

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

10 September 2015

Report of the Acting Director of City and Environmental Services

**Waiting restrictions Heslington Lane, Broadway – Hull Road Ward
and Fulford and Heslington Ward**

Summary

1. The purpose of this report is to consider objections and comments received to the advertised proposal to introduce waiting restrictions along parts of Heslington Lane, Broadway and Heath Moor Drive. A decision is then required as to how to proceed with the proposed restrictions.

Recommendations

2. The Executive Member is asked to approve:

Option 1 - Introduction of the restrictions in accordance with the advertised proposal.

Reason: To improve traffic flow along the important arterial roads, while also preventing the current parking being displaced further along these main roads or onto the grass verges.

Background

3. In October 2014 the council were alerted to the fact that vehicles had started to be parked on Heslington Lane in an area where previously little or no parking regularly took place. Concerns were raised that a collision may take place between opposing flows of vehicles. Funding for the 2014/15 year was already committed and the area was added to the next review of waiting restriction to take place in the new financial year 2015/16.

4. Heslington Lane falls into one of the areas where displaced parking is surveyed which may be attributed to the University campus development. The survey for this area by the consultant for the University of York was programmed to take place in March 2015 with the second survey in November 2015. These surveys would require a 20% increase in parking that can be attributed to the University above the base line figures of 2009 to trigger action funded by the University. Based upon the proximity to the University of York campus it was considered by officers that the origins of the parking would likely be attributable to some degree to visitors to the campus. This position was put to University of York and they agreed to fund the implementation of the traffic order and works.
5. During this period the council also received a 534 signature petition presented by Cllr Aspden requesting that the parking was prohibited. The petition was presented in March 2015 but action to progress the introduction of restriction was delayed due to the local and general elections as decisions by elected members were required.
6. The area has continued to be monitored and the amount of vehicles being parked has increased. The parked vehicles now regularly covered around a 100m length of the road and passing these vehicles has become a problem for larger vehicles when faced with traffic from the opposing direction. Delays are also being experienced by bus services using this section of road and reports of non injury collisions have been recounted.
7. In June 2015 the Interim Director of City and Environmental Services made the decision to advertise the proposal shown in Annex A to address the problems in the immediate area and to mitigate effects of displaced parking.

Consultation

8. The scheme shown in Annex A was formally advertised through the legal process for 3 weeks. Notices were placed on the streets contained in the proposal and any properties adjacent to the proposed restrictions received direct notification through a letter. The proposal was also advertised in the local daily newspaper.
9. Comments and objections to the proposal were received and collated verbatim in Annex C of this report for consideration before a final decision. Some comments and objections were received

prior to the commencement of the formal process but have been included in the report. A total of 55 comments were received of which 2 were objecting to the proposal.

Options

10. The options available are :

- Option 1 - Introduction of the restrictions in accordance with the advertised proposal
- Option 2 - Implement a revised less restrictive version of the advertised proposal.
- Option 3 - Take no action.

Analysis

11.

- Option 1. This will address the problems currently being experienced and prevent the problem being moved further along the main roads and grass verges. Loading and unloading will still be permitted on the restrictions as would parking for 3 hours by blue badge holders.
- Option 2. This could give rise to problems further along the main roads by displaced parking. If a day time only restriction were put in place problems on an evening could still occur.
- Option 3. This would not address the problem taking place or the concerns raised by the petition.

Council Plan

12. The parking restrictions on this section of the highway support the council priority 'Get York Moving'. The restrictions will enable public transport services and other vehicles to proceed along the highway without undue hindrance from parked vehicles.

Implications

13. **Financial** There are no financial implications as the work is being funded by York University.

Human Resources (HR) There are no HR implications

Equalities There are no 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

Other Enforcement of the restrictions can be included in the current work areas of the parking civil enforcement officers

Risk Management

14. There are no risk management implications.

Contact Details

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Services

**Report
Approved**



Date 14.08.15

Specialist Implications Officer(s) N/A

Wards Affected:

Hull Road Ward
Fulford and Heslington Ward

For further information please contact the author of the report

Background Papers: None

Annexes

Annex A: Plan of the proposal.
Annex B: Ward Councillors and Political party comments.
Annex C: Comments received.