

**Notice of a public
Decision Session - Executive Member for Transport**

To: Councillor D'Agorne (Executive Member)
Date: Friday, 6 December 2019
Time: 2.00 pm
Venue: The King Richard III Room (GO49) - West Offices

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 Tuesday 10 December 2019**.

*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 Customer and Corporate Services Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Thursday 5 December 2019**.

1. Declarations of Interest

At this point in the meeting, the Executive Member is asked to declare:

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

which he 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 21 November 2019.

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 Thursday 5 December 2019**. 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 representations in objection (Pages 7 - 30) and support to an advertised proposal for pedestrian refuge and waiting restrictions on Bishopthorpe Road

The Executive Member will consider a report on the representations received to the recently advertised proposal for waiting restrictions on Bishopthorpe Road (as detailed in Annex A) for the purpose of improving a pedestrian refuge crossing and tackling obstruction and safety issues caused by parked vehicles.

5. Consideration of representations received to an advertised proposal for waiting restrictions on Albemarle Road, Philadelphia Terrace and Ovington Terrace (Pages 31 - 50)

The Executive Member will consider a report on objections received to an advertised proposal to introduce waiting restrictions on Albemarle Road and Philadelphia Terrace to facilitate a requirement within the planning decision for the Multi User Games Area (MUGA) at Millthorpe School (notice of proposals and plans included as Annex A).

6. Urgent Business

Any other business which the Executive Member considers urgent under the Local Government Act 1972.

Democracy Officer:

Name – Michelle Bennett

Telephone – 01904 551573

E-mail – michelle.bennett@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 (Polish)
własnym języku.**

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
Date	21 November 2019
Present	Councillors D'Agorne

38. Declarations of Interest

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda. He confirmed he had none.

39. Minutes

The Executive Member requested that the following sentence be removed at minute 31, on The Groves Area Experimental Traffic Regulation Order item, regarding the diagonal closes, the sentence: 'This would then be reviewed at this Decision Session'. He clarified that there was no need for this concern to come back to the Decision Session.

Resolved: Subject to the above amendment, that the minutes of the Decision Session of the Executive Member for Transport and Planning held on 24 October be approved and signed by the Executive Member as a correct record.

40. Public Participation

It was reported that there had been 4 registrations to speak at the meeting under the Council's Public Participation Scheme.

Representations were heard from the following registered speakers on the issues mentioned below:

Cllr Crawshaw and Cllr Kilbane, Ward Members for Micklegate spoke on Agenda item 4, Victoria Bar Access. Cllr Baker Ward Members for Micklegate had submitted a written representation. Their concerns included the following points:

- Frustration that this report requires a decision on a single issue. Lack of joined up thinking and looking strategically across the whole city.
- In considering access issues of the wider area, there are a number of considerations, such as: the walking and cycling infrastructure, reducing traffic, safety concerns, work that respects that this council has declared a climate emergency.
- Climate emergency declaration demands that such monies are responsibly spent on transforming this gateway into a cycle and people-friendly place welcoming people to a safe and greener Bishophill.
- A decision on Victoria Bar access should be deferred until discussion on the issue of access in and around the area of Bishophill including Micklegate has taken place.
- If having wider discussion on access options were to be obstructive or cause delay then Cllr Crawshaw would support the officer recommendation to replace the existing access control measures.

Cllr Warters, Ward Member for Osbaldwick & Derwent spoke regarding the City of York's (CYC) Street Lighting Policy which had been agreed by the previous Executive Member for Transport in July 2018. He expressed concern that the policy allowed officers to rip out perfectly serviceable lamp posts and dispose of cast iron columns replacing them with modern steel ones which were British standard height 20ft high 6ft columns which he considered to be too high for an area of bungalows. He considered that the city centre and rural areas should work to the same policy. He considered that the 2014 CYC Streetscape manual had been abandoned in the 2018 policy and that there was a need for greater flexibility on lighting referred to at points 54 and 18 in the 2013 Act.

Cllr Doughty, Ward Member for Strensall, spoke in support of the officer recommendation to make the reduced 40mph speed limit permanent. He thanked officers on behalf of the Parish Council for this recommendation. He requested that consideration be given to creating a cycling path from Strensall to Huntington, Earswick. He noted that there was a proposals to change the nearby roundabout and considered that it was timely to also consider this request which was high on the list of priorities for local residents.

The Executive Member responded that Ward Members have an allocation within the budget specifically for cycle routes and that he would welcome that request from the Ward Member.

41. Victoria Bar Access

The Executive Member received a report detailing cost estimates, stakeholder feedback and design options for resolving the issues of entry and exit from Victoria Bar. A decision was required on which option should be taken forward for detailed design and implementation.

Christian Wood, Smart Transport Programme Manager and James Guillatt, Transport Systems Project Manager, were in attendance to present the report and to respond to questions.

The options available were:

1. Option 1 – Replacement of existing access control measures.
2. Option 2 – Full closure of Victoria Bar with enhanced urban realm.
3. Option 3 – Exit only from Victoria Bar for all motorised vehicles with enhanced urban realm.
4. Option 4 – Exit only from Victoria Bar for residents only with enhanced urban realm.
5. Option 5 – Entry only to Victoria Bar for residents only.
6. Option 6 – Full closure of the Bar without enhanced public realm.

The following information was provided in response to the questions raised by the Ward Members:

- The report had come to this session for a decision because the current equipment is broken and the council has a duty to ensure suitable management of this.
- In consideration of access issues to the wider area, a traffic assessment would need to be undertaken to consider the current Traffic Regulation Orders (TRO's) in place and how that would be managed.
- At present there is an emergency TRO in place to prevent traffic driving on the wrong side of the road. This expires in January 2020.

