

Annex H

Guildhall Ward

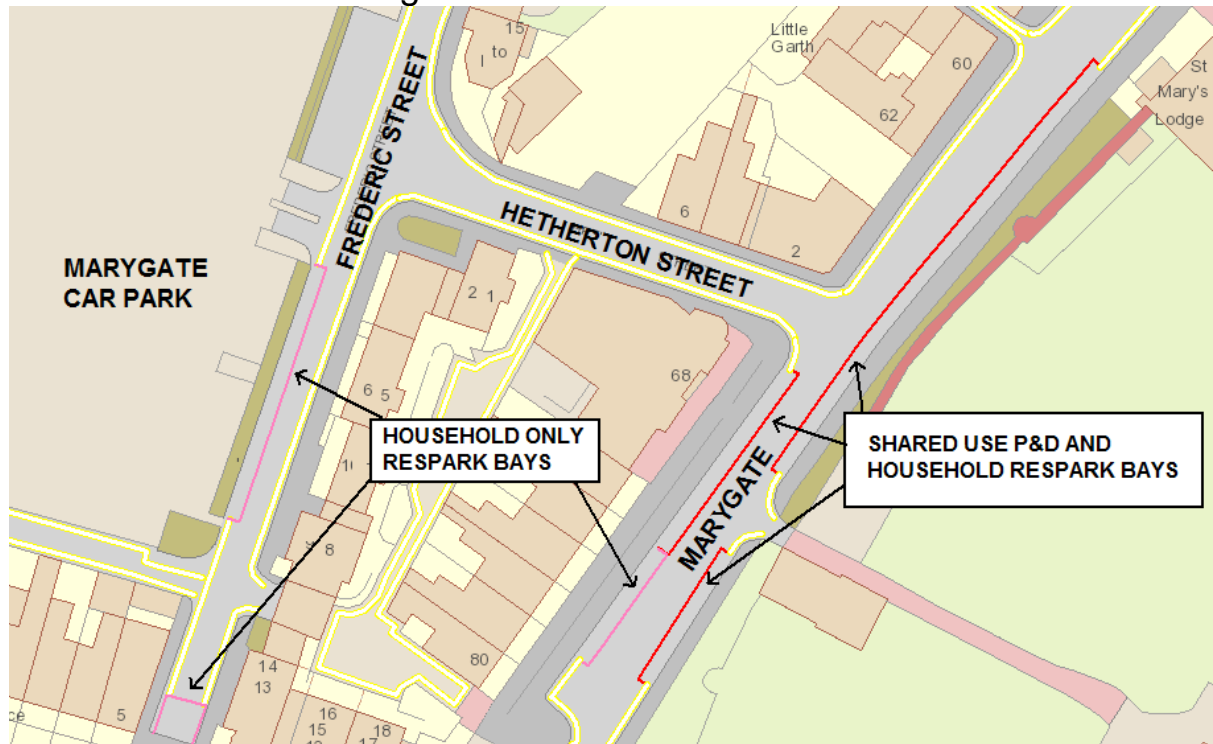
H1

Location: Marygate

Nature of problem and advertised proposal.

Due to a limited number of Guest House and House of Multiple Occupancy (GM) bays being available within the R12 Respark Zone a reconfiguration of existing bays was requested by our Parking Services team. Proposal was to change the shared use P+D and Household bays in to Community bays.

Plan of advertised changes:



Representations received.

We received two representations in objection.

Representations:

- It seems that the council's proposal will put even more pressure on the residents parking in the street which is currently at times over capacity with residents unable to find spaces to park.

With even more development due to come on stream in the near future, adding to the pressure on residents parking I am unable to support the proposals.

Below is a list of properties with planning either built or in progress in Marygate.

14 Marygate (1 x 5 bed dwelling) unoccupied but work in progress.

29 Marygate – conversion under way to multiple small business units (assume eligible for commercial permits).

42 Marygate (1 x 4 bed dwelling) unoccupied.

46 Marygate (4 no. x 2/3 bed new dwellings) on former PO club site unsold & unoccupied.

50 Marygate 2 x New Dwellings at rear under construction/work in progress.

64 Marygate (1 x 5 bed dwelling) work in progress.

78 Marygate (1 x 4 bed dwelling) unoccupied.

This list is not exhaustive and does not include properties in other R12 area streets which contain many guest houses and does not reference Airbnb properties or short term rentals.

Also Commercial permits in Marygate (That I am aware of are listed below) which further increase pressure on the current residents parking scheme

- Minster Inn
- Yorvik Hotel
- Roots
- Blenkin & Co (Bootham ?)
- I should be grateful if you would register my opposition to the proposed changes to the Marygate R12 residents car parking. I object as a matter of principle in that the changes proposed would lower the amenity of my dwelling by significantly reducing the car parking I have hitherto had available. Moreover, even without the proposed changes, there are many properties in Marygate which are currently empty and when they are re-occupied this will further increase the already existing pressure on the very few spaces available to residents.

Officer analysis and recommendation.

There is a 12m Guest House(GH) permit holder bay on Frederick Street that provides parking amenity for 3 Guest House permit holder vehicles and a 17m GH permit holder bay on St.Mary's. Our Parking Services team have confirmed that in 2023/24 we have supplied 6 Guest House permits in the R12 zone. The recommended change to the bays will provide additional parking to all permit holders in the R12 zone and the small number of GH permits purchased in the zone should not have any negative impact on Household Permit holders.

Options.

