

Notice of a Decision Session

Executive Member for Transport and Planning

To: Councillor Gillies (Executive Member)

Date: Thursday, 16 November 2017

Time: 2.00 pm

Venue: The Thornton Room - Ground Floor, West Offices (G039)

A G E N D A

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Support Group by **4:00 pm on Monday 20 November 2017.**

*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent which are not subject to the call-in provisions. Any called in items will be considered by the Corporate and Scrutiny Management and Policy Scrutiny Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on 15 November 2017.**

1. Declarations of Interest

At this point in the meeting, Members are asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which they may have in respect of business on this agenda.

2. Minutes

(Pages 1 - 6)

To approve and sign the minutes of the meeting held on 19 October 2017.

3. Public Participation

At this point in the meeting, members of the public who have registered to speak can do so. The deadline for registering is **5.00pm on 15 November 2017**. Members of the public can speak on agenda items or matters within the Executive Member's remit.

To register to speak please contact the Democracy Officer for the meeting, on the details at the foot of the agenda.

Filming, Recording or Webcasting Meetings

Please note that, subject to available resources, this meeting will be filmed and webcast, or recorded, including any registered public speakers who have given their permission. The broadcast can be viewed at <http://www.york.gov.uk/webcasts> or, if recorded, this will be uploaded onto the Council's website following the meeting.

Residents are welcome to photograph, film or record Councillors and Officers at all meetings open to the press and public. This includes the use of social media reporting, i.e. tweeting. Anyone wishing to film, record or take photos at any public meeting should contact the Democracy Officer (contact details are at the foot of this agenda) in advance of the meeting.

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at

https://www.york.gov.uk/downloads/file/11406/protocol_for_webcasting_filming_and_recording_of_council_meetings_20160809

4. **Consideration of the objections received to the advertised proposal to amend the Traffic Regulation Order to include Residents' Priority Parking in the Micklegate Ward for: South Bank Avenue; Bishopthorpe Road from Butcher Terrace to Reginald's Grove**
(Pages 7 - 36)

This report sets out the formal objections received within the legal advertising period to the proposed extension of three separate Residents' Priority Parking Schemes and requests an agreement to take forward the recommended option for each area.

5. **Consideration of the objections received to the advertised proposal to amend the Traffic Regulation Order to include Residents' Priority Parking in the Holgate Ward for: Holgate Central**
(Pages 37 - 62)

This reports sets out the objections received within the legal consultation period to the advertised proposal to amend the Traffic Regulation Order to include Residents' Priority Parking in the Holgate Ward for (Holgate Central) and requests a decision from the options given.

6. **Urgent Business**
Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer:

Name: Becky Holloway
Telephone: (01904) 553978
Email: becky.holloway@york.gov.uk

For more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting:

- Registering to speak;
- Business of the meeting;
- Any special arrangements;
- Copies of reports and;
- For receiving reports in other formats

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

 **(01904) 551550**

City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport and Planning
Date	19 October 2017
Present	Councillors Gillies

33. Declarations of Interest

The Executive Member was asked to declare any personal interests not included on his Register of Interests, any prejudicial or any disclosable pecuniary interests which he had in the business on the agenda. No additional interests were declared.

34. Minutes

Resolved: To approve and sign the minutes of the meeting held on 14 September 2017 as a correct record

35. Public Participation

There were four registrations to speak under the Council's Scheme of Participation.

Cllr D'Agorne spoke in reference to the Lendal Arch Gyrotory which had been discussed at the previous decision session (14 September 2017 – minute 30). The Councillor asked that the decision made with regards to the road layout at Station Road/Station Rise be reassessed to improve pedestrian and cyclist safety. A request was made for a temporary trial closure of the left lane of the junction while work to the road was completed. It was confirmed that Cllr D'Agorne would receive a written response to his request.

The remaining three registered speakers were invited to speak under the agenda items relating to their representations.

36. BT Public Payphone Removal Consultation

The Executive Member considered the report regarding the removal of a BT public call box and payphone adjacent to 90 Clifton. As a recognised consultee the Council were required to object or not object to its removal. The report included details of the phone's recent use and the potential impact of its removal. It was reported that the payphone had been removed and that no objections had been received.

Resolved: That the Council do not object to the removal of the BT public payphone adjacent to no. 90 Clifton Green.

That delegated authority be given to the Assistant Director of Economy and Place to formally respond to BT following the second stage of the notification/consultation process as outlined in the report.

Reason: To comply with Ofcom procedural timescale and guidelines and because there had been low usage of the public call box and no objections to its removal had been received.

37. Proposed Micklegate Neighbourhood Plan Area and Forum

The Executive Member considered applications for the designation of a Micklegate Forum and Neighbourhood Plan Area.

Mr John Young had registered to speak under the Council's scheme of participation. He spoke in support of both applications and reported that the forum were keen to get started and hoped to deliver the plan by 2019.

It was reported that the forum area in the application was a recognised administrative area and that the required criteria had been met for both applications. There had been no objections raised during the consultation period. Option one of the report was recommended as the other three options would prevent the production of the neighbourhood plan going ahead. The Executive Member wished the group well in their endeavours.

Resolved: That the Micklegate Neighbourhood Forum application and Micklegate Neighbourhood Plan Area application be approved, in line with option one of the report.

Reason: To allow the Micklegate Neighbourhood Forum to progress a Neighbourhood Plan for the Micklegate area.

38. 3 Residents' Parking Petitions: St John's Place & Chestnut Court, Broadway West & Westmorland Drive, and Pasture Farm Close

Ms Carol Marples and Mr Michael Cluderay had registered to speak under the Council's scheme of participation. Ms Marples spoke in support of the St John's Place and Chestnut Court petition and made a request for a change to allow residents of the street to apply for visitor permits. Mr Cluderay spoke in support of the Pasture Farm Close petition and explained that irresponsible parking in the street made it difficult for pedestrians using the pavement and larger road users.

Three petitions had been received in reference to resident parking schemes in three areas of York. It was reported that the item for Broadway West and Westmorland Drive should actually read Broadway West and Westfield Drive.

The Executive Member considered the petitions and the accompanying report and options. Option one (to refuse the request to waive the exclusion from the parking scheme for residents of St John's Place and Chestnut Court) was recommended along with option four and six (to add Broadway West & Westfield Drive, and Pasture Close Farm to the residents parking waiting list for investigation) and option seven (to progress the request for double yellow lines in Pasture Close Farm). Option two was not recommended as it would have implications for other schemes in the city and would not be in-line with current council policy and options three and five (to take no action) were also not recommended.

Resolved: That the request of the St John's Place & Chestnut Court petition be refused (option one of the report).

Reason: Because of the adverse impact it would have on existing residents, which had been identified during the planning process leading to its removal from the residents parking zone.

Resolved: That Broadway West & Westfield Drive be added to the Residents parking waiting list, to the Danesmead Close item, and that an investigation be carried out when the item reaches the top of the list (option four of the report).

Reason: To respond to residents' concerns in the order they were raised and can be progressed depending on funding available each year.

Resolved: That Pasture Farm Close be added to the Residents parking waiting list and an investigation be carried out when it reaches the top of the list (option six of the report).

Reason: To respond to residents' concerns in the order in which they are raised and to progress them depending on funding available each year.

Resolved: That the double yellow line request in Pasture Farm Close be progressed along with other similar issues when the situation has been assessed (option seven of the report).

Reason: To respond to residents' concerns.

39. Options for Changes to Parking Availability in the Southern City Area for the Christmas Period

The Executive Member considered a report and proposal for extended opening hours at Piccadilly Car Park over the Christmas period. The proposal was to extend the opening hours between 16 November and Christmas to encourage late night shopping, in response to a request from city centre retailers. It was reported that the variation of opening hours would also provide a better understanding of the impact of any

car park provision changes as part of the Castle Gateway project.

Option one (to agree to the extended opening hours) was recommended and option two (to reject the extension) was not recommended. Issues considered included footfall in the city centre's retail outlets, the council's sustainable transport policy to discourage non-essential car usage, and the use of the extension to inform the Castle Gateway project.

The Executive Member approved option one including delegation of implementation details to the Assistant Director for Transport, Highways and the Environment but gave his opinion that the extended hours should not be implemented for Saturday evenings.

Resolved: To approve the extension of Piccadilly car park opening and to delegate the detailed arrangements for implementation to the Assistant Director for Transport, Highways and the Environment.

Reason: To help increase the footfall during the late night opening of the St Nicholas Fayre and use the opportunity to test the use of Piccadilly for late night opening to help better inform the Castle Gateway project.

40. Transport Programme Update - 2017/18 Monitor 1 Report

The Executive Member considered the update report on progress made on schemes in the 2017/18 Economy and Place Transport Capital Programme and the proposed amendments. An additional amendment was proposed, to procure a supplier for the conversion of Home to School buses in accordance with the Council's financial regulations.

Resolved: To approve the amendments to the 2017/18 Economy & Place Transport Capital Programme.

Reason: To implement the council's transport strategy identified in York's third Local Transport Plan and the Council Priorities, and deliver schemes identified in the council's Transport Programme.

Resolved: That approval be granted for the procurement of a supplier for the conversion of Home to School buses in accordance with the Clean Bus Technology Fund grant.

Reason: To proceed with the procurement of a supplier in accordance with the Council's financial regulations.

Cllr I Gillies, Chair

[The meeting started at 2.00 pm and finished at 2.26 pm].



Decision Session
Executive Member for Transport and
Planning

16 November 2017

Report of the Director of Economy and Place

Consideration of the objections received to the advertised proposal to amend the Traffic Regulation Order to include Residents' Priority Parking in the Micklegate Ward for:

- **South Bank Avenue**
- **St Aubyn's Place**
- **Bishopthorpe Road from Butcher Terrace to Reginald Grove**

Summary

1. To consider the formal objections received within the legal advertising period, for consideration of the Executive Member for Transport and Planning, to the proposed extension of three separate Residents' Priority Parking Schemes and request an agreement to take forward the recommended option for each area.

Recommendations

2. It is recommended that approval be given to implement the advertised proposals to amend the York Parking, Stopping and Waiting Traffic Regulation Order to extend three existing Residents Priority Parking Areas to include the following:
 - South Bank Avenue within R57C – Option 1
 - St Aubyn's Place within R59 – Option 1
 - Bishopthorpe Road area within R58C – Option 2Within this it is also recommended that approval be given to implement an amendment to the advertised proposal to extend R58C residents parking scheme as advertised excluding properties and the carriageway outside 230 – 272 Bishopthorpe Road (even numbered properties)

Reason: To progress the majority views of residents consulted and to take into account the second petition received to exclude part of Bishopthorpe Road.

Timescale: The order will be made and operational on street during February/March 2018.

Background

3. Petitions were received from South Bank Avenue, St Aubyn's Place and Beresford Terrace (Bishopthorpe Road area) these were subsequently reported to the Executive Member for Planning and Transport at a public Decision Session on 10th November 2016 with St Aubyn's Place petition being reported on 27th February 2017. The Executive Member requested we undertake formal consultations for each petition received.

