

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

25 October 2018

Report of Corporate Director of Economy and Place

**Lumley Rd / St Luke’s Grove Ward Committee Scheme, Residents
Parking – Traffic Regulation Order**

Summary

1. This report provides details of a recent ballot on proposals for Lumley Road and St Luke’s Grove and of objections raised to the recent advertisement of a residents’ priority parking scheme for Lumley Road and St Luke’s Grove, Clifton.

Recommendations

2. The Executive Member is asked to approve:

Option 4: Overrule the objections and approve implementation of a full time Community Priority Residents Parking scheme.

Reason: To provide a managed residents parking scheme supported by the majority of local residents to minimise the likelihood of obstruction to two-way traffic flow in Lumley Road and St Luke’s Grove, the said roads currently being adversely affected by indiscriminate/obstructive parking. Thereby improving safety and improving the local community parking amenity.

Background

3. Clifton Ward Councillors approached the Transport team after receiving complaints about damaged verges, missed bin collections and failed deliveries on Lumley Road due to the level of on street parking.
4. Following the development of a parking restriction scheme and the subsequent advertisement of the necessary Traffic Regulation Order for

a scheme which covered both Lumley Road and St Luke's Grove, a petition from the residents of both streets was received in objection to the parking restrictions and requested a residents parking scheme as an alternative for consideration.

5. The petition along with other objections was considered by the Executive Member for Transport and Planning at a Decision Session Meeting on 17 May 2018.
6. The decision taken by the Executive Member was to offer the residents a final ballot on the options of either providing residents' parking or implementing the parking restrictions proposal as advertised. The next step was also pre-approved dependent on the result of the vote as set out below:
 - a) If residents' parking is favoured, approve advertisement of the Traffic Regulation Order (TRO) with any objections reported back to Executive Member Decision Session.
 - b) If the restrictions scheme is favoured, approve making of the order and installation of the restrictions.

Ballot

7. The ballot took place between 1 and 22 June. Residents were issued with an information pack (**Annex A**) which included:
 - Plans of both options
 - Information about how Residents Parking (ResPark) schemes work
 - Details of the cost of permits (from 1 April 2018)
 - Questionnaire
8. A minimum 50% response was required to enable the ResPark option to be progressed. 52 out of 60 properties (86.7%) registered a vote. Of these 52 properties, only 4 (7.7%) preferred the original proposals. The majority (35 properties, 67.3%) supported the implementation of a full time residents parking scheme.
9. A table showing the results of the vote is provided on the next page.

Option	Quantity (households)	Percentage (overall)	Percentage (votes received)
No vote	8	13.30%	N/A
Parking restriction scheme	4	6.70%	7.70%
Residents parking. Mon-Fri 9am – 5pm	13	21.70%	25.00%
Residents parking. Full time (24 hrs)	35	58.30%	67.30%
Totals	60	100%	100%

Traffic Regulation Order (TRO) Advertisement

10. In accordance with the decision from the 17 May meeting (as per paragraph 6a above) the TRO for the ResPark scheme was advertised between 13 July and 3 August 2018. A notice was published in the local press, notices posted on street and letters delivered to all residents of Lumley Road and St Luke's Grove and two residents of Burton Stone Lane whose vehicle access is from Lumley Road. This equates to 60 properties in total and is consistent with all previous consultation exercises for the scheme. A copy of the letter and notice is provided as **Annex B**.
11. Two objections were received to the TRO advertisement. The reasons for objection are outlined below with officer responses:
- i) Reason 1 – Some residents do not have an authorised dropped crossing and will be forced to either illegally cross the footway to park on their property or pay for permits.
- Officer response:*
Residents do have the option of applying to make their vehicle crossings legal by having dropped kerbs installed. The details of this process will be issued to all residents if the ResPark scheme is approved for implementation. Individual households will then be able to consider the financial implications of installing a legal dropped crossing against purchasing residents parking permits.
- ii) Reason 2 - If cars park wholly on the carriageway, instead of half on the pavement and half on the road, there would be no room for emergency service or refuse vehicles to pass on St Luke's Grove.

Officer response:

There are a significant number of vehicles parking on both streets which do not belong to residents or visitors of the households on Lumley Road or St Luke's Grove. The ResPark scheme would remove these vehicles from the street allowing residents to more sensibly use the space available. This does require residents to be self policing and respect their neighbours when choosing where to park. The residents parking scheme does not preclude residents from parking partially on the footway as currently occurs.