The Executive Member considered that in light of recently confirming the permanent closure of traffic at Micklegate Bar and due to the fact that deferring this item to have further

discussion would not delay implementation of the recommended option, the Executive Member:

Resolved:

- (i) To Defer this decision until a discussion on the issue of access in and around the area of Bishophill including Micklegate has taken place.
- (ii) To continue engagement with Ward Members and to consider all options that are put forward.
- (iii) To delegate decisions regarding the operation and implementation of interim TRO's to the Assistant Director Transport, Highways and Environment in consultation with the Executive Member.

Reason: Respecting the requests from Ward Members to consider the issue of access in and around the area of Bishophill including Micklegate.

42. Lord Deramore's Primary School Safety Zone

The Executive Member considered a report which detailed the results of consultation including the advertisement of Traffic Regulation Orders (TRO's) in relation to proposed improvements to the school safety zone for Lord Deramore's Primary School in Heslington.

Ben Potter, Engineer, Transport Projects was in attendance to present the report and to respond to questions.

The options available were:

1. Option 1: Note the absence of objections to the TRO's and approve implementation of the scheme including the advertised 20mph Zone and parking restrictions as shown in Annex A.
2. Option 2: Note the absence of objections to the TRO's and approve implementation of the scheme including the advertised 20mph Zone and parking restrictions as shown in Annex A *with minor changes*.
3. Option 3: Abandon the scheme and do nothing on Field Lane.

The Executive Member noted that it had been unfortunate that the school crossing patrol officer had handed in her notice due

to safety concerns at this busy route, regularly feeling at risk. He highlighted that we value the crossing patrols that we have in the city.

Resolved:

- (i) To Approve Option 1, which is to note the comments received at consultation and the absence of objections to the Traffic Regulation Orders, and approve implementation of the scheme as shown in Annex A of Agenda item 5.
- (ii) In relation to the parking area to the north west of Field Lane directly outside Heslington Church, that further consultation regarding parking usage and duration be undertaken and that decisions related to this be delegated to the Assistant Director Transport, Highways and Environment in consultation with the Executive Member.

Reason: To provide a safer crossing point for the school crossing patrol to operate from and to better manage speeds along this busy section of Field Lane.

43. Strensall Road, Earswick Experimental 40mph Speed Limit

The Executive Member received a report which provided details of the results of an experimental traffic regulation order (TRO) to introduce a 40mph speed limit on Strensall Road, Earswick and asks the Executive Member to consider whether to make the order permanent.

Ben Potter, Engineer Transport Projects was in attendance to present the report and to respond to questions.

The options available were:

1. Option 1: Make the 40mph speed limit order permanent and investigate minor improvements to the 30mph limit.
2. Option 2: Make the 40mph speed limit order permanent.
3. Option 3: Revert this section of Strensall Road to a 60mph limit and replace the signing.

Resolved: To Approve Option 1, which is to make the 40mph speed limit order permanent and investigate minor improvements to the 30mph limit.

Reason: The speed data supports the retention of the new section of 40mph and the majority of comments from consultees have also been in support of the new limit.

Cllr A D'Agorne, Executive Member for Transport
[The meeting started at 2.00 pm and finished at 2.30 pm].



**Decision Session -
Executive Member for Transport**

6 December 2019

Report of the Assistant Director of Transport, Highways & Environment

Consideration of representations in objection and support to an advertised proposal for pedestrian refuge and waiting restrictions on Bishopthorpe Road

Summary

1. Consideration of the representations received to the recently advertised proposal for waiting restrictions on Bishopthorpe Road (as detailed in Annex A) for the purpose of improving a pedestrian refuge crossing and tackling obstruction and safety issues caused by parked vehicles.
2. **Recommendation (Option One)**
 - I. Implement the proposal as advertised north of Campleshon Road to facilitate the pedestrian refuge crossing point
 - II. Implement the proposal as advertised on the east side of the carriageway to ease the ongoing obstruction issues (Annex B1/B2)
 - III. Take no further action on the proposals on the West side of Bishopthorpe Road with the exception of:
 - a. No waiting at any time restrictions on the West Side of Bishopthorpe Road at the junction with Campleshon Road.
 - b. Implement a parking bay on the West side to operate Monday to Friday 7am to 7pm to with a 2 hour parking limit to enable short term parking. (Detailed within Annex B1)
 - IV. Implement additional restrictions on the west side of the carriageway as shown in Annex B2 within a Resident Parking scheme should one be implemented. If a Resident Parking scheme is not implemented the area to be further investigated within the Annual Review process.
 - V. Implement the Clearway as advertised between the racecourse and Bishopthorpe Village

Reason: To respond to the views of residents and retain as much on

street parking amenity as possible whilst enabling an improvement of on-going obstruction and safety issues.

Background

3. The proposals for waiting restrictions were advertised following a decision by the Executive Member for Transport & Planning on the 14th March 2019 where it was resolved to:

(i) For the pedestrian refuge/crossing north of Campleshon Road: Advertise a 20m extension to the existing no waiting at any time restrictions and a small extension to the proposed build-out to allow the crossing width to be increased by 0.8m be agreed.

(ii) That the proposed change to the parking restriction extension and clearway south of Campleshon Road be advertised and any objections be considered at a future Executive Member Decision Session.