South Bank Avenue

4. Permission was granted to consult with the whole of South Bank Avenue after the petition received represented half of the street from Bishopthorpe Road to Trafalgar Street.
5. On 22nd June 2017 the Executive Member considered the results of the consultation and approval was granted to advertise an amendment to the Traffic Regulation Order to introduce Residents Priority Parking, as an extension to the existing R57 Nunthorpe Grove scheme, to also be converted to community parking to allow local businesses to purchase permits for the area. The scheme number would be amended to R57C. The amended advertised scheme includes Nunthorpe Grove, 20 Southlands Road, South Bank Avenue and 147 – 153 Bishopthorpe Road. A copy of the legal advertised proposal is included in Annex A.
6. During the advertisement period 16 objections were received to the proposed scheme. 10 of which were from Nunthorpe Grove residents objecting to the existing scheme, which they reside within, being extended. 2 objections were from the upper part of South Bank Avenue residents, 1 from a business on South Bank Avenue and 3 general comments. A précis of all representations has been included in Annex C.

St Aubyn's Place

7. We received a petition in February 2017 requesting a Residents' Priority Parking for St Aubyn's Place. The petition initiated a full consultation with Residents. The Executive member considered the results of the consultation on 22nd June and approved a proposal to amend the Traffic Regulation Order to include a Residents' Priority Parking Scheme as an extension of the existing R59 scheme in Trentholme Drive.
8. Taking the preferences of Residents into account the scheme was advertised with operational times of 9am to 5pm, 7 days a week. A copy of the legal advertised proposal is included as Annex A and a copy of the proposed boundary of the extended R59 is included as Annex F.
9. We have received one objection to the advertised proposal and another representation with comments for our consideration. The objection relates to St Aubyn's Place becoming an extension of the existing R59 scheme. Both representations are detailed in Annex E.

Bishopthorpe Road from Butcher Terrace to Reginald Grove

10. After receiving a petition from residents of Beresford Terrace and Finsbury Avenue, along with several enquiries from residents in the surrounding area, permission was granted to consult with properties located along the east of Bishopthorpe Road from Butcher Terrace to Reginald Grove. This included all side streets along this section.
11. On 22nd June 2017 the Executive Member considered the results of the consultation and approval was granted to advertise an amendment to the Traffic Regulation Order to introduce Residents Priority Parking, as an extension to the existing R58C Aldreth Grove Scheme. A copy of the legal advertised proposal is included in Annex A.
12. As per all documentation and plans sent within the consultations with residents and agreed at the previous Executive Member Decision Session only properties residing on the east of Bishopthorpe Road are included within the proposed Scheme (properties 156 to 272 Bishopthorpe Road even numbers only).

13. The initial legal order (Annex A) did not make this clear, as such a subsequent order was made, shown in Annex B rectifying the omitted wording and clarifying to residents the original proposal. Residents residing on the West side between numbers 177 and 211 were also hand delivered letters outlining the amendment.
14. Subsequently a petition was received from residents located towards the south of the proposed scheme. This included properties on both side of Bishopthorpe Road between Beresford Terrace and Reginald Grove. The petition represented 27 out of 39 properties (69%) were against the introduction of Residents Parking on that section of Bishopthorpe Road, the petition also included 1 signature from Finsbury Avenue. A copy of the written objection received from the petition leader along with the petition header has been included in Annex H.
15. During the advertisement period 5 representations supporting the scheme were received. 7 objections to introducing residents parking on the section of Bishopthorpe Road between 230 – 274 were received and one general comment was submitted referring to residents parking along Bishopthorpe Road area as a whole due to the river walks and no where else to park if the proposed Residents Parking is introduced. A précis of all representations has been included in Annex G.

Options with Analysis

16. South Bank Avenue

17. Option 1: (recommended option)

Implement as advertised

This is the recommended option because:

This reflects the resident's views from the initial petition and formal consultation. Extending the existing R57 zone coincides with the council's aims of creating larger residents parking areas to provide increased parking availability in resident parking areas whilst removing non residential parking. Converting the existing scheme to R57C will allow permits to be utilised by local businesses residing within the zone boundary and are part of that community.

18. Option 2:

Uphold the objections and implement a separate scheme

This is not the recommended option because:

Although several residents on Nunthorpe Grove have objected to R57 being extended if a separate scheme is introduced for South Bank Avenue this does not give residents any opportunity for overflow parking availability when gully cleaning or resurfacing is taking place. With more streets around the Bishopthorpe Road area becoming residents only parking the availability for alternative unrestricted parking is reducing. There by limiting the availability for visitors or work trades attending properties within the proposed scheme. Introducing a separate scheme also goes against the council's aim of introducing larger zone boundaries to give residents a greater flexibility on parking. Also to implement a separate scheme for South Bank Avenue would delay the process by 3-6 months whilst we re-advertise another proposal.

19. Option 3:

Take no further action

This is not the recommended action because:

Residents have raised concerns about non residential parking in the area. Consultations have taken place with a majority in favour of implementing restrictions. If no action is taken this does not adequately meet the expectations of residents.

20. St Aubyn's Place

21. Option 1 (recommended option)

Implement as advertised

This is the recommended option because it reflects the council's aims of creating larger residents parking areas. It is not anticipated that vehicles from Trentholme Drive will use St Aubyn's Place for parking and vice versa on a regular basis. The majority of properties on both streets have sufficient off-street parking amenity to meet the parking requirements of the occupiers.

A joint scheme will give more parking flexibility for residents when it may be required, for e.g. if utility or highway works prevent or reduce parking availability on their own streets.

22. Option 2

Uphold the objections and implement a separate scheme

This is not the recommended action because:

To implement a separate scheme for St Aubyn's Place would delay the process by 3-6 months whilst we re-advertise another proposal. In addition, implementation would be further delayed whilst Parking Services obtain a new permit set for the new Resident Parking Area number.

23. Bishopthorpe Road from Butcher Terrace to Reginald Grove

24. Option 1

Implement as advertised

This is not the recommended option because:

This does not take into account the petition received during the advertisement period indicating that 69% of properties residing on Bishopthorpe Road between Beresford Terrace and Reginald Grove are against the proposal. That along with the only objections received from residents referred to this section of Bishopthorpe Road being residents parking, the majority vote is now against the restrictions for this part only.

25. Option 2 (recommended option)

Implement with an amendment to the advertised boundary, lesser restriction. With a view of including 230-272 Bishopthorpe Road within the same zone should a petition be received within 18months.

This is the recommended option because:

This recognises the views of residents. The majority of the consulted areas, excluding 230-274 Bishopthorpe Road, are in favour of implementing a resident's only parking scheme. As such the boundary should be amended to take into account comments received and uphold the expectations of all other residents within the proposed scheme. It is recommended to include number 274 Bishopthorpe Road as this property has a vehicle entrance onto Reginald Grove

26. Option 3

Carry out further consultations with part of Bishopthorpe Road

This is not the recommended option because:
Additional consultation would delay the implementation of the scheme. As no other objections have been raised by residents it is acceptable to take forward a reduced area and allow for the section of Bishopthorpe Road, between Beresford Terrace and Reginald Grove, to have a separate formal consultation and become part of the same scheme should they raise a petition showing support.

27. Option 4

Take no further action

This is not the recommended action because:
The majority of the consulted areas are in favour of introducing residents only parking. If no action is taken this does not adequately meet the expectations of residents.

28. Council Plan

Considering this matter contributes to the Council Plan building strong communities by engaging with all members of the local community.

29. Implications

Financial Residents parking schemes are self financing once in operation. The £5k allocated within the core transport budget will be used to progress the proposed residents parking schemes.

Human Resources (HR) There are no HR implications

Equalities There are no Equalities implications

Legal The proposals require 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 There are no Crime and Disorder implications

Information Technology (IT) There are no IT implications

Property There are no Property implications

Other There are no other implications

Risk Management There is an acceptable level of risk associated with the recommended option

Contact Details

Author:	Chief Officer Responsible for the report:
Annemarie Howarth Traffic Projects Officer, Traffic Management Tel No. 01904 551337	Neil Ferris Corporate Director: Economy and Place
	Report Approved <input checked="" type="checkbox"/> Date 2/11/17

Wards Affected: Micklegate

All

For further information please contact the author of the report

Annexes

Annex A – formal advertised proposal

Annex B – formal amendment/clarification of the proposal for Bishopthorpe Road (part)

Annex C – précis of representations received to the South Bank Avenue proposal

Annex D – plan of the recommended residents parking area as an extension of R57C Nunthorpe Grove to include South Bank Avenue

Annex E – précis of representations received to the St Aubyn's Place proposal

Annex F – plan of the recommended residents parking area as an extension of R59 Trentholme Drive to include St Aubyn's Place

Annex G – précis of representation received to the Bishopthorpe Road extension proposal

Annex H – objection and petition header to the proposed extended scheme to include Bishopthorpe Road (part)

Annex I – plan of the advertised proposed residents parking area as an extension of R58C

Annex J – plan of the recommended extended R58C Residents parking area excluding 230 – 272 Bishopthorpe Road

CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/27)
TRAFFIC ORDER 2017

Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4, 32, 35, 45, 46, 53 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act, proposes to make an Order which will have the effect of:

1. Introducing 'No Waiting at any time' restrictions in York as follows:
 - (i) Mansfield Street, on its south east side, between points 4 metres (terminal point of existing 'No Waiting at any time' restrictions) and 12.5 metres north east of the north eastern highway boundary line of Foss Island Road, thereby revoking the existing 'No Waiting' Mon-Sat 8am to 6pm restrictions from within that length;
 - (ii) Bishopfields Drive, on its north eastern side, between a point 26.5 metres north west of the projected north western kerbline of Phoenix Boulevard and point 21 metres south east of the projected south eastern kerbline of Phoenix Boulevard;
 - (iii) Bishopsfields Drive, on its north eastern side, between a point 40 metres and 43.5 metres north west of the projected north western kerbline of Phoenix Boulevard;
 - (iv) Bishopfields Drive, on its south western side, between a point 39 metres north west of the projected north western kerbline of Phoenix Boulevard and point 47 metres south east of the projected south eastern kerbline of Phoenix Boulevard;
 - (v) Bishopfields Drive, on its north western side, between the projected south western kerbline of Bishopfields Drive south west for 6.5 metres;
 - (vi) Bishopfields Drive, on its south eastern side, between the projected south western kerbline of Bishopfields Drive south west for 4 metres;
 - (vii) Phoenix Boulevard, on both sides, between the projected south western kerbline of Leeman Road south west for 37 metres;
 - (viii) Phoenix Boulevard, on both sides and turning heads, from the projected south western property boundary line of No. 52 Phoenix Boulevard south west for the remainder of its length;
 - (ix) Watson Street, on its north west side, between points 43.5 metres and 48 metres north east of the highway boundary line on the north side of Holgate Road;

2. Introducing a Residents' Priority Parking Zone (Zone) for all classes of Residents' Priority Permit Holder comprising of Bishopfields Drive, Hardisty Mews and Phoenix Boulevard, York the said Zone to be identified as Zone 61, that Zone to include all properties adjacent to and having direct private access to the said roads;

3. Designating those existing unrestricted lengths of Bishopfields Drive, Hardisty Mews and Phoenix Boulevard York within the proposed Zone described in paragraph 2 as a Residents' Priority Parking Zone for use only by Zone R61 'Permit Holders' thereby providing unlimited parking for Permit Holders, the said lengths being identifiable by the placement of upright traffic signs at the Area 'entry' and 'exit' points (as opposed to the placement of Residents' Parking signs and road markings adjacent to the kerb);

4. Re-defining 'Residents' Priority' parking area thereby bringing within the R57 zone South Bank Avenue and the residential properties numbered 64 Nunthorpe Grove, 147-153 (odd) Bishopthorpe Road, 1-37 (odd), and 4-118 (even) South Bank Avenue, thereby providing unlimited parking for Permit Holders in unrestricted lengths of South Bank Avenue, the said lengths being identifiable by the placement of upright traffic signs at the Area 'entry' and 'exit' points (as opposed to the placement of Residents' Parking signs and road markings adjacent to the kerb).

