

Report of the Corporate Director of Economy & Place

Residents Parking Petitions

Summary

1. To report the receipt of several petitions received over the summer period and determine what action is appropriate.

Recommendation

2. It is recommended that initial consultation be carried out for residents parking requests in the order that the petitions were received:
 - South Bank Avenue - Option 3
 - Railway Terr. / St. Paul's Terr. and surrounding streets – Option 2
 - Beresford Terrace / Finsbury Avenue area – Option 2
 - Phoenix Boulevard – Option 2

Reason: To progress residents requests.

3. It is also recommended that if the apparent increase in residents parking requests is maintained and the available budget for dealing with requests is exceeded that the requests be added to a list for investigation in date of request order.

Reason: To treat fairly these requests and aid future workload planning.

Background

4. **South Bank Avenue** – (front page shown in Annex A1). 28 signatures representing 27 of the 41 properties between Bishopthorpe Road and Trafalgar Street.

5. The petition represents only part of the street (as indicated on the plan in Annex A2). Normally the provision of a residents parking zone would not be confined to only part of a street, however the other section of this street mainly has properties on one side only so possibly the parking issues aren't of concern.
6. A new residents parking zone has just been implemented in Nunthorpe Grove. Whilst it is usual to create a new zone for a new scheme it is suggested in this instance that if a scheme is progressed to implementation for South Bank Avenue (or part) then it should be proposed as an extension of the Nunthorpe Grove scheme. The reason for this is that a larger scheme can be more flexible in meeting the residents' needs when looking for a parking space.
7. **Railway Terrace** (front page shown in Annex B1) - 25 signatures representing 26 of the 33 properties in the street. In addition, the local Liberal Democrat focus team have carried out some wider consultation in the area that indicates there is reasonably strong support for residents parking in the surrounding streets (see Annex B2).
8. It should be noted that within the area (see plan in Annex B3) there are two private roads (Wilton Rise and Enfield Crescent). Providing all the residents of these private streets agreed then it would be possible for the necessary Traffic Regulation Order to be implemented on these streets, however initial thoughts are this is unlikely to occur. Although this situation complicates the usual process slightly it shouldn't hinder the creation of a new residents parking zone in the adopted streets if following the initial consultation the usual majority of residents wish a scheme to be taken forward to the legal order phase.
9. **1st petition The Millennium Bridge area** (front page shown in Annex C1) - However the information received was only from Beresford Terrace, hence this information may be incomplete and clarification has not been received.
2nd petition Beresford Terrace and Finsbury Avenue – (front page shown in Annex C2).
10. In addition to the above petitions there have been a number of enquiries from other residents regarding the possibility of introducing a residents parking scheme. Although these enquiries have not, as yet, resulted in a petition it is considered appropriate on this occasion to consult a little wider than merely the streets represented by the petitions. Hence, the proposed consultation area shown in Annex C3.
11. A new resident parking scheme has recently been implemented to the immediate north of this area.

As with the South Bank Avenue request it is suggested to initially put this area forward as an extension of the new zone.

12. **Phoenix Boulevard** - (petition front page shown in Annex D1). 116 signatures from residents of 107 properties out of the approximately 250 properties in the area.
13. This is a relatively new development (see plan in Annex D2) and there is some funding still available from the developer that can be used to offset a significant portion of the cost of taking forward this request.
14. There has been a noticeable increase in requests for residents parking schemes over the last 12 or so months. Over the summer period these four petitions were received requesting action however this years annual budget for implementing schemes had already been used.
15. In light of the above additional funding has been made available to enable the schemes to be progressed in a timely manner rather than suspend progress until the new financial year.

Options for Consideration

South Bank Avenue

16. Option 1 – note but take no action because the petition does not represent the whole street. This is not the recommended action.
17. Option 2 – approve the initial consultation just on the section of street the signatures represent. This is not the recommended action
18. Option 3 – approve the initial consultation for the whole of the street, but bearing in mind the differences in the two parts of the street have the fall back option of taking forward a scheme if just the petition section of the street is in favour. This is the recommended option.