(iii) That officers be asked to prepare a report on a potential resident parking scheme, specifically in relation to the impact of pavement parking*, for consideration at a future Executive Member Decision Session before a decision is made whether or not to advertise a potential residents parking scheme for the area.

**pavement parking relates to a requested Resident parking scheme north of Campleshon Road*

Reason: To ensure that a joined up approach is taken to parking provision and road safety in the area and to address concerns raised in relation to the potential impact of pavement parking as a result of a resident parking scheme.

Full background details to both proposals are detailed on the officer report to the Executive Member on the 14th March. This is published on the Council website.

4. North of Campleshon Road

Following requests and petitions for better pedestrian crossing facilities in the area extensive consultation took place with residents and Ward Councillors. The work undertaken concluded the priority for residents in the area was for improvements to be made to the Campleshon Road pedestrian crossing.

The proposal advertised is for the improvement of the existing crossing with additional waiting restrictions to improve pedestrian sight lines. The Notice of Proposal with plans are included in Annex A

5. **South of Campleshon Road**

The proposals were made following several complaints about the increased level of parking and safety issues presented including congestion and obstruction of the service buses and larger vehicles.



The proposals were designed to give better sight lines for all highway users, allow better access to side roads and drives and ensure two way traffic could be maintained.

A clearway was proposed between the Racecourse and Bishopthorpe Village following complaints about parking on this section when events on the Knavesmire take place when traffic management measures are not applied. The clearway will prevent future parking (including any displaced vehicles as a result of the proposals) and as an aid for traffic management for events.

6. The Proposals (Annex A) were advertised on the 6th September 2019.
7. Following the advertisement of the proposals we were made aware the residents of Terrys Mews, Ash House and Croft Mews did not have access to any off street visitor parking and consequently the extent of the restrictions were unacceptable to most residents.

8. **Representations Received**

The majority of objections acknowledge there is a pressing need to resolve ongoing safety and obstruction issues. The objections relate to the extent of proposed restrictions and the detrimental effect this will have on adjacent residents.

9. Ward Councillors arranged a resident meeting, attended by 30 residents, to discuss the proposals and the consensus views of the meeting were;
- *Support for Double Yellows on the River side of the road only*
 - *Objection to Double yellows on the Chocolate Works side of the road*
 - *Support for a ResPark scheme on the Chocolate Works side of the road (to include residents in Croft Mews, St Chad's Wharf, etc.)*
 - *A desire to limit the ResPark scheme to residents of that section of Bishopthorpe Rd and developments off Bishopthorpe Rd towards the river.*
 - *Exclusion of residents on the Chocolate Works site from any future ResPark scheme.*

These comments reflect the views of the majority of other representations received.

10. We received a petition with 25 signatures from residents at Croft Mews and Ash House:

"We the undersigned strongly object to your proposals. We accept that the existing double parking is unsatisfactory where it causes a narrowing 'pinch point' to the south of the Campleshon Road junction.

Our Ashcroft development has no visitor parking at all. We would like to propose the following:-

'Permit Parking' to the west side of Bishopthorpe Road for residents of the Ashcroft Development and Terry Mews neither of which have visitor parking spaces. This may also facilitate traffic calming.

There are some elderly residents who receive regular professional care visits. Without some arrangement for on-road parking, their care could not continue."

Many of the signatories submitted individual representations

11. We have received 22 written representations from residents adjacent to the proposed restrictions south of Campleshon Road.

12. North of the junction with Campleshon Road

There were no objections relating to the proposal for the 20m extension of No Waiting at any Time to support the improvements to the pedestrian crossing.

13. Proposed Clearway

No objections related to the proposed clearway from the racecourse to Bishopthorpe Village.

14. No Waiting at any Time restrictions south of Campleshon Road

- Of the representations received, 2 were in support of the overall proposal
- It was recognised that the proposals would improve sight lines for pedestrians and cyclists
- Most agreed that waiting restrictions were required to resolve the obstruction and congestion as a result of the existing level of parking
- It was alleged the increased parking levels are a result of commuters (following the implementation of Resident Parking further north) and construction workers from the Chocolate works site. Many residents referred to the low level of parking taking place on evenings and weekends

15. The main points received within the objections from residents were:-

- Most residents are in support of waiting restrictions on the east side of the carriageway only with no further restrictions to be implemented on the west
- Residents have requested a permit parking scheme for residents to remove commuter and construction parking. Residents of the new Chocolate Works development to be excluded from any permit parking scheme taken forward
- Some concerns were raised about the current speed of vehicles and the possible increased speeds should the proposals be adopted. Two residents requested an extension of the 20mph speed limit to beyond the residential area/racecourse*
- Concerns were raised about the lack of a safe pedestrian crossing, in particular for residents and visitors to the Care Village from the bus stops and parking amenity*
- Concerns were raised about the lack of a proper consultation

process

**Speed limit requests and provision of pedestrian crossing points fall outside the scope of this report*

In addition:

- One resident objected to any restrictions on the grounds “that maintaining safety at all times is not an achievable goal and therefore not a valid reason to prohibit parking”
- One resident requested a hard standing created at the bus stop so passengers are not stepping out onto a grass verge (referred to the sustainable travel team)
- One resident was concerned no consideration had been given to promoting sustainable transport within the proposals
- One resident would like to see additional proposals on Campleshon Road
- One resident expressed the view that removal of any viable visitor parking would reduce the saleability and value of their property

Options

16. Option 1 (Recommended Option)

- I. Implement the proposal as advertised north of Campleshon Road to facilitate the pedestrian refuge crossing point
- II. Implement the proposal as advertised on the east side of the carriageway to ease the ongoing obstruction issues (Annex B1/B2)
- III. Take no further action on the proposals on the West side of Bishopthorpe Road with the exception of:
 - No waiting at any time restrictions on the West Side of Bishopthorpe Road at the junction with Campleshon Road. (Annex B1)
 - Implement a parking bay on the West side to operate Monday to Friday 7am to 7pm to with a 2 hour parking limit to enable short term parking. (Annex B1)
- IV. Implement additional restrictions on the west side of the carriageway as shown in Annex B2 within a Resident Parking scheme should one be implemented. If a Resident Parking scheme is not implemented the area to be further investigated within the Annual Review process.
- V. Implement the Clearway as advertised (Annex A)

Reason: To respond to the views of residents and retain as much on street parking amenity as possible whilst enabling an improvement of on-going obstruction and safety issues.