Household or Community Respark Scheme

12. It is understood that a resident has applied for planning permission to convert a property on Lumley Road to a House in Multiple Occupancy (HMO). The Respark scheme as advertised can be implemented in two ways, either for Household / Business permits only or as a Community scheme which would provide different permits for HMOs.
13. The Community scheme provides HMO permits, one per address (so 3 individual rooms in an HMO equates to 3 permits) and each permit is vehicle specific. Residents in an HMO would share an authorisation card (issued to the first person to register for a HMO permit) to allow the purchase of visitor permits and the allocation of visitor permits (sold in books of 5, 6 books per calendar month and 40 books per year) is shared between all residents.
14. A Household and Business scheme allows each resident to buy a household parking permit which is not vehicle specific (although restrictions may apply if a discounted permit is applied for) and up to 3 additional parking permits (2 if the property has off-street parking) which can be issued to specific vehicles registered to that address. The visitor permit allocation is the same as the Community scheme.
15. Which scheme is implemented only impacts the text displayed on the required regulatory signs. Although the management of the scheme moving forward would be slightly different for each scheme type, both are within the existing remit of Parking Services.

Options

16. The following options are provided for consideration by the Executive Member:

- Option 1: Introduce the originally proposed parking restrictions scheme as detailed in the report to Executive Member Decision Session on 17 May.
- Option 2: Overrule the objections and approve a part-time Residents Parking Scheme.
- Option 3: Overrule the objections and approve implementation of a full time Household and Business Residents Priority Parking scheme.
- Option 4: Overrule the objections and approve implementation of a full time Community Priority Residents Parking scheme.
- Option 5: Do nothing.

Analysis

17. The result of the ballot clearly demonstrated that the majority of residents would prefer a ResPark scheme as opposed to the originally proposed parking restrictions scheme and the objections are not considered significant or numerous enough to uphold, therefore option 1 is not recommended for implementation.
18. Of the ResPark schemes offered to residents the full-time option was much preferred over the part-time option. Therefore option 2 is not considered suitable to take forward.
19. Options 3 and 4 offer the same full time ResPark scheme but offer variations on how parking provision for HMO properties is controlled.
20. The size of the properties on Lumley Road and St Luke's Grove means that the amount of potential parking generated by an HMO is unlikely to be more than a standard residential property. Option 3 would allow suitable management of on street parking for HMO properties through the use of the HMO permits. It would also allow CYC Development Management team to make suitable decisions on HMO properties on the street moving forward knowing that the parking provision is covered within the ResPark scheme.
21. Option 5 would not address the problems residents are facing due to the indiscriminate parking and therefore is not supported.

Council Plan

22. The recommendations in this report relate to the Council Plan priority “a council that listens to residents”. The majority of residents voted in favour of the full time ResPark scheme to try and reclaim their streets for the local community and the recommendation demonstrates that the Council are supporting this decision by delivering a service which works in partnership with the local community to try and solve the problems they have experienced.

Implications

23. The following implications have been considered:
- **Financial** – The investigation and consultation process has so far cost £7k, the costs of proceeding with the recommendations in this report is estimated to be £4k and are achievable within the budget available from the Ward Committee.
 - **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.
 - **Parking Services** – Whilst there may be some impact on Parking Services resources to administer the scheme. Given the small size of the proposed ResPark area it is considered that this can be absorbed within existing capacity.

Risk Management

24. 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:

Financial – There is a financial risk to the Clifton Ward Committee as the recommendation has a budgetary implication.

This is considered a minor risk and no mitigation measures are recommended.

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Report **Date** 15.10.18
Approved ✓

Specialist Implications Officer(s)

Financial: Patrick Looker, Finance Officer, 01904 551633
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Wards Affected: Clifton

For further information please contact the author of the report

Background Papers:

Officer in Consultation – 25/11/2014, Approval requested to take no further action regarding a recent request (petition) for Residents' Priority Parking in Lumley Road and St Luke's Grove following consultation with residents.

Executive Member Decision Session Report 17th May 2018 - Lumley Rd / St Luke's Grove Ward Committee Scheme, Parking Restrictions – Traffic Regulation Order

<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9879&Ver=4>

Annexes:

Annex A – Ballot Documentation
Annex B – TRO Letter and Notice

List of Abbreviations used in this Report:

TRO – Traffic Regulation Order
HMO - House in Multiple Occupancy
CYC – City of York Council