Railway Terrace / St Paul's Terrace area

19. Option 1 – approve the initial consultation on the adopted sections of the highway only. This is not the recommended option.
20. Option 2 – approve the initial consultation to cover the whole area shown in Annex B2). This is the recommended option.

Beresford Terrace / Finsbury Avenue area

21. Option 1 – approve the initial consultation for the above 2 streets only. This is not the recommended option.
22. Option 2 – approve the initial consultation for the wider area as shown in Annex C3

Phoenix Boulevard

23. Option 1 – Note the petition but take no action at this time.
24. Option 2 – Approve the initial consultation. This is the recommended option.

Consultation

25. A two stage consultation process is used for residents parking. Firstly, information on how a scheme operates is sent out to all properties together with a questionnaire, the results of which are reported back to a subsequent Executive Member meeting for a decision on how to proceed.
26. If approval to proceed is granted then the formal legal Traffic Regulation Order consultation is carried out.

Council Plan

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

Implications

28. This report has the following implications:

Financial – Residents parking schemes are self financing once in operation. The £5k allocated within the core transport budget to progress new residents parking schemes has been fully utilised on previous requests in 2016/17. However in response to the petitions it is proposed to increase the budget to £10k making use of under spending from within other existing transport budgets.

Human Resources – None

Equalities – None.

Legal – before a residents parking scheme can be implemented the correct legal procedure has to be gone through.

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management

29. None.

Contact Details

Author:

Alistair Briggs
Traffic Network
Manager
Transport
(01904) 551368

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy & Place

Date:

01/11/2016

Specialist Implications Officer(s) None

Wards Affected: Holgate and Micklegate

For further information please contact the author of the report.

Background Papers: None.

Annexes:

- | | |
|----------|---|
| Annex A1 | South Bank Avenue petition front page |
| A2 | Plan of the South Bank Avenue area |
| Annex B1 | Railway Terr. / St. Paul's Terr. area petition front page |
| B2 | Liberal Democrat focus team information |
| B3 | Plan of the Railway Terr. / St. Paul's Terr area |
| Annex C1 | Millennium Bridge area petition front page |
| C2 | Beresford Terr. / Finsbury Ave. area petition front page |
| C3 | Plan of the Millennium Bridge area |
| Annex D1 | Phoenix Boulevard petition front page |
| D2 | Plan of the Phoenix Boulevard area |