17. **Analysis**

No specific objections were raised about the implementation of restrictions to the north of Campleshon Road to facilitate the pedestrian refuge improvements and the proposed Clearway to remove any displacement parking further south onto the narrow sections. Consequently, we are recommending both these parts of the proposals are implemented as advertised.

Restrictions on the east side of the carriageway, as requested by the majority of residents, will protect some sight lines at junctions and private access points. The cycle route network to the south of the properties will remain unprotected on the western side.

If restrictions on the East side of the carriageway are implemented, the pressure for parking space will increase on the West. In response to comments about maintaining an essential on-street parking amenity for carers and visitors to vulnerable residents we are recommending an enforceable 40m parking bay on the west side of the carriageway, Mon – Fri 7am to 7pm with a 2 hour time limit. This will provide a short term parking amenity for resident use.

18. **Resident Parking**

There are plans to consult the area to ascertain support for a Resident Parking Scheme.

If a Resident Parking Scheme is introduced:

- The parking bay could be reassigned to the permit scheme with the 2 hour parking for non-permit holders retained
- All other unrestricted carriageway would become permit parking
- It is expected the parking amenity to the south of the properties would be surplus to requirements of permit parking space

It is recommended the restrictions as detailed in Annex B(2) are implemented if a Resident Parking scheme is taken forward.

If the level of support for permit parking is not sufficient to take forward a

scheme then the area is to be monitored and investigated as part of the next annual review.

Restrictions for delayed implementation at the location identified will;

- further protect the cycle network and enable an extension to the existing short length of on-street cycle path
- protect the entrance for any development on the east of Bishopthorpe Road

It is expected that officers will be able to update the Executive Member with a planned timescale for the proposed Resident parking consultation at the decision session.

19. **Option 2:**

- I. Implement the proposal as advertised

This is not the recommended option because the results of the recent consultation have shown this would be detrimental to and not acceptable to the adjacent residents.

20. **Option 3**

- I. Take no further action at this time and take forward all restrictions as part of any planned resident parking scheme

This is not the recommended option because:

- The obstruction and congestion issues will remain unresolved for approximately 12-18 months until the Resident Parking issue is resolved. There is a consensus from residents that some action would be beneficial at this time
- Until the Resident Parking consultation has taken place we are unable to guarantee that a scheme will be taken forward in this area

21. **Consultation**

The Notice of Proposal was mounted on lamp columns on-street and advertised in The Press. Emergency services, haulier associations and Ward Councillors are informed of the proposals on issue.

Residents of 260 to 290 Bishopthorpe Road were hand delivered details of the proposal (Annex C). Following complaints about the limited extent of the original consultation area, we delivered the same letter to

all residents in the apartments on the east side of Bishopthorpe Road.

The developer at the Chocolate Works and the manager of the Care Village were both sent details of the proposals.

22. **Council Plan**

An open and effective Council

A thorough consultation exercise has been carried out that gave local residents several occasions to engage with the process and have their say. Several of the options presented in this report were borne directly from the suggestions of local residents.

23. **Implications**

This report has the following implications:

Financial – The scheme to improve the pedestrian crossing is being funded by the Micklegate Ward Committee Highways Budget and is estimated at £10k.

The Traffic team budget allocations for signs and lines will fund the rest of the restrictions. Any future resident parking costs will be funded from the Resident Parking allocation budget within the department.

Human Resources – The enforcement of additional waiting restrictions will fall to the Civil Enforcement Team and increase their work load accordingly

Equalities – None identified within the consultation process

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:

James Gilchrist
Assistant Director: Transport, Highways
and Environment (Economy and Place)

Date: 26.11.19

Wards Affected: Micklegate

For further information please contact the author of the report.

Background papers

Executive Member Decision Session – 14 March 2019

Agenda Report Item 9 – Consideration of Modification to Bishopthorpe Road Crossing Points (Officer report, appendices and decision)

Annexes:

Annex A:
Notice of proposals advertised with plans

Annex B1 & B2:
Recommended proposals for implementation

Annex C:
Copy of the legal consultation documentation hand delivered to Residents

CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/39)
TRAFFIC ORDER 2019

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:

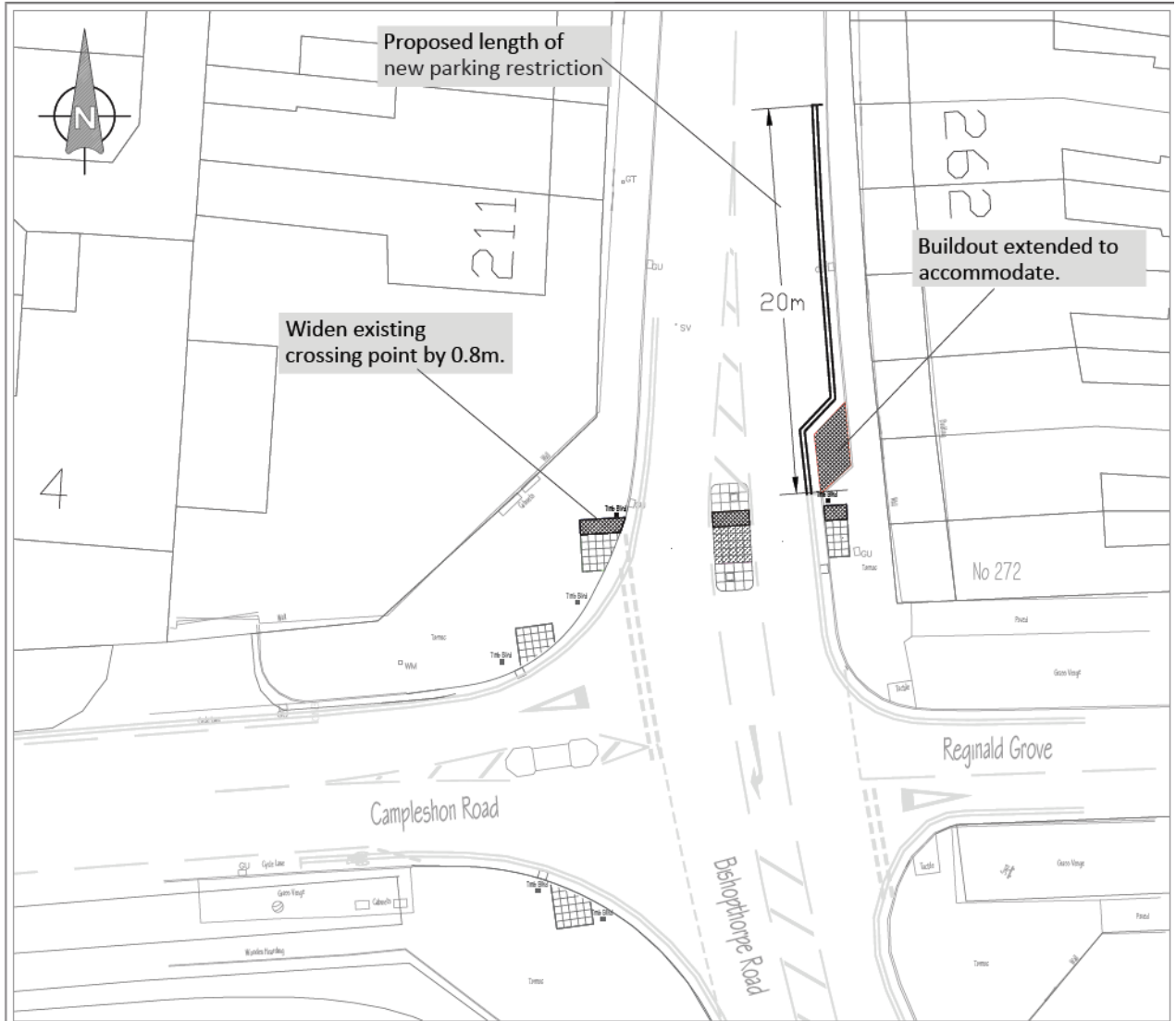
1. Introducing 'No Waiting at any time' restrictions in York as follows:
 - (a) Bishopthorpe Road, on its:
 - (i) east side, between points 15 metres (terminal point of existing 'No Waiting at any time' restrictions) and 35 metres north from the projected centreline of Reginald Grove;
 - (ii) east side, between points 15 metres south from the projected centreline of Reginald Grove (terminal point of existing 'No Waiting at any time' restrictions) and 30 metres north from the projected centreline of St Chad's Wharf (terminal point of existing 'No Waiting at any time' restrictions);
 - (iii) east side, between points 102 metres (terminal point of existing 'No Waiting at any time' restrictions) and 340 metres south from the projected centreline of St Chad's Wharf;
 - (iv) west side, between points 17 metres (terminal point of existing 'No Waiting at any time' restrictions) and 30 metres south from the projected centreline of Campleshon Road;
 - (v) west side, between points 90 metres south from the projected centreline of St Chad's Wharf (terminal point of existing 'No Waiting at any time' restrictions) and 30 metres north from the said line;
 - (vi) west side, between points 175 metres (terminal point of existing 'No Waiting at any time' restrictions) and 340 metres south from the projected centreline of St Chad's Wharf;
2. Introducing a Clearway on Bishopthorpe Road, York between a point 340 metres south from the projected centreline of St Chad's Wharf and the Bishopthorpe Village boundary sign.

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 27th September 2019.