5. Re-defining 'Residents' Priority' parking area thereby bringing within the R58 zone all properties on Beresford Terrace, Butcher Terrace, Finsbury Avenue, Finsbury Street, Reginald Grove, Terry Street and the residential properties numbered 156-274 (even) Bishopthorpe Road, thereby providing unlimited parking for Permit Holders in unrestricted lengths of Beresford Terrace, Butcher Terrace, Finsbury Avenue, Finsbury Street, Reginald

Grove, Terry Street and also the east side of Bishopthorpe Road between its junctions with Butchers Terrace and Reginald Grove. The said lengths being identifiable by the placement of upright traffic signs at the Area 'entry' and 'exit' points (as opposed to the placement of Residents' Parking signs and road markings adjacent to the kerb).

6. Re-defining 'Residents' Priority' parking area thereby bringing within the R59 zone all the residential properties on St Aubyn's Place, thereby providing unlimited parking for Permit Holders in unrestricted lengths of St Aubyn's Place, the said lengths being identifiable by the placement of upright traffic signs at the Area 'entry' and 'exit' points (as opposed to the placement of Residents' Parking signs and road markings adjacent to the kerb).
7. Re-defining 'Residents' Priority' parking area thereby bringing within the R60 zone all properties on Cecila Place, Cleveland Street, Railway Terrace, St Paul's Square, St Paul's Terrace, Upper St Paul's Terrace, Watson Street, Watson Terrace and the residential properties numbered 96, 98, 124 and 126 Holgate Road, 1-17 (odd), and 2-20 (even) Wilton Rise, thereby providing unlimited parking Monday to Saturday for Permit Holders in unrestricted lengths of Cecila Place, Cleveland Street, Railway Terrace, St Paul's Square, St Paul's Terrace, Upper St Paul's Terrace, Watson Street, Watson Terrace and Wilton Rise between its junction with Railway Terrace and the southern property boundary of No. 20 Wilton Rise the said lengths being identifiable by the placement of upright traffic signs at the Area 'entry' and 'exit' points (as opposed to the placement of Residents' Parking signs and road markings adjacent to the kerb). Thereby revoking the existing Access Restriction on St Paul's Square, York.
8. Introducing 24 hour Parking Places, providing a limited parking period of 120 minutes with a 120 minutes 'No Return' period, on Watson Street, York;
 - (i) on its north west side, between points 20 metres (terminal point of existing 'No Waiting at any time' restrictions) and 43.5 metres (terminal point of existing 'No Waiting at any time' restrictions) north east of the highway boundary line on the north side of Holgate Road;
 - (ii) on its north west side, between points 48 metres (terminal point of existing 'No Waiting at any time' restrictions) and 58 metres (terminal point of existing 'No Waiting at any time' restrictions) north east of the said line;
 - (iii) on its south east side, between points 108 metres (terminal point of existing 'No Waiting at any time' restrictions) and 119 metres (terminal point of existing 'No Waiting at any time' restrictions) north east of the said line.
9. Amendment to the eligibility of commercial permits to allow staff members of an education establishment for 0 to 18 year olds that does not have off street parking provision at the time the residents parking zone is implemented to apply for commercial permits within a 'Residents' Priority' parking area.

A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 15th day of September 2017.

Dated 18th August 2017

Director of Economy and Place
Network Management, West Offices, Station Rise, York, YO1 6GA
Email: highway.regulation@york.gov.uk

CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (No 14/27)
TRAFFIC ORDER 2017
CORRECTION TO PUBLISHED NOTICE

Paragraph 5 of the above Notice of Proposals published in The Press and On-Street on 18th October 2017 erroneously referred to the proposed re-defining of the 'Residents' Priority' Parking for the R58 Zone to include the residential properties numbered 156 to 274 Bishopthorpe Road. The addresses subject of proposed re-defining should have read the residential properties numbered 156 to 274 (even only) Bishopthorpe Road and the said Notice of Proposals should be read accordingly.

Dated the 29th October 2017

Director of Economy and Place
West Offices, Station Rise, York, YO1 6GA
Email: highway.regulation@york.gov.uk

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ANNEX C

Comment	
<p>Regarding the proposed Residents parking –</p> <ul style="list-style-type: none"> -Work out the amount of available parking and only sell permits for that amount of cars -Make sure the parking is regulated and enforced so that people who park leaving half/three quarter length gaps are stopped -Parking bays per household would stop many of the problems that are going to arise. 	<p>This would need to be looked at through a city wide policy change to existing regulations for Residents Priority parking schemes.</p>
<p>Object to having ResPark on Nunthorpe Grove as existing, opportunity to express my dissatisfaction with the current imposition. Having a permit scheme where the vast majority of residents have driveways seems unfair to those wanting to use the road. Now feels less communal. Want to live on a street where friends and family can freely park and not worry about giving them a permit. Not territorial and feel we should live in a care free society. Even when the street was busy it made no difference to the well being of residents.</p>	<p>As with the implementation of a scheme a majority of residents must be in favour of removing a zone before further consultations can take place. This should be done in the form of a petition.</p>
Objection	
<p>Business owner on SBA with many customers visiting by car. The introduction of permits would be costly for our business and inconvenient for customers and may put them off visiting. Parking is not an issue during the day and is more problematic on an evening therefore I fail to see what benefit there will be. Concerned for fellow business owners in the area.</p>	<p>The proposed scheme would only allow a 10 minute wait for non permit holders. Customers would need to find alternative unrestricted on street parking. Alternatively a 2 hour parking bay is available on Bishopthorpe Road near Cameron Walker Court.</p>
<p>Object to 151-153 Bishopthorpe Road being included as they are non residents with no vehicular access. There is still unrestricted parking on Bishopthorpe Road or they could join R58C opposite.</p>	<p>After representation being received It was agreed at the last executive member decision session to advertise a proposal to include these properties as they have pedestrian access onto South Bank Avenue</p>

<p>Object to implementing ResPark on my street. There is not a problem with parking. I have never known there not to be many free spaces on the upper part of South Bank Avenue. Cannot afford the charges. Charges disproportionately penalise those on lower income, the higher the cars emissions the more a resident pays, the older the car the higher the emissions. Proposal also included properties with drives, those able to afford a house with off street parking will not have to pay for a permit, this is surely unfair. Area should be reconfigured to exclude Upper South Bank Avenue.</p>	<p>If a parking scheme is implemented excluding part of a street it has been proven that this section will be inundated with non residential parking and people avoiding paying for visitors etc. Properties with off street parking still have the chance to vote as they are part of the community involved with the change and will still need to purchase permits for visitors, work trade vehicles, second cars etc.</p>
<p>As a resident of South Bank Avenue I want to object to the scheme. I do not believe this is in the best interest of residents. It is in reality a money making scheme. There is plenty of available on street parking. This will divide and shatter the community. Ill conceived plan will cost residents at least £200 extra a year.</p>	<p>Residents' priority parking schemes are only consulted on after support from residents has been received. New schemes are then only progressed if the majority of residents are in favour.</p>
<p>Objection from Nunthorpe Grove</p>	
<p>As a resident of Nunthorpe Grove I object to the extension due to increased parking and traffic on Nunthorpe Grove. As a mother with a child who plays in the street my concern would be his safety.</p>	<p>Noted</p>
<p>Object to the extension. Allowing vehicles from South bank Avenue to park in the Grove would increase the congestion and access problems caused by alternative parking too close together. Sometimes difficult to access drives when vehicles are parked opposite, this would increase if a larger number of vehicles can park. Sightlines at junction already blocked and more vehicles on the Grove would increase the difficulty. More parking will take place at the junction making passing and entering Nunthorpe Grove more difficult. South Bank Avenue should have its own zone number to avoid unnecessary congestion and access issue.</p>	<p>Noted</p>

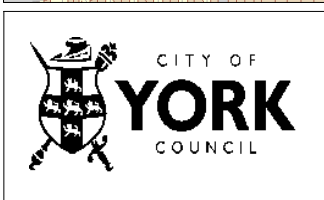
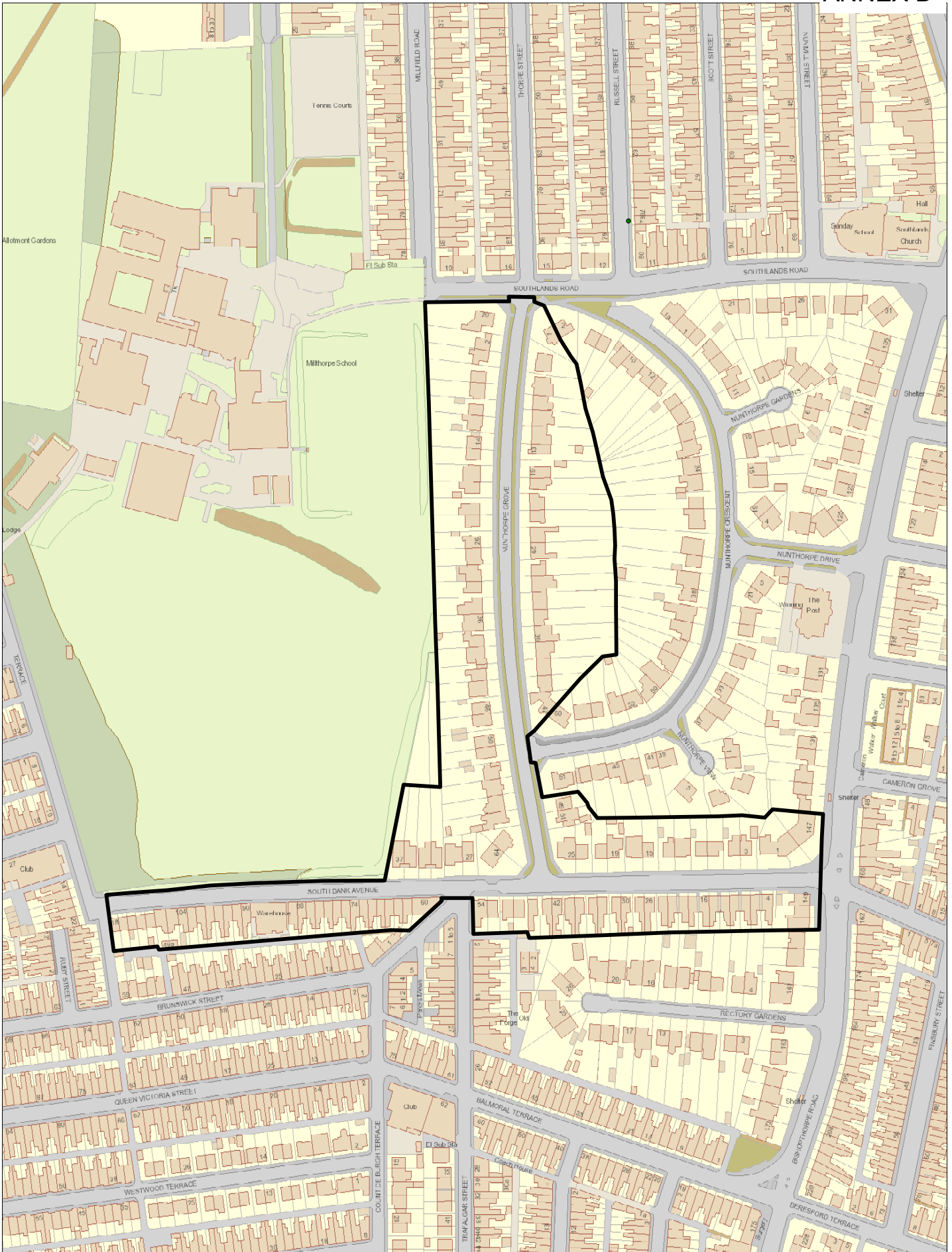
<p>Since the introduction of R57 the previous long standing traffic problems has greatly improved. The verges are now nice and green again so why should residents of adjacent streets park there once more and spoil them. Residents have paid to improve there driveways to park off street, this has greatly improved the street view so why should others now come and park there. A separate ResPark zone should be created for South Bank Avenue. If the proposal goes ahead then a by-law should be set up to prevent verge parking.</p>	<p>If implemented their should still be no need for residents to park on grass verges. Non residential parking will be removed leaving more available space on South Bank Avenue for residents.</p>
<p>Strongly object to the extension. I was not given the opportunity to object to the original scheme in Nunthorpe Grove. It is impossible to provide off street parking at my property therefore I have no option but to buy a permit. Parking is already difficult as most properties have a drive and the street is too narrow to park opposite. If the scheme is extended I will be paying for a permit for no reason as the parking conditions will be the same as before ResPark was implemented. South Bank Avenue should have its own separate zone to prevent visitor overspill in both directions.</p>	<p>Every property on Nunthorpe Grove were hand delivered letters at each stage the R57 Scheme was proposed and implemented.</p>
<p>Object to the extension of Nunthorpe Grove. When we voted for the priority parking we were not informed of any likely hood of the area been extended. South bank Avenue should have its own zone.</p>	<p>Noted</p>
<p>Object to the extension. We agreed and voted for our street to become ResPark as it was becoming problematic with non residents parking. If the proposed extension comes in force we will be back to square one. South bank Avenue should have its own zone.</p>	<p>Noted</p>