Annex A1

South Bank Avenue Petition Front Page

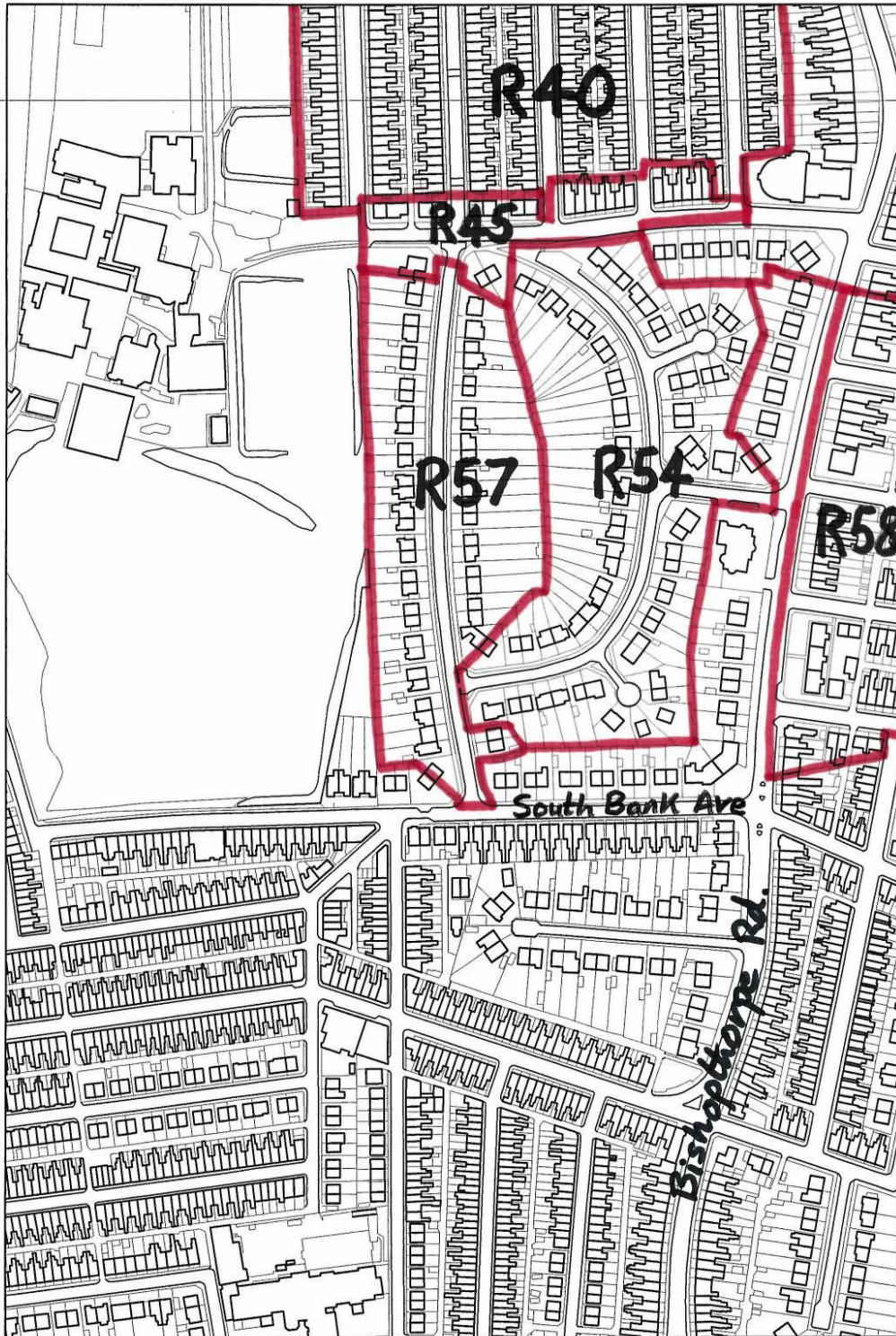
Petition

South Bank Avenue - Residents' Parking Zone

We, the undersigned, residents of South Bank Avenue between Trafalgar Street to the west and Bishopthorpe Road to the east, would like York Council to consider introducing a Residents' Parking Zone for the aforementioned section of South Bank Avenue.

Annex A2

Plan of the South Bank Avenue Area



Annex B1

Railway Terr. / St. Paul's Terr. Area Petition Front Page

Railway Terrace, YO24 4BN

House No.	Name	I support the possibility of residents parking			Signature	Date
		Yes	No	No effect on me		

Liberal Democrat focus team information

+ Petition

Residents' Parking in Railway Terrace, St Paul's Terrace and Surrounding Streets in St Paul's, Holgate

Results of Liberal Democrat Survey June 2016

Recommendation

City of York are invited to initiate consultation on Residents' Priority Parking in Railway Terrace, St Paul's Terrace, Upper St Paul's Terrace, Cleveland Street, St Paul's Square and Cecilia Place, based on a doorstep survey conducted by the Holgate Liberal Democrat Focus Team and a petition signed by residents in Railway Terrace. **62% of survey respondents in these streets supported residents' priority parking.**

Results

47% of respondents in the St Paul's area as a whole supported the introduction of residents' priority parking. The percentage varied by street, but overall shows a strong level of concern about parking problems, for residents with cars and their visitors. This was expressed also by those with off street parking or who did not have cars. Comments include concerns about the safety issues caused by cars cruising to find parking spaces, or using the residential area as a rat run when Holgate Road is congested. There is a strong perception that parking problems are caused by commuters parking close to the footbridge at the end of Railway Terrace in order to reach the station or the centre of York, and that this will get worse once office development begins in the York Central development.