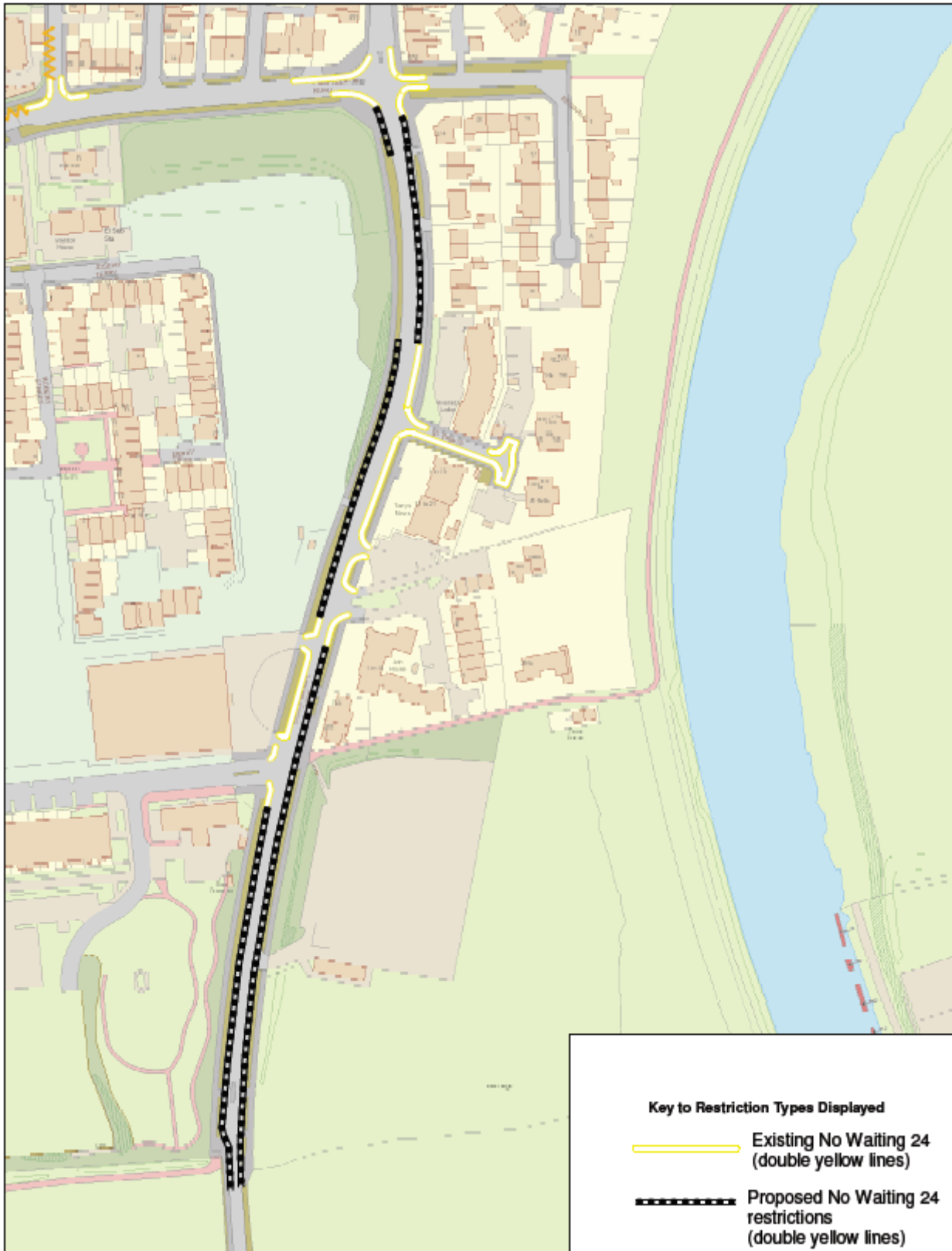
Dated: 6th September 2019

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

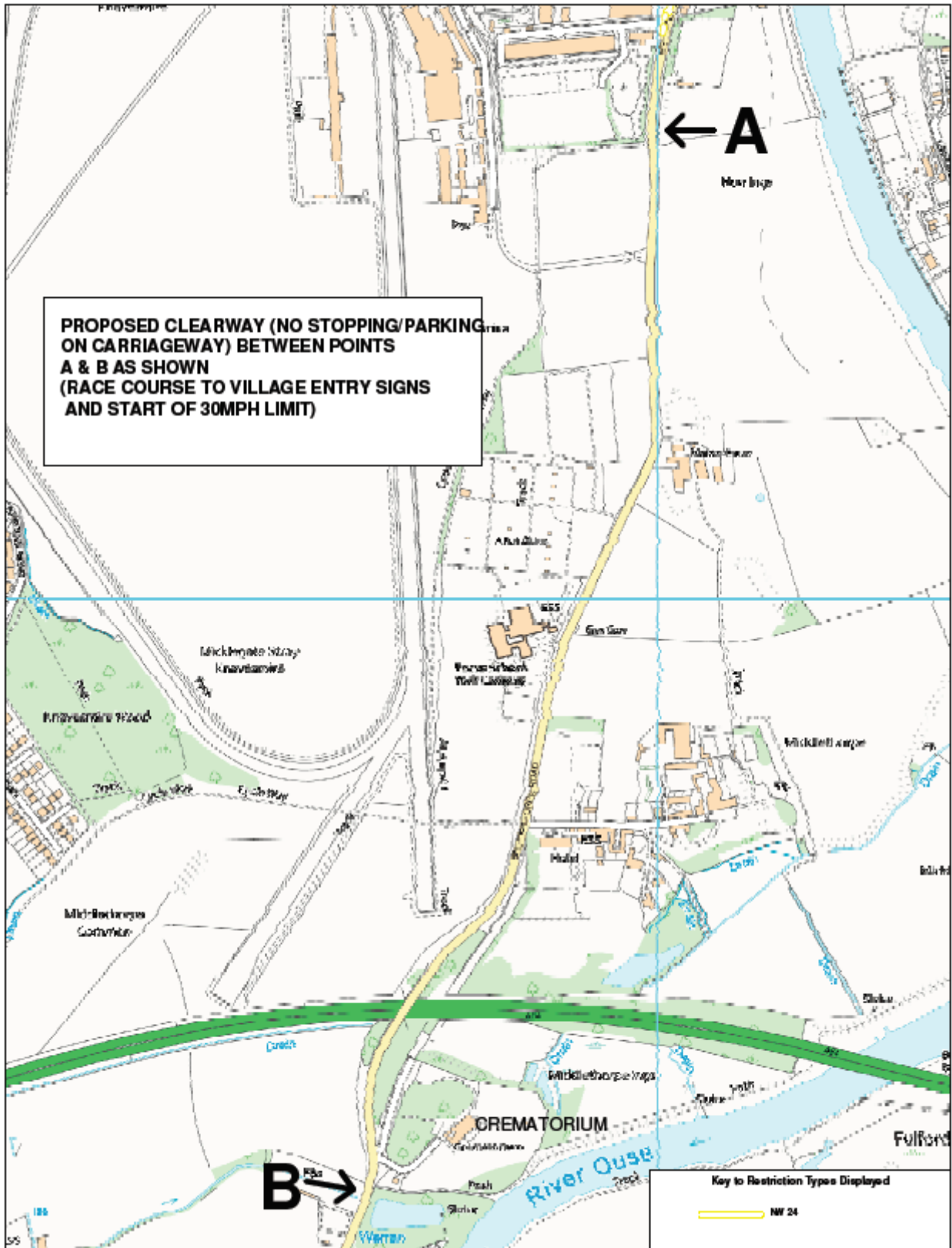
PLAN OF PROPOSED IMPROVEMENT TO PEDESRIAN CROSSING
WITH PLANNED 20M EXTENSION OF NO WAITING AT ANY TIME
ON THE WEST 262 – 270 BISHOPTHORPE ROAD



