properties with unmarked parking both sides of this section. There is little evidence of pavement parking. The draft Order would provide Parking Area (by signage only) along this section. We received four objections from residents.

17. Balmoral Terrace between Trafalgar Street and Count de Burgh Terrace. This has terraced, residential properties on the north side and business premises on the south side. There is unmarked parking both sides of this short section. As with the other end of Balmoral Terrace it is proposed that this section of street be brought into ResPark control 24/7 (using bay markings). Non-permit holders would be allowed an hour parking to address the needs of the businesses. No objections were received; one comment.

18. The proposals for Balmoral Terrace be made as advertised but see paragraph 40 below.

19. Bishopthorpe Road between Balmoral Terrace and Campleshon Road. Neither side of this section is currently within any ResPark Zone. There is a General Practitioner's Surgery, on the west side on the corner with Balmoral Terrace. There is also a Bus Stop (without shelter or 'Box') near to number 197. There is a Pedestrian Crossing with traffic island at the southern end of this section (near Campleshon Road). Parking, on both sides of this section of Bishopthorpe Road, occurs most of the time. Given the nature of the street and limited width of carriageway this results in pavement parking occurring. There is potential to accommodate parking on both sides by marking bays

which would need to be part on the pavement on the west side. The aim would be to leave a minimum of 1.8m of footway. Although not an ideal situation, this would allow parking bays to be marked out on both sides. The detail of this would need to be checked at each point along the street. The alternative, to create a Parking Area (signs both ends and no markings) is discussed further in 40 below. We received three objections from residents and comments that the initial plan needed clarification. A revision was issued to all those affected.

20. The proposals for Bishopthorpe Road between Balmoral Terrace and Campleshon Road be made as advertised but see paragraph 40.

21. Bishopthorpe Road south of Campleshon Road. Neither side of this section is currently under any ResPark controls. The extension would include even numbers 276 to 298 (inclusive). The Terrys redevelopment fronts the west side here with housing to the east. Access to parking includes sections without restrictions and control by Double Yellow and by Single Yellow Lines (limited times of the day). Periodic controls for Race Days also affect this section. The proposal is to create ResPark along the west side as far south as opposite Terrys Mews (about 160m). It would also include those living in the residential block to the east in the qualifying zone. The available parking for these apartments are within private courts. These would not be controlled under ResPark. All residents living here would be in Zone R58 and be able to obtain Permits for themselves or their visitors to park on street. Further south, the proposal includes two sections of Single Yellow Lines which prohibit waiting for a three hour period each day. This is aimed at providing a level of visitor parking whilst discouraging parking all day or for several days. The proposals have receive one objection which also raises several issues.

22. The proposals for Bishopthorpe Road south from Campleshon Road be made as advertised.

23. Albemarle Road between odd numbers 15 to 37B (inclusive). This section has residential properties on the northeast side of the road with parking on that side. Knavesmire strays front the southeast side; parking here is controlled by Double Yellow lines. Many of the residents on this section signed the early petition. There have been four responses to for the proposals in support (see also 27 below).

It should be recognised that the Ovington Cricket Club building (on Little Knavesmire) has a frontage to this section of Albemarle Road with pedestrian access from it. Members and visitors have parked along Albemarle Road for many years. The impact of any agreed scheme on their Club should be considered.

24. The qualification boundary on Albemarle Road will be extended to include the Ovington Cricket Club building (on Little Knavesmire) which front this section.

25. Also to note is that Allotments front either side of Albemarle Road, just north of this section. Allotment Holders draw our attention to the fact that they have parked along Albemarle Road for many years.

26. With respect to the hours/ days of operation on Albemarle Road the Order will be made as advertised (24/7).

27. Albemarle Road between odd numbers 15 to 37B (inclusive) – alternative layout for parking. As mentioned, Knavesmire strays front the southeast side of this section and parking here is controlled by Double Yellow lines. One proposal discussed was to swap the available parking from in front of numbers 15 to 25 (odd) Albemarle

Road to the west (Stray) side of the road. To this end we have included, in the draft proposals, deleting the Double Yellow lines on the Stray side and provide continuous Double Yellow lines along the frontage of 15 to 25 (odd) Albemarle Road. It should be noted that applying this option can be considered separately and a comment/decision on one proposal will not affect the other proposal. All four objections from residents in this section were specifically against swapping parking here.

28. Albemarle Road between odd numbers 39 and 69 (inclusive). This section also has residential properties on the northeast side of the road with parking on that side. Knavesmire Stray fronts the southeast side; parking here is controlled by Double Yellow lines. Single sided parking works adequately here even though the carriageway width is slightly less than the section of single-sided parking to the front of 15 to 37 (odd). As agreed, at Exec, the draft Order includes control by a Parking Area (no marked bays) along this section. As usual, residents fronting this section would be all in Zone R58 and be able to obtain Permits. A number of comments and Objections have been received.

29. A number of the concerns expressed by residents relate to the proposal that the qualification boundary (for those who can obtain permits) would extend further down the street than the on street restrictions. The general response (from those with restrictions proposed to their fronts) is that this will change the dynamic of parking to the detriment of most residents. There have been no expressions of support, from this section of the street, for the proposals (for the zone boundary) in their current form.