Analysis below discusses survey results and issues for each street and proposes that residents' parking priority consultation is initiated for the streets with most severe problems and strongest support for residents' priority parking. They make a contiguous block. More detailed consultation might show support for a different boundary, considered street by street, but this risks shifting parking problems from one area to another.

Railway Terrace and St Paul's Terrace

Together these streets have 62 houses, with almost no off-street parking. Support for the introduction of residents' priority parking was 75% in Railway Terrace and 82% in St Paul's Terrace. The survey response rate (compared with number of houses with residents on the current electoral roll) was 38% in Railway Terrace and 37% in St Paul's Terrace: this is high for a doorstep survey. Railway Terrace had already been canvassed by a local resident, Fabian Seymour, to obtain signatures to a petition for residents' priority parking in this street: residents in 24 houses have signed up, 77% of houses. Support for residents' parking in St Paul's Terrace also seems to be very strong, justifying a formal consultation led by City of York Council in at least these two streets.

These streets are both used by through traffic to access other streets in the area. A few residents (in different streets) proposed that there should be a one way street system for Railway Terrace and St Paul's Terrace. There has also been a proposal that the yellow line along Railway Terrace should be extended to stop people from parking on the verge opposite the houses; Anne-Marie Howarth has promised for CoY that this site will be included in the next annual review of waiting restrictions. The street gully in Railway Terrace needs more regular sweeping and floods in heavy rain, and the plants growing by the wall need some attention. There are markings for a disabled parking space in Railway

Terrace although the property has changed hands. In assessing the case for residents' priority parking, it would be helpful if CoY officers would consider wider issues on road safety, maintenance and access.

Upper St Paul's Terrace and Cleveland Street

These streets, with 21 and 27 houses respectively, are cul de sacs with no off street parking. Taken together there was 50% support from respondents for residents' priority parking, but the response rate was low. Any change to parking restrictions in Railway Terrace and St Paul's Terrace would probably add to pressures in Upper St Paul's Terrace and Cleveland Street and so it would be best to include these streets in formal consultation about a residents' priority parking zone.

St Paul's Square

30% of responses (25% response rate) supported residents' priority parking. Some houses have off street parking. We understand that the St Paul's Square Residents Association committee has recently discussed the issue and decided against seeking residents' priority parking. Cllr Mary Cannon is secretary and will be involved in any further decision making process. It would appear likely that introduction of residents' priority parking restrictions in Railway Terrace and St Paul's Terrace would add to pressures in St Paul's Square, and Liberal Democrats would advocate that all households in St Paul's Square are included in any consultation.

We note that a recent CoY decision on a parking restriction scheme in Micklegate (R58) included one street despite the lack of majority support

'in line with a well established procedure when dealing with requests for new Residents Parking Schemes. From past experience if one street is left unrestricted, in the middle of a zone, residents generally tolerate the increase of parking within that street for a short time before seeking to become part of a residents parking zone, this is normally due to the increase of parking taking place being the only unrestricted street in an area.'

Cecelia Place

No responses were received from residents in this small street. If parking restrictions are considered for the adjoining streets, residents in Cecilia Place should also be included.

Watson Street

There are only a few houses in this street and some do have off street parking. Access to community parking spaces in this street, adjoining Holgate Road, are important for the wider community, e.g. those making quick visits to the school or corner shop. 25% of respondents on a 40% response rate supported residents' priority parking, but we would invite CoY officers to consider carefully where the boundaries of such a scheme might best fall, to preserve some community parking spaces near Holgate Road.

St Paul's Mews

This (relatively) recent development was provided with a significant level of off-street parking, and is a cul de sac. The Liberal Democrat survey shows 40% support for

residents' parking on a 15% response rate. At present it does not seem sufficient to require any formal consultation on parking restrictions, but CoY officers will need to consider carefully the implications of any wider parking scheme on this street.