<p>Strongly object to extend the existing R57 Scheme. Any extension would instigate a return to the widespread disruption long suffered by Nunthorpe Grove residents before the scheme was introduced. The road and footpaths are now safe to use, grass verges are undisturbed and resident's access has improved. Extending the scheme is not a viable option. The most effective solution would be for a separate scheme to be implemented. This would create a fair and even distribution of excess vehicles instead of shifting the problem back to Nunthorpe Grove, which has seen a successful ResPark implementation.</p>	<p>If a separate scheme is implemented there would be no alternative parking available for either zone should there be gully cleaning or resurfacing works taking place, along with no additional provision for visitors etc.</p>
<p>As a resident of Nunthorpe Grove I oppose the proposed extension. South Bank Avenue should have a separate scheme and residents be informed that this is likely to expand in the future. Currently we have reduced traffic due to it being a no through road which makes it safer for children. Expanding the zone will cause residents of SBA to drive up and down looking for parking. Majority of properties have off street parking this reduces the available on street parking due to driveways. The street is not wide enough for two sided parking. Priority parking should prioritise those living on the street not the adjoining or near by streets. Extending R57 does not serve the common good for Nunthorpe Grove residents.</p>	<p>Residents' parking does not give drivers permission to cause an obstruction to the highway or off street parking provisions.</p>
<p>Object to R57 being extended. Because a lot of South Bank Avenue properties do not have off street parking we envisage many will encroach into Nunthorpe Grove, not only residents but visitors and work vehicles. Thereby bringing more traffic which we voted to do away with in the first place.</p>	<p>Removing non residential parking from South Bank Avenue will create a better opportunity for residents to park close to their property.</p>

Object to the extension as it is highly likely to cause notable congestion on Nunthorpe Grove. Nunthorpe Grove contains enough traffic and parking is at a capacity, an extension will encourage people from surrounding area to use the street for surplus parking. Double parking could prevent large emergency vehicles accessing the whole of Nunthorpe Grove, we object to further traffic and parking. We anticipate that that people would park intermittently at the top end to utilise popping to the shops, especially near the turning area. Introduce a separate scheme for South Bank Avenue.

Residents' parking does not give permit holders permission or consent to cause an obstruction to the highway or highway users. It also does not give residents permission to obstruct private driveways. If turning areas are constantly blocked then a request for restrictions can be added to the annual review.

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R57C Proposed new extended boundary

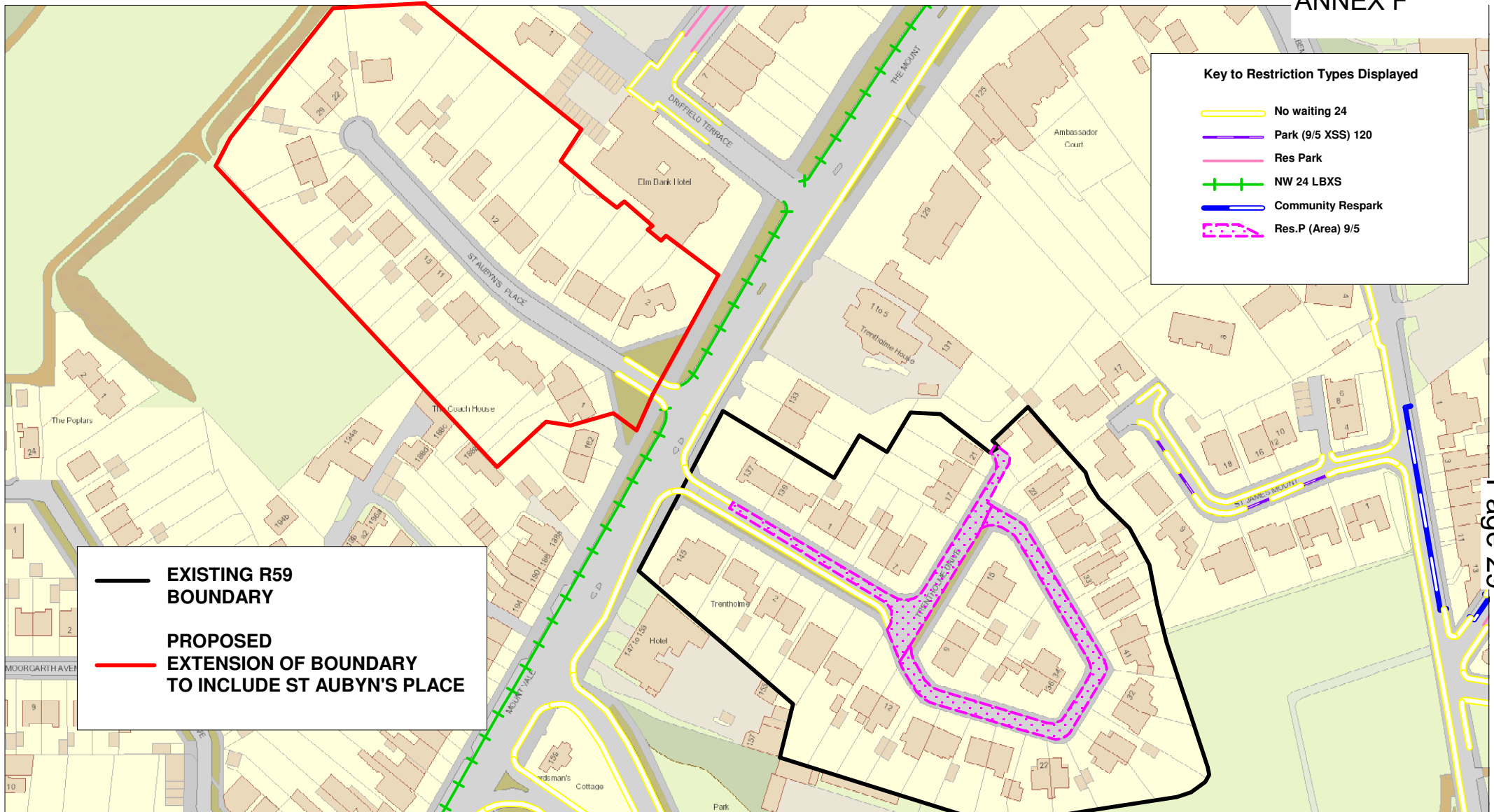
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DATE	July 2017
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Details of Representations Received

	OBJECTION	OFFICER COMMENTS
1.	<p>RESIDENT OF TRENTHOLME DRIVE</p> <p>I wish to raise an objection regarding the parking scheme which 'for administrative purposes' has been given the existing R59 scheme on Trentholme Drive. This is a totally different street on the opposite side of the main highway which requires its own scheme number. Due to the physical nature of the layout of Trentholme Drive NO FURTHER TRAFFIC should be allowed permission for parking - if not residents of that street. Such is the layout of Trentholme Drive; access is difficult enough without additional overspill from other streets in the vicinity.</p>	<p>St Aubyn's Place is a small cul-de-sac of 25 properties. Trentholme Drive is a no-through road crescent of 44 properties.</p> <p>There are currently 10 household Resident Parking permits issued for R59: Trentholme Drive. A further 25 properties have authorisation cards to purchase visitor permits.</p> <p>There are 25 properties on St Aubyn's Place and as all properties on street have an off-street parking amenity we expect that not many occupants will require a Household permit, most will only use the facility for visitor parking.</p> <p>Consequently we do not anticipate that residents of St Aubyn's Place will overspill onto Trentholme Drive unless parking is prevented on their own street for utility or highway works.</p>
2.	<p>RESIDENT OF ST AUBYN'S PLACE</p> <p>I would like to confirm my earlier suggestion of one side parking on alternate days as an alternative scheme.</p> <p>The width of the road has not been considered as it is too narrow to accommodate parking on both sides of the</p>	<p>There is no practicable way of introducing this suggestion; the resulting regulatory signage would be very large, have to be placed every 30m on both sides of the street and provide what would be a visual intrusion.</p>

<p>carriageway. When this occurs the refuse wagon cannot pass.</p> <p>Cars park on the footpath causing pedestrians to walk in the road. I am surprised you have condoned this as I thought it was illegal.</p> <p>I would like to know if you will take any action on these points.</p>	<p>The petition was raised because the majority of parking on St Aubyn's Place is not resident related.</p> <p>This scheme will remove a significant proportion of the parking taking place on a daily basis. St Aubyn's Place is a convenient parking place for shoppers and guests of nearby Hotels.</p> <p>The area will be monitored after the scheme is implemented to ascertain whether instances of obstructive parking are taking place. At this time small sections of waiting restrictions could be considered if necessary.</p> <p>Vehicles parking on the footway may still take place after the scheme is introduced, but they will require a permit and consequently such parking will be reduced and resident related. Any vehicle without displaying a permit during the operational hours can receive a penalty charge notice.</p> <p>Currently, the cul-de-sac is unrestricted and enforcement of obstructive parking on carriageway and footway can only be enforced by North Yorkshire Police.</p>
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— EXISTING R59 BOUNDARY