- 1. Implement as Advertised-** Recommended for the reasons outlined above
- 2. Take no further action-** Not recommended
- 3. Implement a lesser restriction than advertised-** Not recommended

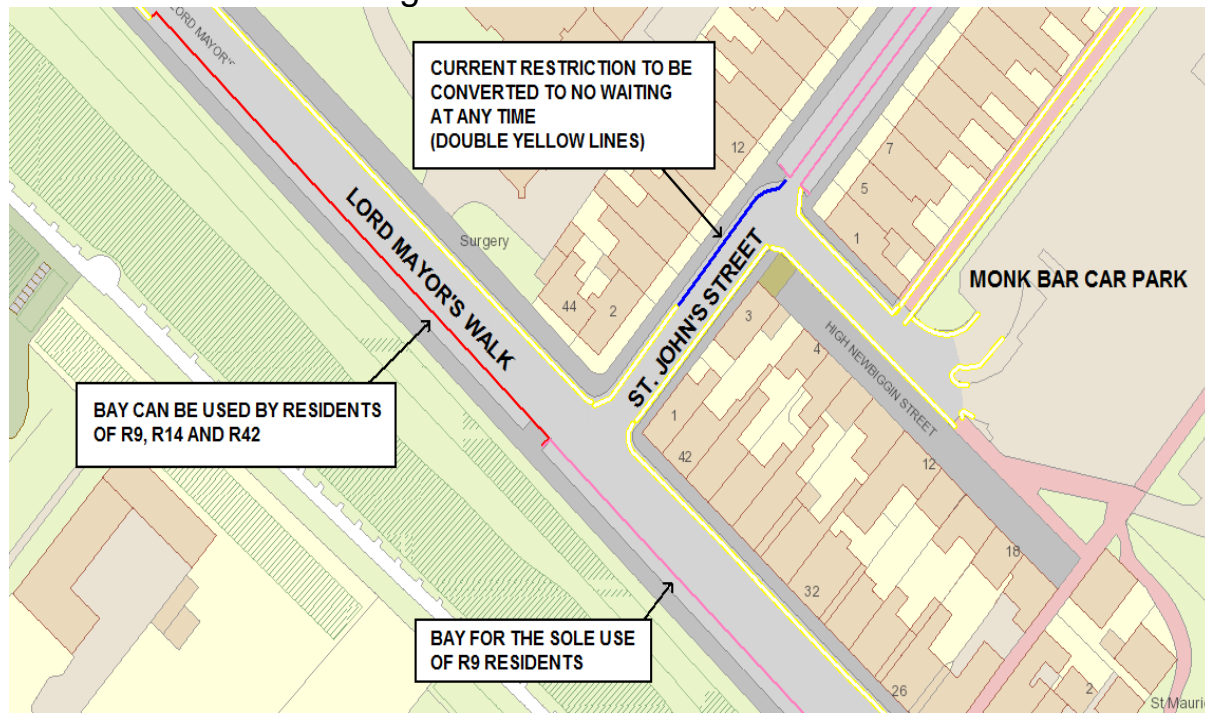
H2

Location: St. John's Street

Nature of problem and advertised proposal

A former ward councillor raised an issue of parked vehicles causing vehicles entering and exiting the car park to approach in the centre of the carriageway and being unsighted in each direction. Existing no waiting 8am to 6pm to be changed to no waiting at any time was requested.

Plan of advertised change to restriction:



Representations received.

We received one representation in objection to the proposed change.

Representation:

- We are concerned about this proposal and wish to make the following points of representation to formally object:
 - the Statement of Reasons makes no specific reference to the relevant section of St John Street, only a broad statement covering a large number of York locations
 - we have lived at 2 St John Street for three years and seen no evidence of "indiscriminate/obstructive parking" or of any accidents or safety concerns that would be mitigated by the proposal, ie to extend the existing (8am - 6pm) restriction, which is of course already effective during the busiest times of day
 - there are undoubtedly traffic/safety issues that are specific to this location however

- firstly, congestion (and consequently heightened pollution) at the junction with Lord Mayor's Walk around school start and finish times, regularly compounded by inconsiderate driving behaviours
- secondly, frequent high speed driving along Lord Mayor's Walk when the road is not congested
- indeed you may be aware that a car overturned on Lord Mayor's Walk in February 2021, presumably after hitting the kerb at high speed. How has this incident, which could have seriously injured other road users or pedestrians, influenced traffic plans for Lord Mayor's Walk?
- the proposal would have no impact on either of those safety concerns but would have a detrimental impact on residents of St John Street and those visiting us in the evening

- the relevant section is currently the only place I can ever park in the street in which we live, albeit outside peak hours

- the relevant section is also the closest and safest place for evening visitors to park; in particular this avoids needing to cross Lord Mayor's Walk, which is a concern given the frequent speeding on that road, especially for our elderly visitors.

For all the reasons above, we are not persuaded that there would be any meaningful local benefit to this proposal and so would urge you to reconsider and withdraw it.

We would though certainly welcome proposals to introduce traffic calming measures along Lord Mayor's Walk, eg a 20 mph speed limit and/or a pedestrian crossing immediately to the north east of the junction with St John's Street, which should improve safety, traffic flow out of the Monk Bar car park at peak times and air quality. Those would, we suggest, be of significant benefit to local residents and to the city.

Officer analysis and recommendation

Parked vehicles are leading to vehicles travelling in the centre of the carriageway and are unsighted to vehicles exiting the car park junction. Our Parking Services team have confirmed Monk Bar Car Park is heavily used on an evening and have witnessed many near misses between cyclists and vehicles travelling down St. John's Street and vehicles exiting the car park via High Newbiggin Street.

Options.

- 1. Implement as advertised-** Recommended for the reasons outlined above
- 2. No further action-** Not recommended
- 3. Implement a lesser restriction-**Not recommended