Wilton Rise

This is an unadopted road and so there is doubt whether the council could introduce parking restrictions. Some houses have off street parking spaces; other residents park on the street. There are wider concerns about the state of the carriageway and the pavements, and the issue on 'adoption' needs further discussion, especially since the road is used by pedestrians and cyclists seeking to access the footbridge and by cars entering other parts of the St Paul's area. The Liberal Democrat survey showed 37% support for a residents' priority parking scheme (on a 25% response rate). CoY officers will need to consider carefully the implications of any wider parking scheme on this street.

Enfield Crescent

This street, with 21 houses, is an unadopted road and a cul de sac, with many houses having off street parking space. There was zero support for residents' priority parking. Residents explained that they watch out for non resident parking and tell drivers that it is a private road and they are not allowed to park. While there might be a risk that the position could deteriorate if parking pressures increase elsewhere, at present it would be justifiable to omit Enfield Crescent from any wider parking scheme.

Aileen Hingston
Holgate Liberal Democrat Focus Team
5 July 2016

**Annex
Methodology**

Liberal Democrat volunteers called at every house in the St Paul's area over 3 evenings in June 2016 and asked residents if they were willing to complete a survey form, which covered local parking issues and a number of other questions. Residents could leave their forms for collection from their letter box on the same evening or post them to a Freepost address. The overall response rate was 23%.

Survey

The parking questions were introduced by the following text:

Many people in the St Paul's area have problems finding a parking space. Some people think a "residents' priority parking zone" might help, but it would mean households paying for a permit. A standard parking permit costs £96 a year. (More for a second permit, less for a low emission car.) Residents' priority parking is only introduced after detailed consultation and where a majority of residents support it. The Focus team would like to understand your views on residents' parking and will check with you to see if the position gets worse in the future, especially with the risk of commuter parking, once the York Central development is built. We don't want the development to make it harder for local residents to park, or to force costs into residents in your area.

Questions:

In my household the number of cars is:
0 1 2 3 4

I have off street parking Yes/No

If you use a car and park on the street, please tick one box:

I can generally park close enough to home

I often have problems getting parked

I struggle to find a parking space anywhere near home

Whether or not you park your own car on the street, please answer this question:

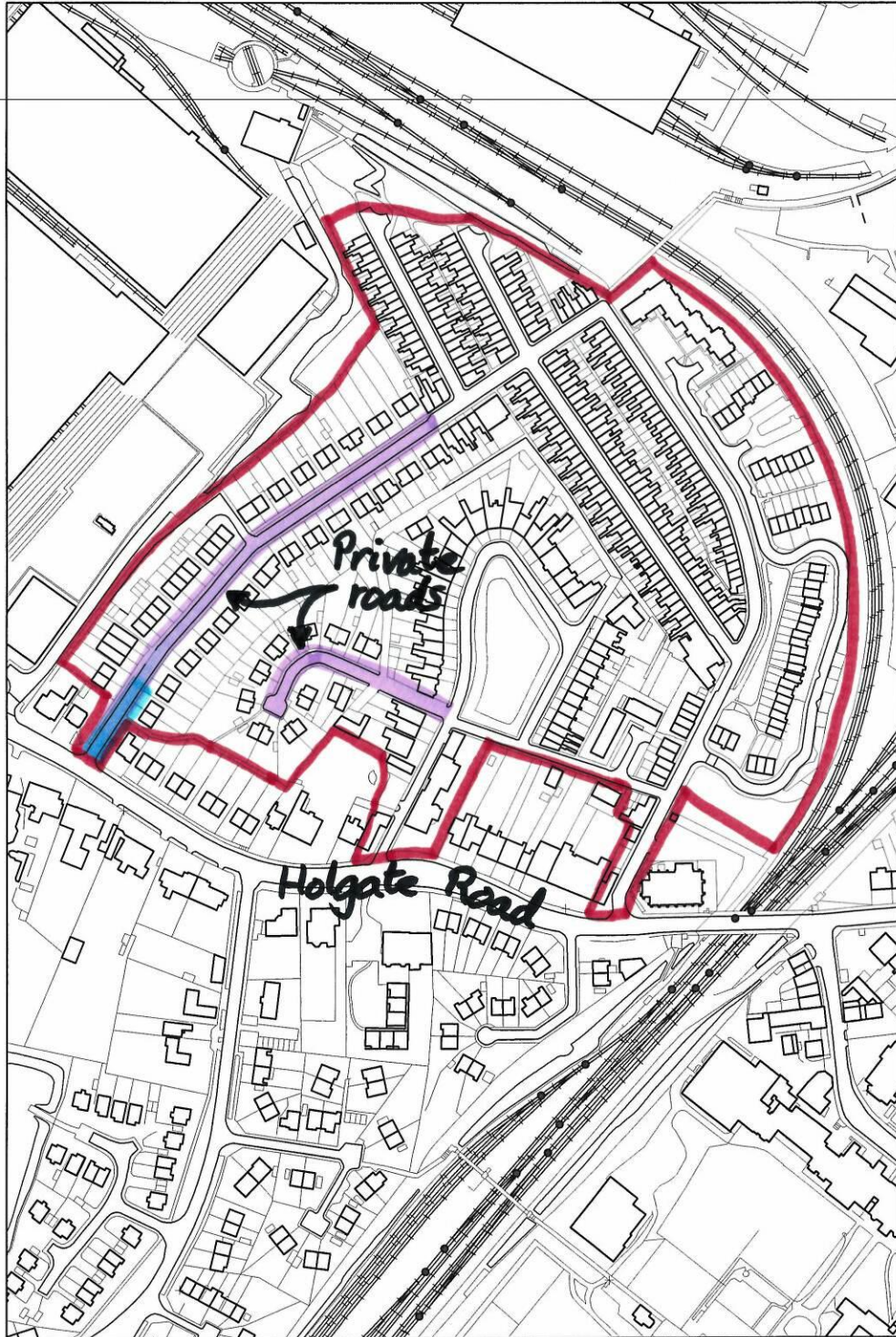
People who visit me and want to park their cars have problems:
Never Sometimes Often Always