— PROPOSED EXTENSION OF BOUNDARY TO INCLUDE ST AUBYN'S PLACE

Key to Restriction Types Displayed

- No waiting 24
- Park (9/5 XSS) 120
- Res Park
- NW 24 LBXS
- Community Respark
- Res.P (Area) 9/5



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R59: Proposed Boundary to include St Aubyn's Place

SCALE	1 : 1750
DATE	10/08/2017
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ANNEX G

In Support	
Pleased that the consultation supported the scheme and look forward to the implementation. The situation in Finsbury Street has worsened	Noted
Strong support for the extension of R58C to include Finsbury Street etc. I would suggest a limited period of 30m but no longer as this may encourage people to still park for Rowntree Park	The advertisement is for a 'zone' with entry signage this gives an automatic period of 10minutes for loading and unloading which will prevent parking for any length of time.
Support the scheme. This should result in an improvement to grass verges and ensure refuse collections are unhindered. Could also benefit park & ride. Would be lovely to live in a residential area again instead of a free car park	Noted
Support the scheme. This will make it possible to park again and will result in an overall improvement in the environment to residents. An excellent initiative that adheres to 'The Council Plan 2015 to 1019' A Council that listens to residents (67% in support/33% against)	Noted
100% behind the councils decision for 24/7 residents parking in Finsbury Avenue. Sometimes it is barely possible to drive into the avenue due to cars on corners and grass verges. Scheme must go ahead s.a.p	Noted
Against Bishopthorpe Road section 230 - 274	
Lived at address for 13 years, both own vehicles and never experienced a problem with parking. I do not see why we should start paying for something that is not necessary. Sceptical this is a money making scheme. Once introduced it will not be policed properly, no parking warden has been sported whilst walking near the existing residents parking zones.	All proposed residents parking schemes are resident driven where a majority must be in favour. Parking hotline is available at all times to report illegal parking within zones.
People will continue to park on the opposite side and think it is unfair that I have to pay to park and people opposite do not.	The proposal was only for one side to be included at this time as petitions were received from streets located off that side of Bishopthorpe Road.
Serious concern of the dramatic effect introducing permits on one side of the road and not the other will cause. We envisage many neighbours opposite will park on our side making it totally impossible for many of us to park near our own property. The most realistic and fair solution would be to introduce ResPark for both sides of Bishopthorpe Road. I respectfully ask you take this into consideration.	As above. If a petition was received from the 'odd' numbered properties along Bishopthorpe Road then this would be considered in the same way.

<p>The west side of Bishopthorpe Road will be directly impacted as cars from the east side park on both sides of the road. If restrictions are implemented on one side then visitors and second cars will be parked on the west side with the west side residents not being able to park on the east of Bish Rd. If restrictions are imposed then residents on both sides should be able to use the proposed residents parking areas.</p>	<p>If a petition was received from residents on the west side of Bishopthorpe Road then this would be considered in the same way.</p>
<p>The proposed scheme seems totally unnecessary and imposes undesirable restrictions on residents. There is plenty of parking on this section of Bishopthorpe Road and have never had problems in parking. This area is beyond the range for people walking to town so little demand on parking. Visitors have never had problems with parking nearby. One of the reasons I moved to this address was the available on street parking without restrictions. The scheme makes living in the area less attractive.</p>	<p>Noted</p>
<p>Reside within the odd numbered section of Bishopthorpe Road and vehemently oppose the extension. It will cause chaos on all sides, any chance of getting a space on my side will cease as residents will park opposite. Don't have a problem parking so why create one.</p>	<p>Noted</p>
<p>Object to the proposal. The consultation had flaws. The meeting was held during the day so residents who work etc were unable to attend. Consultation did not include 177 – 211 Bishopthorpe Road even though they will be directly affected. Majority of my neighbours and I do not feel this section has a parking problem. Permit prices are disproportionate compared to the rest of Yorkshire and visitor permits are the most expensive I've found. Petition is included from this section of residents who are against the scheme.</p>	<p>Residents parking prices are set at full council committee within a budget report on an annual basis.</p> <p>Petition included as an annex within report.</p>
<p>General objection</p>	
<p>Object to making more street along the river permit parking. There is a lovely walk but if people are not lucky enough to live nearby where are they going to park. Rowntree car park is not an option as coming from Woodthorpe direction the amount of traffic to sit in, which does not need cars added to it, means this is not an option. What options are now available to walk by the river.</p>	<p>Noted</p>

ANNEX H

Objection with attachment.

Dear City of York Council

I would like to put forward my objections to the residents priority parking for the Beresford Terrace, Finsbury Avenue, Bishopthorpe Road numbered 156 to 274 and Reginald Grove area.

I feel the consultation had various flaws. The consultation meeting was held during the day so any residents who work or have childcare commitments were unable to attend. The consultation also did not include numbers 177 to 211 Bishopthorpe Road, even though their house numbers are included on the consultation results and they will be directly affected by the introduction of the scheme.

I did vehemently object to the residents parking initially but got a very unsatisfactory reply that did not address all the points I raised.

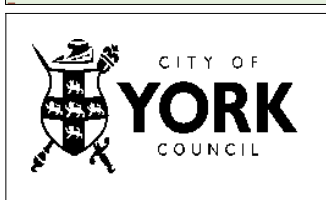
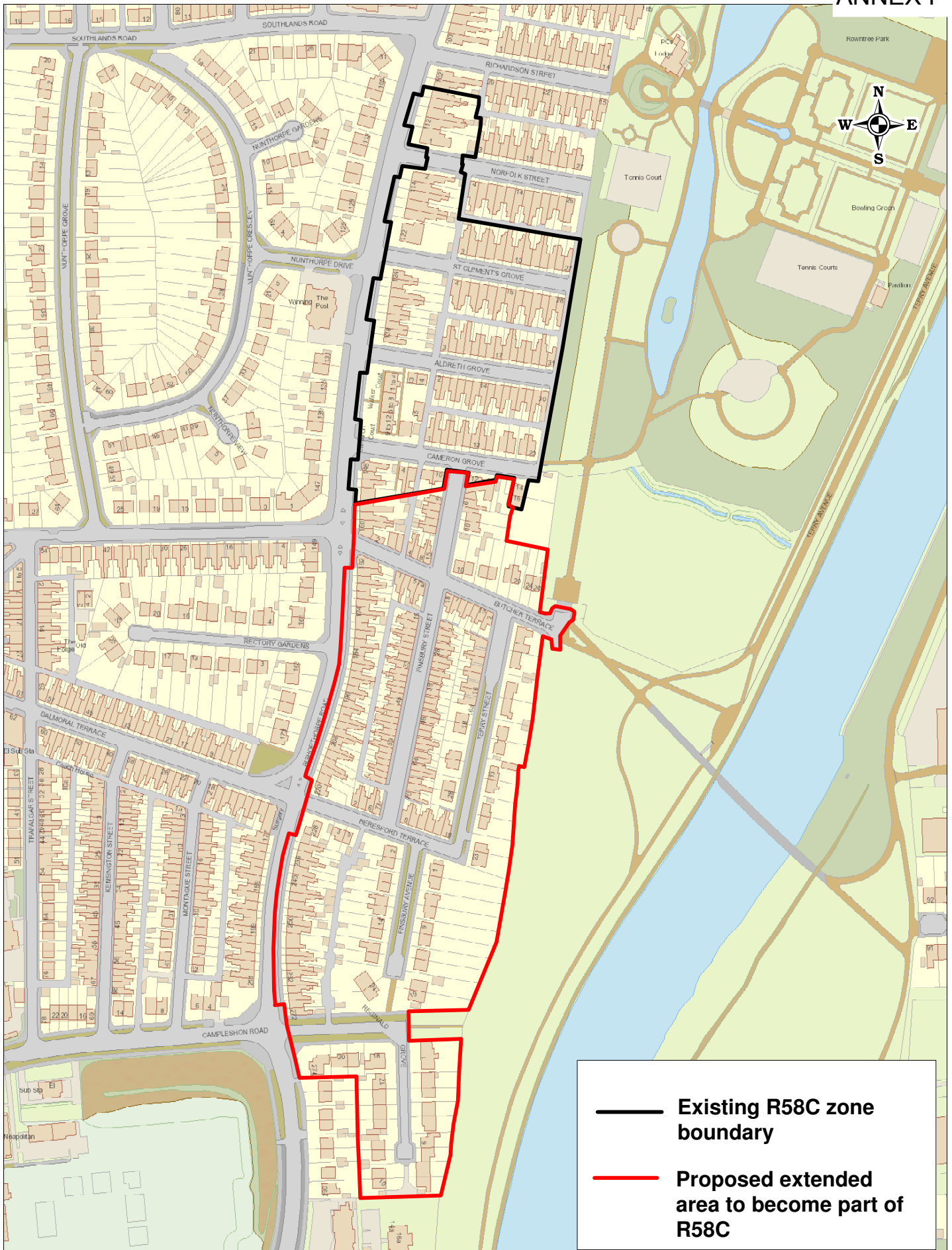
The majority of my neighbours and I do not feel that numbers 177 to 274 Bishopthorpe Road have a parking problem and as Finsbury Avenue and Reginald Grove are mostly semidetached with off-street parking they can't have a problem parking at their houses either so why do we need the ResPark scheme introducing now?

I also feel that the residents permit prices are disproportionate compared to the rest of Yorkshire, Leeds is free, Hull charge £20, Harrogate £60, Scarborough £17, and the visitors permits are the most expensive I've found. York residents parking charges are on a par with some boroughs in London, Ealing for example charges £98 a year for the first car but upon renewal they are cheaper charging £83. People in London are generally on higher salaries because of London weighting so how can City of York council justify their charges?

I would like to ask for the consultation to be repeated and include numbers 177 to 211 Bishopthorpe Road. I include a list of signatures of local residents who are against residents permit parking and the proposed scheme in its present form. I have the original paper copy if needed. Out of the households I have spoken to 93% are against the proposed ResPark scheme.

NAME	ADDRESS	SIGNATURE	AGAINST RESIDENTS PARKING
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R58C - Consultation on the proposed extended zone boundary

SCALE 1 : 3000

DATE Jan 2017

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Decision Session
Executive Member for Transport and Planning

16 November 2017

Report of the Director of Economy and Place

Consideration of the objections received to the advertised proposal to amend the Traffic Regulation Order to include Residents' Priority Parking in the Holgate Ward for: Holgate Central

Summary

1. To report the objections received within the legal consultation period for the consideration of the Executive Member for Transport and Planning and request a decision from the options given.

Recommendation

2. It is recommended that approval be given to implement the advertised proposal to amend the York Parking, Stopping and Waiting Traffic Regulation Order to introduce Residents' Priority Parking Area as outlined in Option One:

Reason: To progress the majority views of the residents consulted and to take into consideration the needs of the schools and churches in the area

Background

3. Petitions were received from Railway Terrace and St Paul's Terrace. In addition, we received details of a wider consultation undertaken in the area indicating there is reasonably strong support for residents parking in the surrounding streets. These were reported to the Executive Member for Planning and Transport at a public decision session on 10th November 2016. The Executive Member requested we undertake a formal consultation over a wider area, including the private streets of Enfield Crescent and Wilton Rise (part) to ascertain the level of support.

