
**Decision Session –
Executive Member for Transport**

19th March 2020

Report of the Assistant Director of Transport, Highways and Environment.

Consideration of the representation received to an advertised proposal for revising no waiting restrictions on Gray Street.

Summary

1. To consider the formal representation made to a recently advertised Traffic Regulation Order to convert an existing section of single yellow line to double yellow lines to facilitate access and pedestrian movement.

Recommendation

2. It is recommended that:

Option 1 be agreed to overturn the objection received and implement the amended restrictions as advertised – NW24 (no waiting at any time).

Reason: to facilitate access requirements and to provide the improved pedestrian footpath movement provision for local residents.

Background

3. Following several parking hotline calls to CYC regarding vehicles blocking the footpath to the side of No 1 Gray Street, along with blocking private access to a property door and garage, the resident was informed that no Penalty Charge Notice could be issued at certain times due to the restrictions only being in place between the hours of 9am – 5pm Monday to Saturday outside of these hours vehicles are permitted to park.
4. Due to the narrow nature at the entrance to Gray Street, approximately 5.6m wide, along with an existing residents parking bay situated opposite, drivers are parking over the footpath to maintain access along the carriageway. This in turn narrows the footpath considerably. An image of the type of parking taking place is included as Annex D.
5. The 'R16 St Benedict Road' resident's priority parking scheme is a large zone which allows residents of Gray Street to park within, as such they are able to utilise any parking bay within the boundary so long as a valid permit is in place. See Annex B for the R16 Zone Boundary.

6. As such under delegated powers it was approved to legally advertise a proposal to convert all existing single yellow lines on Gray Street to No Waiting at Any Time – Double Yellow lines. This proposal also protects access and egress from the two alleyway entrances on Gray Street.
7. The legal advertisement for the Traffic Regulation Order to introduce a change in restriction was advertised on 8th November 2019. A copy of the letter sent to adjoining residents and the formal advertised proposal is included as Annex A and A1.

Consultation

8. The proposal to amend the existing waiting restrictions was advertised in the usual manner of notices placed on street, in the local press, to the statutory consultees and delivered to the adjacent properties, this exceeds the legal minimum.
9. During the advertisement period we received one formal objection to the advertised amendment which outlined the need for on street parking within the area. The representation is reproduced within Annex C.

Options for Consideration

10. Option 1 – implement the proposed No Waiting at Any Time (double yellow line) restriction as advertised. This is the recommended option because it removes the obstruction taking place on a regular basis
11. Option 2 – drop the proposed amendment and take no further action. This is not the recommended option because it would not deliver an improved access provision for local residents.

Council Plan

12. The recommended proposal contributes to the Council Plan of:

An open and effective council. The Council is delivering a service which works with the local community to try and solve the problems they have experienced.

Implications

13. This report has the following implications:

Financial – There are modest costs associated with the implementation of the new lines and removing existing signage, this will be taken from the annual signs and lines budget.

Human Resources – If implemented, enforcement will fall to the Civil Enforcement Officers however the existing restrictions would already be enforced, as such no change will occur.

Equalities – none identified.

Legal – The proposal requires an 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

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Date: 11/02/20

Specialist Implications Officer(s)

None.

Wards Affected: Clifton

For further information please contact the author of the report.

Background Papers: N/A

Annexes:

Annex A/A1 Residents letter and formal advertised Traffic Regulation Order.

Annex B Representation received.

Annex C R16 zone as a whole.

Annex D Image of obstructive parking taking place