Would you support a scheme to restrict parking to residents?

No, there isn't really a need
No, I am not willing to pay
Yes, and I would be willing to pay

Annex B3

Plan of the Railway Terr. / St. Paul's Terr. Area



Annex C1

Millennium Bridge Area Petition Front Page

Petition for City of York Council to consider consulting residents on the implementation of a Resident Only Parking Scheme (ResPark) in the Millennium Bridge Area

B

Name	Address	Note/ Signature
	<i>Bowling</i>	

Beresford Terr. / Finsbury Ave. Area Petition Front Page

Residents Parking

We would like to put forward a proposal for Residents Parking on behalf of ourselves and our neighbours for the following streets:

- 1) Beresford Terrace (YO23 1LP)
- 2) Finsbury Avenue (YO23 1LW)

We believe this is now necessary as recent local restrictions have displaced commuter traffic from Nunthorpe Crescent, St Clements grove, Aldreth Grove and Cameron Grove etc into our nearby streets.

Due to the reasonably close proximity of this area to the city centre an increasing number of vehicles are parking up for the entire day and their occupants are going to work or shopping rather than using the Park and Ride services provided.

The parking restrictions in Maple Grove have also had a considerable effect as workers are parking up on a morning and using the Millenium Bridge to access the trading estate on the Fulford side of the river.