The reports and decision notices are available to view on the website.

4. On 22nd June the Executive Member considered the results of the consultation undertaken and decided to advertise an amendment to the Traffic Regulation Order to introduce Residents' Priority Parking as an extension of the existing R60 scheme to be known as Holgate Central. The reports and decision notices are available on the website.
5. The Executive Member decided to take the needs of the wider community into consideration and provide some parking amenity for:
 - St Pauls CE Church and the York Spiritualist Centre on a Sunday by introducing a Monday to Saturday scheme.
 - St Pauls Primary and Nursery Schools by permitting employees of those educational establishments to purchase a commercial permit for the R60 zone.

Advertised Proposal

6.
 - a) Extending the R60 Residents' Priority Parking Area to include the consultation area with the exception of the private streets and St Paul's Mews.
 - b) Marked parking bays on Watson Street to allow 2 hour parking for non-permit holders.
 - c) Adjusting the eligibility requirements of Commercial Permits to allow staff from St Paul's Nursery School and St Paul's CE Primary School to purchase permits to park.

A copy of the Plan clarifying the boundary of the scheme advertised is included as Annex A.

A copy of the Advertised Notice of Proposals is included as Annex B (highlighted items refer to Holgate Central)

Objections received (Full details with officer comments are included as Annex C)

7. **Précis of Objections (including comments and requests)**
 - Request from residents of Endfield Crescent (without on-street frontage) to be able purchase visitor or household permits in the scheme.
 - Request from the York Spiritualist Centre for 9am to 5pm

operational times to allow parking amenity for their evening events/meetings

- Request from St Paul's Nursery School for cheaper permits and dedicated spaces allocated for staff
- Request from St Paul's CE Primary School for a different type of permit which is transferrable between staff members and one of less cost
- Objection from Councillor Crisp and some residents to the proposal to adjust the eligibility requirements of Commercial Permits to allow staff from St Paul's Nursery School and St Paul's CE Primary School to purchase permits to park, the general consensus of opinions on this part of the proposal is:
 - I. School employees should not be allowed parking at all
 - II. if permits are allowed, then there should be a cap on the number issued
 - III. Further consultation on this issue should take place with residents
- Objection from Residents to the advertised hours of operation; requesting:
 - I. Further consultation
 - II. 7 days a week (to exclude church parking and Sunday shoppers)
- Objection from Residents to the scheme in total
 - I. The scheme will not improve the parking situation
 - II. It will displace the parking elsewhere
 - III. It is vindictive to remove the free parking
 - IV. Reduces access to the Spiritualist Centre and Church
 - V. Permits are expensive compared with other authorities
 - VI. Insufficient support demonstrated in the consultation
- Concerns raised about the maintenance of roads
- Request for the removal of the single yellow line on Watson Terrace
- Request for additional clarity on waiting times for non-permit holders

Options with Analysis

8. **Option 1 (Recommended Option): Implement as advertised (as detailed at paragraph 6) with a concession for the property on Enfield Terrace (private street) as outlined in item 1, Annex C**

Analysis

9. This is the recommended option because:
It better reflects the residents' views from the consultation process whilst giving some consideration to the needs of the wider community.

The objections raised in the legal consultation period were similar to the issues raised in the first consultation and have already been considered. The views expressed are conflicting; the schools and Spiritualist Centre would like further concessions regarding permits and times of operation which conflicts with some objections received to the school being permitted permits and requests for a 24 hour, 7 day a week restriction. The advertised proposal is a balanced proposal taking into account some of the needs of the wider community as well as the residents views.

10. **Option 2: Further Consultation**

Undertake an additional consultation before implementation on the:

1. Times of operation
2. School Permits

The results of the additional consultation to be brought back to the Executive Member before proceeding.

Analysis

11. This is not the recommended option because:-
Further consultation on the logistics of the scheme would allow residents additional opportunity to select their preferred hours of operation. However, the results are unlikely to be conclusive due to the conflicting viewpoints already received.

Additional consultation would delay implementation of the scheme by 3 to 6 months and depending on the results we may require additional legal advertisement.

12. **Option 3: Implementation with reduced Operational Hours**

Uphold the objection from the Spiritualist Centre and introduce a 9am - 5pm Scheme, Monday to Saturday to allow unlimited evening parking.

Analysis

13. We could introduce a scheme Mon to Sat, 9am to 5pm without further advertisement (lesser restriction).

This is not the recommended option because:

An influx of 80 -100 attendees at an evening meeting with the level of parking this brings would undermine the parking amenity of residents at a time when they need it most.

We have received conflicting objections to the proposal because we are not proposing a full time 24 hour scheme which was the preference of the majority of residents who registered one.

There are two hour bays proposed and existing 90 minute parking on Holgate Road nearby which can be used if available.

Evening visitors to the Spiritualist Centre who have mobility issues and in possession of a disabled permit (blue badge) will be able to park in any available space within the zone.

14. **Option 4: Implementation in part**

Uphold the objections received to school employees being eligible for permit parking by not implementing this part of the proposal or re-advertising the proposal to introduce a limit on the number of permits we can issue to school employees.

Analysis

15. This is not the recommended option because:-
The schools would be disadvantaged by the scheme. We assume the area is currently used for school parking and we have received no indication that school employees have difficulty finding space in the area. Because other commuter parking would be removed, space should be available for residents during the school working day.

Re-advertising a proposal to limit the number of permits issued to school staff would delay the implementation of the scheme.

16. **Option 5: Re-advertise the proposal to introduce a full-time scheme**

Uphold the objections received to the proposed times of operation and re-advertise the proposal to operate 24 hours, 7 days a week.

Analysis

17. This is not the recommended option because:-
The Church and Spiritualist Centre are considered to be part of the wider community and the advertised proposal gives additional opportunities for the congregation and members for parking on a Sunday.

18. **Option 6: Non-implementation**

Uphold the objections to the full proposals and take no further action at this time.

Analysis

19. The issues raised during the formal consultation are common to many Parking schemes when first introduced. It is very unlikely that a scheme could be devised that would satisfy everyone.

This is not the recommended option because:
a significant proportion of residents have indicated the parking situation is not acceptable in the area and have requested Residents' Parking.

Consultation

20. The notice of proposals was mounted on street throughout the area and advertised in The Press.

Details were:

- hand delivered to all properties in the proposed area
- hand delivered to Enfield Crescent, Wilton Rise (part) and St Paul's Mews
- posted or emailed to non-residents who had expressed an interest during the consultation period
- sent to Housing Services (Cecilia Place)
- discussed with Parking Services

Council Plan

21. The above proposal contributes to the City Council's draft Council Plan:
- A prosperous city for all
 - A council that listens to residents

Implications

22. This report has the following implications:

Financial – Residents parking schemes are self financing once in operation. The £5k allocated within the core transport budget will be used to progress the proposed residents parking schemes.

Human Resources – None

Equalities – None

Legal – The proposals require 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

Authors:

Sue Gill
Traffic Project Officer
Transport
Tel: (01904) 551497

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director: Economy & Place

Report Approved: ✓

Date: 2/11/17

Wards Affected: Holgate

All

For further information please contact the author of the report.

Annexes:

Annex A: Plan of Advertised Property Boundary

Annex B: Notice of Proposals

Annex C: Full details of Objections Received



ANNEX A



**PROPOSED PROPERTY
BOUNDARY EXTENSION
OF
R60:HOLGATE CENTRAL**



**PROPOSED MARKED
BAYS TO ALLOW
2 HOURS FOR
NON-PERMIT
HOLDERS**

**HOLGATE CENTRAL
RECOMMENDED
OPTION**



DRAWING TITLE

SCALE	1 : 1564
DATE	19/05/2017
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CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/27)
TRAFFIC ORDER 2017

Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4, 32, 35, 45, 46, 53 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act, proposes to make an Order which will have the effect of:

1. Introducing 'No Waiting at any time' restrictions in York as follows:
 - (i) Bishopsfields Drive, on its north eastern side, between a point 26.5 metres north west of the projected north western kerblines of Phoenix Boulevard and point 21 metres south east of the projected south eastern kerblines of Phoenix Boulevard;
 - (ii) Bishopsfields Drive, on its north eastern side, between points 40 metres and 43.5 metres north west of the projected north western kerblines of Phoenix Boulevard;
 - (iii) Bishopsfields Drive, on its south western side, between a point 39 metres north west of the projected north western kerblines of Phoenix Boulevard and point 47 metres south east of the projected south eastern kerblines of Phoenix Boulevard;
 - (iv) Bishopsfields Drive, on its north western side, between the projected south western kerblines of Bishopsfields Drive south west for 6.5 metres;
 - (v) Bishopsfields Drive, on its south eastern side, between the projected south western kerblines of Bishopsfields Drive south west for 4 metres;
 - (vi) Mansfield Street, on its south east side, between points 4 metres (terminal point of existing 'No Waiting at any time' restrictions) and 12.5 metres north east of the north eastern highway boundary line of Foss Island Road, thereby revoking the existing 'No Waiting' Mon-Sat 8am to 6pm restrictions from within that length;
 - (vii) Phoenix Boulevard, on both sides, between the projected south western kerblines of Leeman Road south west for 37 metres;
 - (viii) Phoenix Boulevard, on both sides and turning heads, from the projected south western property boundary line of No. 52 Phoenix Boulevard south west for the remainder of its length;
 - (ix) St Paul's Mews, on both sides, from the projected south eastern kerblines of Watson Street south east for 16 metres;
 - (x) Watson Street, on its north west side, between points 43.5 metres and 48 metres north east of the highway boundary line on the north side of Holgate Road.
2. Introducing a Residents' Priority Parking Zone (Zone) for all classes of Residents' Priority Permit Holder comprising of Bishopsfields Drive, Hardisty Mews and Phoenix Boulevard, York the said Zone to be identified as Zone 61, that Zone to include all properties adjacent to and having direct private access to the said roads.
3. Designating those existing unrestricted lengths of Bishopsfields Drive, Hardisty Mews and Phoenix Boulevard York within the proposed Zone described in paragraph 2 as a Residents' Priority Parking Zone for use only by Zone R61 'Permit Holders' thereby providing unlimited parking for Permit Holders, the said lengths being identifiable by the placement of upright traffic signs at the Area 'entry' and 'exit' points (as opposed to the placement of Residents' Parking signs and road markings adjacent to the kerb).
4. Re-defining 'Residents' Priority' parking area thereby bringing within the R57 zone South Bank Avenue and the residential properties numbered 64 Nunthorpe Grove, 147-153 (odd) Bishopthorpe Road, 1-37 (odd), and 4-118 (even) South Bank Avenue, thereby providing unlimited parking for all classes of Residents' Priority Permit Holders in unrestricted lengths of South Bank Avenue, the said lengths being identifiable by the placement of upright traffic signs at the Area 'entry' and 'exit' points (as opposed to the placement of Residents' Parking signs and road markings adjacent to the kerb).
5. Re-defining 'Residents' Priority' parking area thereby bringing within the R58 zone all properties on Beresford Terrace, Butcher Terrace, Finsbury Avenue, Finsbury Street, Reginald Grove, Terry Street and the residential properties numbered 156 to 274 Bishopthorpe Road thereby providing unlimited parking for Permit Holders in unrestricted lengths of Beresford Terrace, Butcher Terrace, Finsbury Avenue, Finsbury Street, Reginald Grove and Terry Street. The said lengths being identifiable by the placement of upright

traffic signs at the Area 'entry' and 'exit' points (as opposed to the placement of Residents' Parking signs and road markings adjacent to the kerb).