30. Albemarle Road between odd numbers 71 and 129 (inclusive) and between even numbers 36 and 54 (inclusive). This section also has residential properties on the northeast side of the road with parking on that side as far as 109. Knavesmire Stray fronts the southeast side; parking here is controlled by Double Yellow lines. Single sided parking works adequately here. Further south; between odd numbers 109 and 129 (inclusive) and between even numbers 36 and 54 (inclusive); this section has residential properties on both sides and parking occurs on both sides of the street.

31. A key aspect of the proposed approach to the 'border' here, as opposed to the treatment elsewhere in York, is the suggested soft boundary. As above, residents with houses fronting this section would be all in Zone R58 and be able to obtain Permits to park.

32. Again, a number of the concerns expressed by residents relate to the proposal that the qualification boundary (for those who can obtain permits) extending further down the street than the on street restrictions. The general response (from those with no restrictions proposed to their fronts) is that this will change the dynamic of parking. Displacement of non-residents onto 'their' section of street will 'force' them to buy permits for the scheme. There may also be residents that choose not to pay for permits and park in the unrestricted section of the street. There have been no expressions of support for the proposals in their current form.

33. The extent of boundary on Albemarle Road (for qualification for permits) be reduced to include only odd numbers 15 to 69 (inclusive). For clarity, this include numbers 15A, 37A, 37B and 37C.

34. Philadelphia Terrace has residential properties on both sides. Parking is available on the south side. Parking on its north side is controlled by Double Yellow lines. As agreed, at Exec, the draft Order includes control, by a Parking Area, of the available space. The initial (Jan 2020) consultation responses were five in favour and three against. Of the responses to the draft Order, there were two objections. These repeated their views expressed in the first consultation.

35. The proposal to include Philadelphia Terrace in the ResPark Area be made as advertised.

36. Coggan Close residents have parking within Cogan Close in private courts. These would not be controlled under ResPark. In a similar way to those living west of Bishopthorpe Road, all residents living in Cogan Close would be in Zone R58 and be able to obtain Permits to park on street. There has been no comment on the proposals received.

37. The proposal to include Cogan Close in the ResPark Area be made as advertised.

Potential to transfer parking on a section of Albemarle Road

38. With respect to the potential to transfer the no waiting on a section of Albemarle Road to the residents' side and establishing the parking on the west side as 1a) and 4 of the draft TRO. As discussed in paragraph 27 of this report, this will not be taken into the made Order.

Proposed Experimental Order

39. There is, currently, parking on both sides of the section of Bishopthorpe Road between Balmoral Terrace and Campleshon Road. Given the nature of the street and limited width of carriageway the

Order as made would introduce marking bays part on the pavement. This is not an ideal situation although it will continue to allow parking on both sides. The current indications are that this level of parking is required to meet local needs. This picture is, however, 'blurred' by the dynamics of on street parking near to existing ResPark Areas. It is considered that a clearer picture will be gained after restrictions have been established, in place. This could be achieved by creating a parking area (signs both ends and no markings). To recognise the parking needs of those visiting the local surgery, however, this area could apply 24/7 with one hour for those without permits. The initial section of Balmoral Terrace could be included in this Experimental Order.

40. Agreement will be sought to make an Experimental Order to include the section of Bishopthorpe Road between Balmoral Terrace and Campleshon Road and Balmoral Terrace between Bishopthorpe Road and Montague Street into a ResPark Area (for R58 Permit holders but allowing those without permits to park for up to an hour). This was discussed in paragraph 39. The Order would be implemented and monitored for at least six months to assess the typical level of parking experienced across that period. This period would be extended to up to 18 months if it did not prove to be 'typical' for any reason.

Council Plan

This report is supportive of the following priorities in the Council plan in addition to the One Planet York principles, that the Council champions:

- A focus on frontline services; and
- A Council that listens to residents.

Implications

The following are the identified implications.

- **Financial** – An estimated £5K (excluding officer costs) will be required to fund the implementation of the amended Traffic Regulation Order which will be funded from existing budgets.
- **Human Resources** – The extended parking zone will require staff resources (shortly utilising an online self-service system and virtual permits) by the back office and CEO staff. The management and monitoring will be a Traffic Management function.
- **Equalities** – A communications plan is being developed for the wider Residents' Parking Service to help those that either don't have access to the internet or the skills to use it to access the parking system as they do with other similar ICT access requirements.
- **Legal** – The decisions will require changes in the parking Traffic Regulation Orders and sealing.
- **Crime and Disorder** - None
- **Information Technology (IT)** – There is an existing ICT in place. A new ICT system for parking covering penalty charge notices and

permits is due to be rolled out later this year. This will improve both the customer and officer experience.

- **Property** - None
- **Risk Management** – The proposed extension to the existing Residents' parking provision will be something that most residents/customers will welcome but may disadvantage some people who may have objected to the draft proposal. These objections have been reviewed and reported herein.

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Approved

Wards Affected: Micklegate

All

For further information please contact the author of the report

Annexes

Annex A Summary of Objections

Annex B1 R58 ALDRETH GROVE ZONE

Annex B2 Bishopthorpe Road Limited Waiting

Annex B3 Plan R58 Zone (North)

Annex B4 Plan R58 Zone (Central)

Annex B5 Plan R58 Zone (South)

Annex B6 Plan R58 Zone (West)

Annex C Plan R58 Experimental Order

Annex D Progress Flow Chart