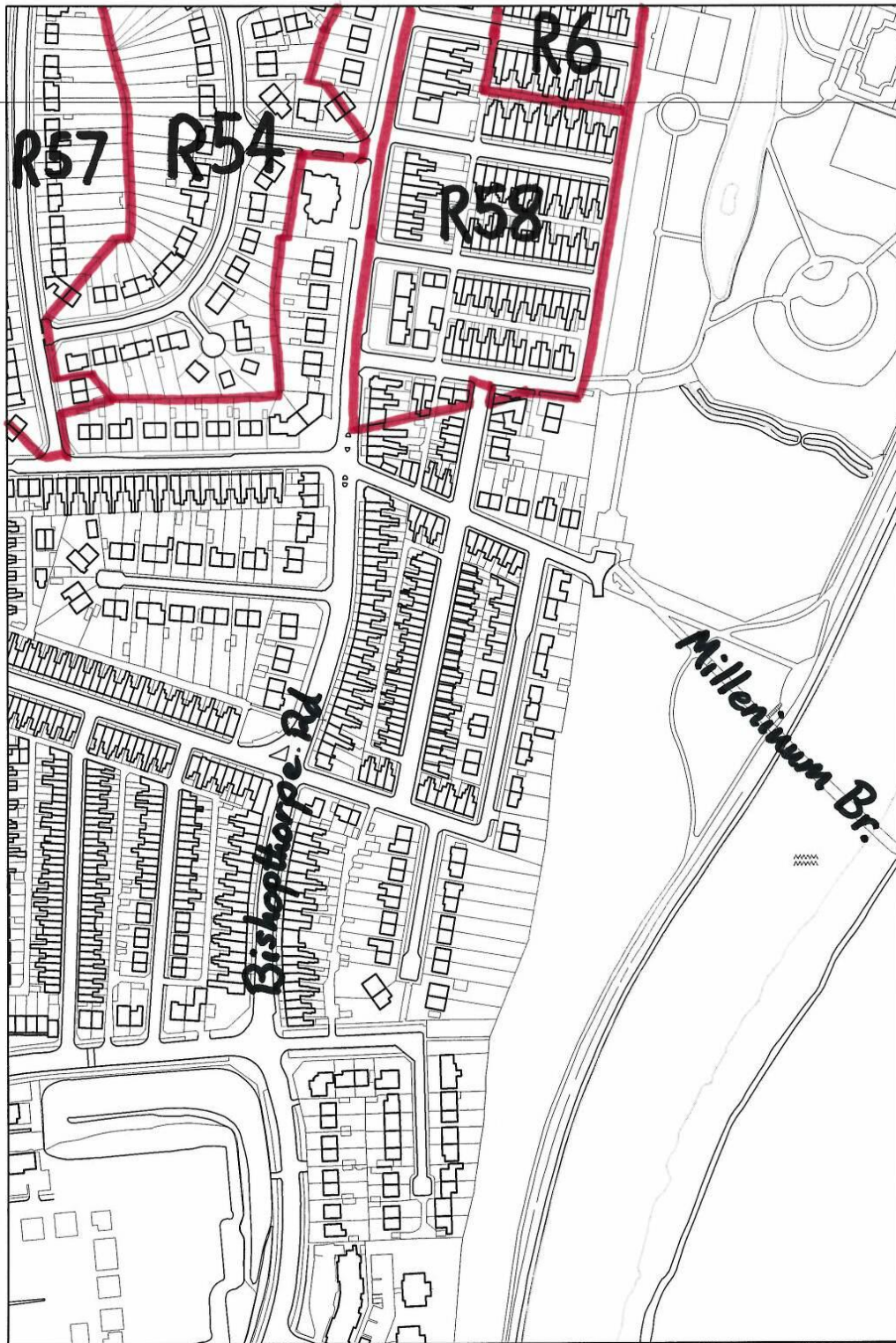
Vehicles are now even double parking on grass verges and refuse collection lorries are experiencing difficulty in negotiating ' tight ' junctions.

We would very much appreciate our proposal going forward to the initial formal consultation phase.

Kind Regards

Annex C3

Plan of the Millennium Bridge Area



Annex D1

Phoenix Boulevard Petition Front Page

St. Peter's Quarter Parking: Petition for Consultation

Petition Summary

Petition Statement

We, the undersigned, respectfully request that the City of York Council engage in consultation with the residents of St. Peter's Quarter in the selection of appropriate parking measures, including residents priority parking, for the development's roads.

The Results of the Petition

This petition presents the signatures of 116 individuals representing 107 properties on the St. Peter's Quarter development. Nine properties are represented by proxy with the appropriate authorisations communicated by email correspondence which have been printed and included with the petition.

Annex D2

Plan of Phoenix Boulevard Area