6. Introducing 'Residents' Priority' parking bays providing unlimited parking for R58 Permit Holders on the east side of Bishopthorpe Road:
 - (i) between a point 20 metres south from the projected centreline of Butcher Terrace and the projected northern property boundary line of No 218 Bishopthorpe Road;
 - (ii) between a point 3m north from the projected northern property boundary line of No 230 Bishopthorpe Road and a point 15 metres north from the projected centreline of Reginald Grove.
7. Re-defining 'Residents' Priority' parking area thereby bringing within the R59 zone all the residential properties on St Aubyn's Place, thereby providing unlimited parking for Permit Holders in unrestricted lengths of St Aubyn's Place, the said lengths being identifiable by the placement of upright traffic signs at the Area 'entry' and 'exit' points (as opposed to the placement of Residents' Parking signs and road markings adjacent to the kerb).
8. Re-defining 'Residents' Priority' parking area thereby bringing within the R60 zone all properties on Cecilia Place, Cleveland Street, Railway Terrace, St Paul's Square, St Paul's Terrace, Upper St Paul's Terrace, Watson Street, Watson Terrace and the residential properties numbered 96, 98, 124 and 126 Holgate Road, 1-17 (odd), and 2-20 (even) Wilton Rise, thereby providing unlimited parking Monday to Saturday for Permit Holders in unrestricted lengths of Cecilia Place, Cleveland Street, Railway Terrace, St Paul's Square, St Paul's Terrace, Upper St Paul's Terrace, Watson Street, Watson Terrace and Wilton Rise between its junction with Railway Terrace and the southern property boundary of No. 20 Wilton Rise the said lengths being identifiable by the placement of upright traffic signs at the Area 'entry' and 'exit' points (as opposed to the placement of Residents' Parking signs and road markings adjacent to the kerb). Thereby revoking the existing Access Restriction on St Paul's Square, York.
9. Introducing 24 hour Monday- Saturday Residents Parking Places, providing a limited parking period for none permit holders of 120 minutes with a 120 minutes 'No Return' period, on Watson Street, York;
 - (i) on its north west side, between points 20 metres (terminal point of existing 'No Waiting at any time' restrictions) and 43.5 metres north east of the highway boundary line on the north side of Holgate Road;
 - (ii) on its north west side, between points 48 metres and 58 metres (terminal point of existing 'No Waiting at any time' restrictions) north east of the said line;
 - (iii) on its south east side, between points 108 metres (terminal point of existing 'No Waiting at any time' restrictions) and 119 metres (terminal point of existing 'No Waiting at any time' restrictions) north east of the said line.
10. Amendment to the eligibility of commercial permits to allow staff members of an education establishment for 0 to 18 year olds that does not have off street parking provision at the time the residents parking zone is implemented to apply for commercial permits within a 'Residents' Priority' parking area.

A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 15th day of September 2017.

Dated 18th August 2017

Director of Economy and Place
Network Management, West Offices, Station Rise, York, YO1 6GA
Email: highway.regulation@york.gov.uk

Details of Objections Received

	OBJECTION	OFFICER COMMENTS
1.	<p>ENFIELD CRESCENT: (submitted by two residents, one property)</p> <p>We live on Enfield Crescent which is a private road where residents own the road which fronts their house. We have no driveway (frontage on the street is 1.2m too narrow to install one) and no right to park in the street. We rely on the goodwill of our neighbours to park nearby. Most of the neighbours are protective of their frontage and as a result we frequently rely on parking in the surrounding streets. The proposed scheme would significantly impact on our family. We face having to park in the Acomb Road area if this scheme goes ahead. This will increase the car movements which is contrary to the intentions of the Local Transport Plan 3. It would make it difficult to use the car for family commitments because of the walk and potentially compromises our safety late at night. This is not a situation we would choose and was not anticipated when we bought our house.</p> <p>This scheme penalises our family. We would like:</p> <ul style="list-style-type: none"> • the scheme to be available to us/properties in private roads which do not have parking rights in that street. We believe we are the only property in this scheme in this situation. <p>Or:</p> <ul style="list-style-type: none"> • The residents of the private streets be allowed to purchase a household permit or visitor permits for the scheme 	<p>The scheme, if implemented could have a detrimental impact on this family as it would remove their only nearby parking amenity.</p> <p>There is currently no provision written into the Traffic Regulation Order to allow permits to be issued to a resident who does not live within a property boundary area.</p> <p>The private street issue presents a complication. The fact the resident has such a minimal frontage onto the private street presents us with a situation that is unlikely to be replicated in other areas.</p> <p>There is no satisfactory method of writing anything into the TRO to deal with this matter in a manner that would not adversely impact on other residents in this scheme or other schemes around the city.</p> <p>Hence it is suggested that the Executive Member request the Head of Transport use their delegated authority to allow this property address access to 1 Household permit and/or visitor permits at the usual cost.</p>

	<p>We understand an amendment has been proposed for the schools and we would like this privilege to be extended to ourselves who are also in special circumstances.</p>	
2.	<p>SPIRITUALIST CENTRE: (submitted by three members) I am the Secretary of York Spiritualist Centre and spoke at the decision session on the 22nd June. We at York Spiritualist Centre have further and equally important considerations for our Centre. Like all church's we have to consider attendances for naming ceremonies (christening's) for marriage blessings and for funeral ceremonies. All of which can be on any day of the week as you will appreciate.</p> <p>In reflection we would appreciate consideration for Friday and Saturday evenings on an equivalent basis to our Sunday Services, the attendances for these have numbered 80 to 100 people. Although the events we hold on these evenings are not as frequent (once every three weeks), they do make up 75% of our annual funds. A 24/7 parking restriction for us would not allow our Centre's events on the Friday and Saturday evenings to work well at all, and will in all likelihood fail. This would ultimately jeopardise the Centre's survival On Wilton Rise because of insufficient funds from fund raising events held on the Friday and Saturday evenings.</p> <p>In conclusion the membership and committee of York Spiritualist Centre object to the outlined proposal detailed in your letter dated 14th August 2017. However as myself</p>	<p>The request is noted and we could introduce a scheme Mon to Sat, 9am to 5pm without further advertisement (lesser restriction).</p> <p>An influx of 80 -100 attendees with the level of parking this brings would undermine the parking amenity of residents.</p> <p>We have received alternative objections to the proposal because we are not proposing a full time 24 hour scheme which was the preference of the majority of residents who registered one.</p> <p>There are two hour bays proposed and existing 90 minute parking on Holgate Road nearby.</p> <p>Any blue badge holder can park in any of our Resident Parking bays or areas.</p>

	<p>and my colleague Malcolm Senna voiced at the consultation meeting, we would prefer for example a 9am to 5pm time restricted parking scheme as I feel this would not jeopardize most of the local residents and other community needs. This however would eliminate commuter, city working and shopping parking.</p>	
3.	<p>ST PAULS CE SCHOOL (Submitted by the Acting Head with the support of the deputy head, EYFS Leader and four other members of staff)</p> <p>Having only Watson Street bays as non-permit holders is going to cause immense traffic congestion problems at drop off and pick up time for parents. Some parents/carers have no other option than to come by car due to work and child care commitments. I worry that this will affect pupil numbers in the future due to accessibility to the school for parents/carers. More non-permit holder bays are required.</p> <p>We are grateful and obviously support the fact that we will be allowed a number of commercial permits which will allow our staff and visitors to be able to park vehicles in the vicinity of the school.</p> <p>However, as stated in Richard Knowles' previous email (20.06.17) the school were originally led to believe by CYC that the cost of a commercial permit would be no more than £90. The cost of £144 annually seems excessive for staff at St Paul's to bear as this is their workplace and they are providing an essential community</p>	<p>The proposal is a parking restriction, not one of access. Parents/carers and drop off and pick up from any legitimate area/space, not just the 2 hour spaces.</p> <p>We are not aware of any conversation with the previous head teacher where it was said that permits would be provided and if they were to be provided the cost would be kept to below £90. We believe the proposed cost of a permit is affordable when compared with other choices.</p> <p>The cost of a commercial permit for one zone is currently £150.00 (from April 2017). This equates over a 39 week school term to £3.85 a week.</p> <p>There is a discount for low emission vehicles, cost reduces to £75 per annum, £1.92 per week.</p> <p>In comparison, a city car park would cost £1,125 per year (£562.50 for low emission) or £150/£75 per month. Park and Ride would cost £11.60 per week. First York Weekly is £15</p> <p>The commercial permit would be applied for by the</p>

	<p>service; we provide a public service educating children, who are members of the local community. We would once again like you to review this cost in the light of our unique situation.</p> <p>We request that these permits are not for a particular vehicle registration but for use by any staff, visitor or contractor needing to park in the vicinity of our school. We currently have a high percentage of job shares, part time auxiliary / kitchen staff and specialist teachers who only work part of the school day / week. Having to purchase an annual permit for 6 hours a week is just not feasible. As stated in our previous letter, in order for the school to run we would need up to 20 transferable commercial permits. Understandably I am concerned about the retention and recruitment of staff at St Paul's in the future. I am also concerned about maintaining the quality service we provide as parking permits will limit the amount of staff on site at any one time.</p>	<p>individual members of staff and would not be transferrable. Consequently this would not limit the amount of staff on site at any one time.</p>
4.	<p>ST PAULS NURSERY SCHOOL</p> <p>Thank you for informing the Nursery School of the consultation results for the above scheme to extend the Holgate Central R60 Area. Clearly this has an impact on staff at St Paul's Nursery School so we have consulted with them on the latest advertisement for the scheme.</p> <p>We currently have 10 members of staff who regularly drive to work and therefore park in the vicinity, often coming from a long way out and with their own child drop-offs at other schools along the way. They are regularly</p>	<p>We are unable to provide any dedicated parking for school staff.</p> <p>Other comments are noted and reflect those made in earlier objection by St Pauls CE Primary School.</p>

bringing in bulky equipment and resources prepared at home for use in the Nursery School and so having the current ability to park nearby is essential.

If the scheme is going ahead then we very much support the inclusion and consideration for provision of staff parking for the Nursery School. However, your support would be greatly appreciated in looking into whether any alternative arrangements could be made into the provision of dedicated and free parking close by to the school? For example, could the Nursery be allocated named staff parking bays in the alley that encircles behind the square?

Staff feedback is of unanimous concern in having to pay a charge for a permit if that is the only option. The vast majority of staff are teaching assistants (not teachers) with an average basic salary of c.£15k per annum and so £144 for a permit is not an insignificant additional cost. This may have an impact on retention and recruitment of staff, particularly when considering that many schools in the area that can offer similar posts will have provision for staff parking at no extra cost.

It is understood that a residential permit for parking in York can be as little as £49.25 per year and so consideration of lowering the annual permit cost to something similar for our staff would be of significant benefit in mitigating any potentially negative impact on the Nursery School.

<p>5. COUNCILLOR SONYA CRISP</p> <p>My objection to point 10 is due to concern that the council are not putting a cap on the limit of permits that this school can apply for and that the council notices, and I will bet also that the school, in their lobbying letters to residents, have not made it very clear that the school has indicated that they require 26 permits and if many of the residents had been made aware of that specific point, I don't feel they would have been so in favour of granting the school permits without limit as that number will take up all the parking one side or more of a terraced street in that area.</p> <p>My suggestion if the council is feeling determined to go this way, as it appears to be, is to cap the number the school can apply for at a maximum of 10, although my preference would be a maximum of 2 and some allowance for visitors permits to be purchased, also with a cap. That way, the school will think carefully before using them unnecessarily.</p> <p>No doubt about it, this will add to the parking issues already suffered by the residents in this area because school staff, mobile and well able to get to work by bus, train, park and ride or walking will probably opt to use their cars as they have free parking right next to their place of work.</p> <p>Teachers, unlike GP's, district nurses, occupational therapists and similar occupations who need to use their</p>	<p>The comments are noted and have also been raised by some residents.</p>
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	<p>cars to do their day to day jobs, don't need to use a car every day to do their jobs. Teachers arrive at school, teach and then go home. Yes they may have marking to carry etc but other professionals when needing to transport papers etc use roller bags or backpacks to transport stuff like that, especially in cities.</p> <p>This school couldn't be better placed for links to public transport and we should be encouraging the use of public transport not encouraging more cars into the city and parking in residential streets. This council should doing more to be tackle congestion, and increase numbers using public transport or cycling, not creating opportunities for more unnecessary car usage.</p>	
6.	<p>OBJECTION: RESIDENT</p> <p>I register the following objections to permit parking on Upper St Paul's Terrace, St Paul's Terrace and the surrounding area.</p> <p>The proposal was not something that was offered as a specific consultation option – options were 24/7, Mon-Fri 9-5 or “other”. The proposal is to restrict parking 24/6 but we don't recall this being an option on the resident consultation. The results sent to us don't tell us what percentage of respondents chose 24/6 as their preferred option.</p> <p>If the decision to restrict is irreversible, can residents be consulted about their preference on what days/times to</p>	<p>The full results of the consultation were included as an annex to the report of the 22nd June and available on the website.</p> <p>24/6 was not listed as an option, but was proposed in consideration of the needs of the wider community and not just the resident views.</p> <p>The decision was taken to allow school employee parking because it was considered the school is part of the local</p>

	<p>restrict? The original consultation was more focused on “do you want to restrict”. Only 118 or 284 gave an opinion to what days/times to restrict, suggesting that only a few who said “no” (99) offered an opinion. Those who originally responded that they didn’t want to restrict might have views on days/times if there is no option but to restrict. Those residents should have a say on days/times.</p> <p>A number of comments on the published consultation were complaining about school staff using the area to park. Given that schools will now be allowed to park, those residents who were pushing for permitting may actually change their minds and decide that it’s not something they want.</p> <p>Parking from the two churches in the area causes a lot of problems on Sundays (far more than the schools in actual fact). If restrictions are to be enforced, we request that Sundays are also restricted. As well as additional pressure, cars are often parked on corners which reduce visibility when at crossroads, mount pavements etc.</p>	<p>community.</p>
<p>7.</p>	<p>OBJECTION RESIDENT</p> <p>I must very strongly and vehemently object to the proposal for ResPark on adopted Wilton Rise. The results of the survey are far from conclusive except for st Pauls terrace, railway terrace and St Pauls square (many of whom have their own off street parking anyway).</p>	<p>Historically, we require a 50% return from a consultation and the majority of the returns to be in favour to take a scheme forward.</p> <p>It is generally assumed that residents who do not respond to a consultation have no strong feelings either way.</p>

In all my 18 years (nearly) of living on Wilton rise, I have never not been able to park. Yes it can be inconvenient on occasion to have to park a few metres from your door, however the introduction of ResPark schemes do little if nothing to ease any parking issues, it will not guarantee that you can park outside your own property, nor that you won't get blocked in nor will it stop others parking outside your house for weeks on end, because as long as a car has a resident permit, there is absolutely nothing you can do about it. The only issue is ever persons parking for more than 24 hours parking here and going on holiday some of which are non-residents.

Adding another scheme here just pushes parking issues elsewhere. Many early morning workers park here before the park and ride schemes start on a morning, people that work for example at the post office or railway staff. There are insufficient affordable parking schemes for these types of workers. These will just park further away in the next non-ResPark zone.

I see that no properties on Holgate road return surveys, and so I presume and rightly so that you cannot assume that they accept the scheme, a non-response does not mean acceptance?

To adopt the scheme 24 hours a day 6 days a week solves nothing, it stops day trippers, but when most residents are out at work or students that go to college during these hours, it smacks of no more than being vindictive to stop some people from free parking when

The price of a permit is set by full council as part of the annual budget.

A disc zone would equally apply to residents and prevent resident parking for longer than the specified time.

there is almost none left in the city This will just leave these streets empty during the day. To have it overnight from 6pm to 6am again is of no particular use as it always full with residents parking, and to be honest my only problem with any parking EVER has been other residents that have selfishly parked taking up two spaces meaning I have to park a few metres away round the corner, or that others have totally blocked me in.

Also having the scheme at all reduces access to the Spiritualist church where they have meeting on days other than Sundays with no area for parking would mean problems for access for less abled drivers, and as their meeting can be several hours (up to 3 I think), you would need a much longer time than the normal 10 minutes for again for this parking scheme to not be particularly mean to prevent the churchgoers parking here. I would suggest that other streets should be four hours or no more than 9-5 in a disc zone style like Harrogate.

I totally object with the somewhat difficult and expensive day passes for visitors which appear to only be available from your office during office hours, meaning that I would have to take time off work to obtain them. Also with houses being old and with many under some sort of renovation at all times, adds an unnecessary expense for day permits for residents to pay for contractors, which are many times more expensive than that for example Bridlington East Yorkshire that are less and last a week. The price of full permits is also expensive compared to some other councils, for multiple cars is quite frankly

	scandalous many times more than some of the richest areas in London, where even these houses in Holgate are so expensive that you need two full time incomes and likely two or more car drivers to pay for them, and so I see this as yet another enforced stealth tax rather than a service, which quite frankly I don't think we need. Yet!	
8.	<p>OBJECTION RESIDENT</p> <p>Today we received the consultation results for the Priority Parking Scheme for our area (St Paul's Square) I understood that the original request for this scheme came from the residents of St Paul's & Railway Terraces due to the problems of commuter parking. I was therefore surprised that out of 71 houses in St Paul's Terrace only 32 voted in favour of this scheme.</p> <p>Altogether 284 houses are included in your proposal & out of these only 99 houses voted in favour of the scheme. Based on this result the scheme should certainly not be adopted and I would strongly object to having an unpopular scheme forced on St Paul's Square.</p>	Comments as made for earlier objection
9.	<p>COMMENTS: RESIDENT</p> <p>Concerns raised about the maintenance of the unadopted highway on Wilton Rise.</p>	Concerns about the maintenance of adopted and unadopted streets should be reported to ycc@york.gov.uk who will log the issue and pass to the relevant department for inspection and reply
10.	<p>PARTIAL SUPPORT: RESIDENT</p> <p>I am in agreement regarding preventing commuter and day trippers from parking. However I strongly object to</p>	Comments as above.

	<p>having to purchase a permit for a road which is horrendously degraded and in dire need of maintenance, especially Wilton Rise. I hope this concern has already been highlighted by the relevant parties involved.</p>	<p>Highway maintenance is outside the remit of this proposal.</p>
11.	<p>SUPPORT WITH OBJECTION: RESIDENT</p> <p>On balance we are broadly supportive of the scheme proposed but would like to see the following changes:</p> <p>1) By definition this is a Residents Priority Parking Scheme and we do not accept that the St Paul's Nursery/Primary school staff and/or parents should be included as they are not residents, they are commuters and part of the overall parking problem for residents. Offering commercial permits to staff is not what we were originally consulted on and this would continue to reduce our ability to park near our house by approximately two dozen (24) vehicles during the working week. All non residents and particularly nursery/school staff and parents should be discouraged from parking here. As a compromise, we suggest an arrangement is made with the Railways so that the derelict land adjacent to St Paul's church - which is completely empty during the working day - is repurposed specifically for nursery/school staff.</p> <p>2) We are unclear what the waiting time will be and would like to see this minimised to no more than 10 minutes like other York city centre streets. This would discourage non residents from parking here and make the scheme much easier to enforce via ticketing. Without clear messaging</p>	<p>Previous comments apply</p> <p>Apart from the marked bays, there is no time limit allowed for non-permit holders unless they are loading/unloading (including passengers). Civil Enforcement Officers would wait approximately 5 - 10 minutes before issuing a penalty</p>

	<p>and efficient enforcement we are concerned that the scheme will be of zero help to residents, thus why bother.</p> <p>3) We would like to see the strip of road at the southern end of St Paul's Square on Watson Terrace explicitly included within the scheme, providing extra capacity for approximately six vehicles. This is currently a single strip yellow line, allowing parking after 6pm and before 8am.</p>	<p>charge notice.</p> <p>The single yellow line is useful as a drop-off and pick up point for the two schools. If the scheme is implemented it will be monitored and changes to this restriction could be considered if necessary.</p>
12.	<p>SUPPORT WITH REQUEST: RESIDENT</p> <p>I want to lend my support to the above proposal.</p> <p>As a resident of Railway Terrace, this cannot be implemented soon enough!</p> <p>I have one comment – PLEASE EXTEND TO INCLUDE SUNDAYS.</p> <p>Today Sunday 10 September 2017 is a typical example of how difficult it is to park in the street 7 days a week.</p> <p>An example - I drove my partner to work this morning (supermarket on Foss Island Road), leaving our house on Railway Terrace 9am.</p> <p>I then took some recycling to Hazel Court, etc., etc. – returning home in just over an hour to find Railway Terrace packed (not one empty parking space available) with cars from St Pauls' church goers and/or shoppers walking into town (meaning CYC loses carpark revenue while shoppers free park at Railway Terrace).</p>	<p>Comments are noted, but conflict with the previous decision to allow parking for the Sunday services at the church or Spiritualist Centre.</p>

	<p>In fact the car that had taken the space I'd vacated had a Leicester City Council Employee Car Park badge on the dashboard – perhaps here for the day or overspill from one of the many B&Bs in this area? As the Council will be well aware, York really is as 'all seasons' tourist destination so this not just a 'summer' problem.</p> <p>A further example, I would usually go to the supermarket on a Sunday afternoon for a week's groceries (I work full time so weekends is when I time have to do such things). I know when I return in 2 hours' time with all my groceries, I will need to double park outside my house, hazard lights on, just to unpack the groceries from the car - because they are heavy and I will have several bags and I don't want to carry them from the next street or St Paul's Mews where I hopefully can park. This happens weekly.</p>	
13.	<p>SUPPORT: RESIDENT I fully support this decision and hope it can be implemented as soon as possible although I appreciate there will be some opposition and this will have to be factored in. Please remove the disabled bay road markings at 28 Railway Terrace at the same time.</p>	Removal of the Disabled Bay is being taken forward as part of the Annual Review Process.