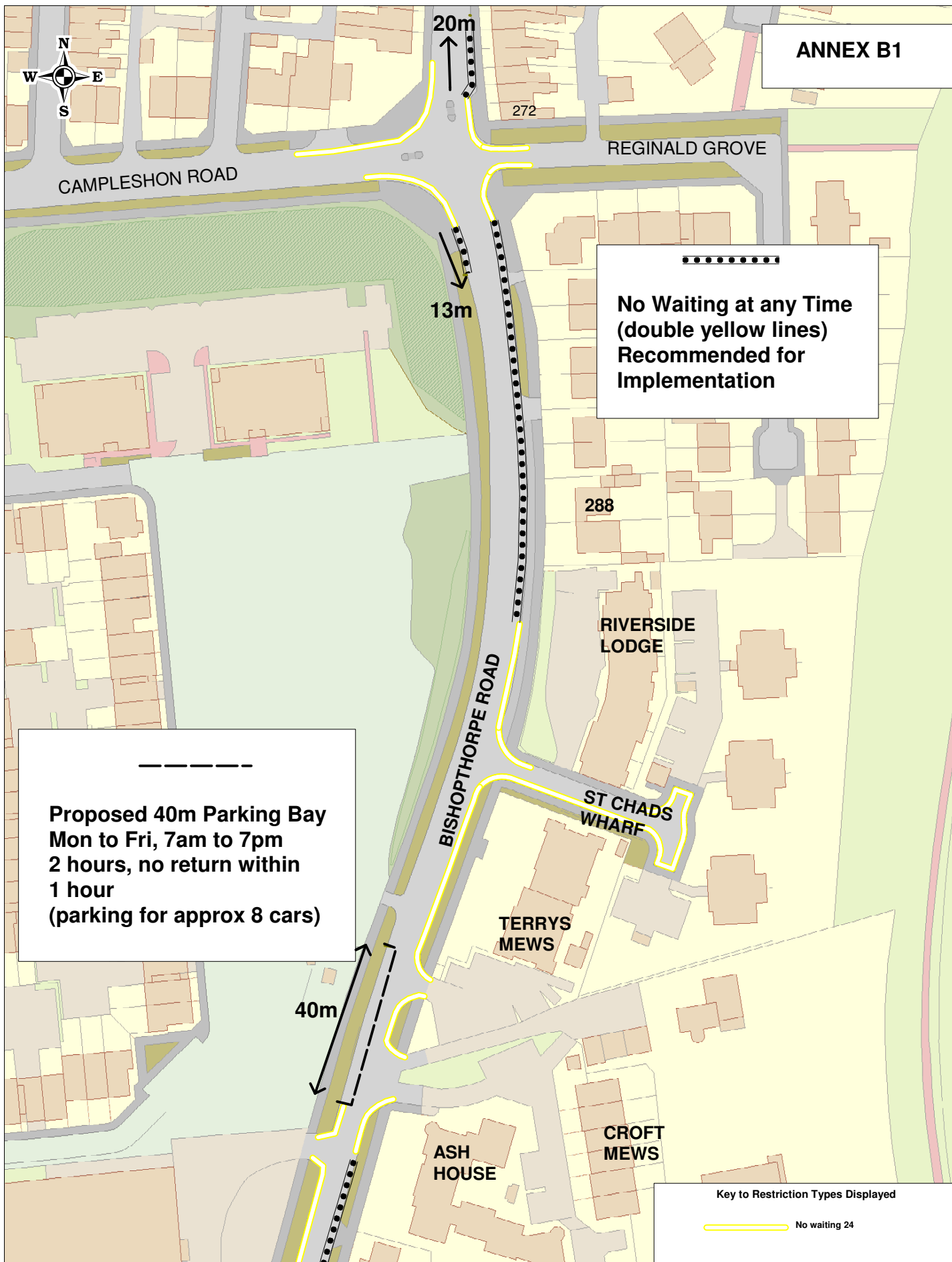
PROPOSED NO WAITING AT ANY TIME RESTRICTIONS SOUTH OF
CAMPLESHON ROAD



PROPOSED EXTENT OF CLEARWAY



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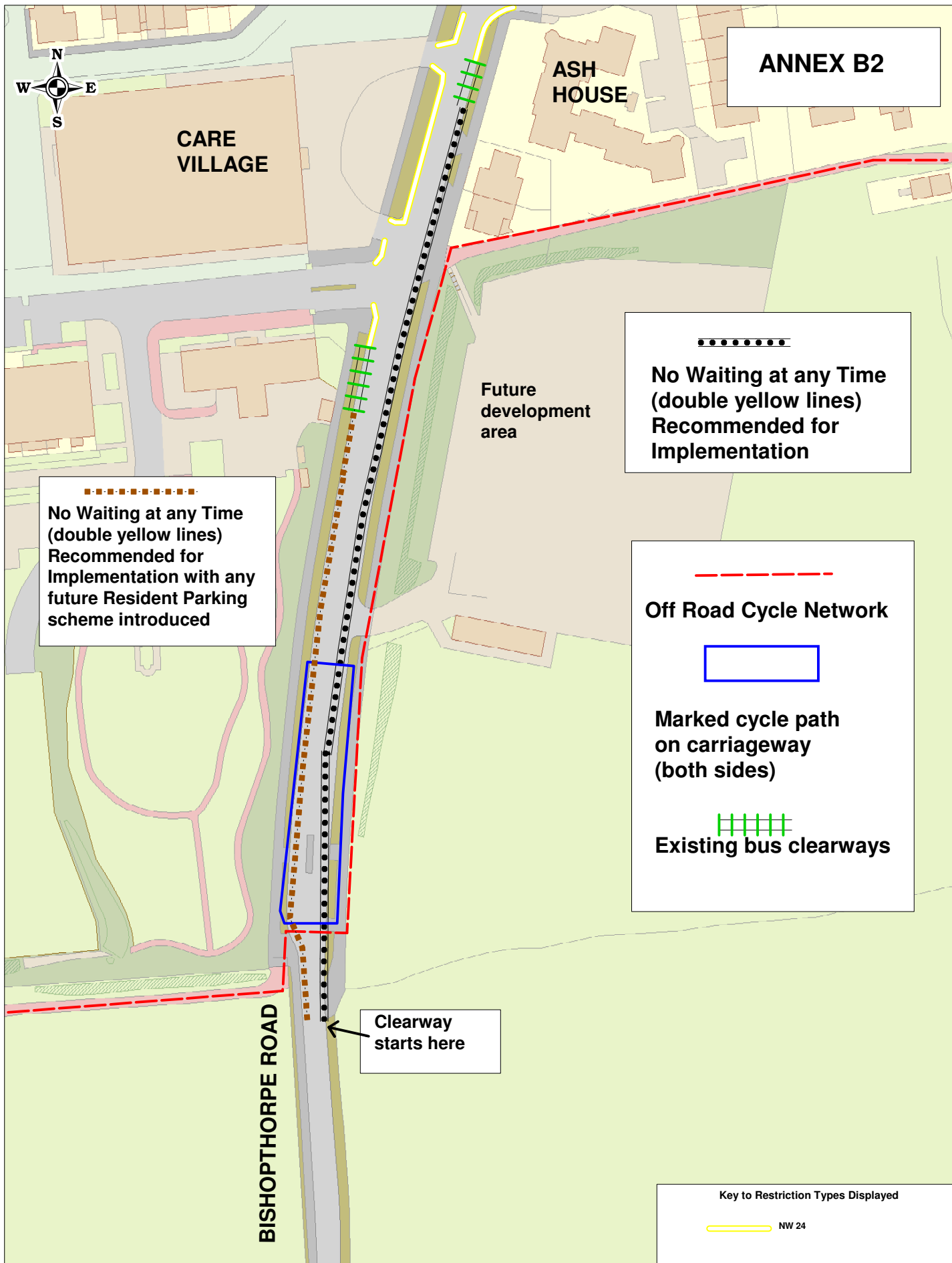


**Annex B1
Recommended Option
Campleshon Road to Ash House**

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SCALE	1 : 1250
DATE	07/11/2019
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**Annex B2
Recommended Option
Ash House to Proposed Clearway**

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DATE	07/11/2019
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ANNEX C

Economy and Place Directorate

West Offices

Station Rise

York YO1 6GA

To the Occupiers
260 – 298 Bishopthorpe Road

Email: highway.regulation@york.gov.uk

Our Reference: DH/AGB/TRO485

Date: 6th September 2019

Dear Occupier

Proposed 'No Waiting at any time' Restrictions – Bishopthorpe Road, York

It is proposed to introduce 'No Waiting at any time' restrictions as set out the Notice of Proposals (Overleaf) to minimise the likelihood of obstruction and maintain safety at all times.

Should you require any further information in regard to this item then please contact the project manager, Alistair Briggs, telephone (01904) 551368, email alistair.briggs@york.gov.uk.

I do hope you are able to support the proposals but should you wish to object then please write, giving your grounds for objection, to the Director of Economy and Place at the address shown on the Notice, to arrive no later than the date specified in the Notice.

Yours faithfully

A handwritten signature in black ink that reads 'Alistair Briggs'.

Alistair Briggs
Engineer
Transport Projects

Enc. Documentation

Cc – Cllr Rosie Baker, Cllr Jonny Crawshaw & Cllr Peter Kilbane

**CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/39)
TRAFFIC ORDER 2019**

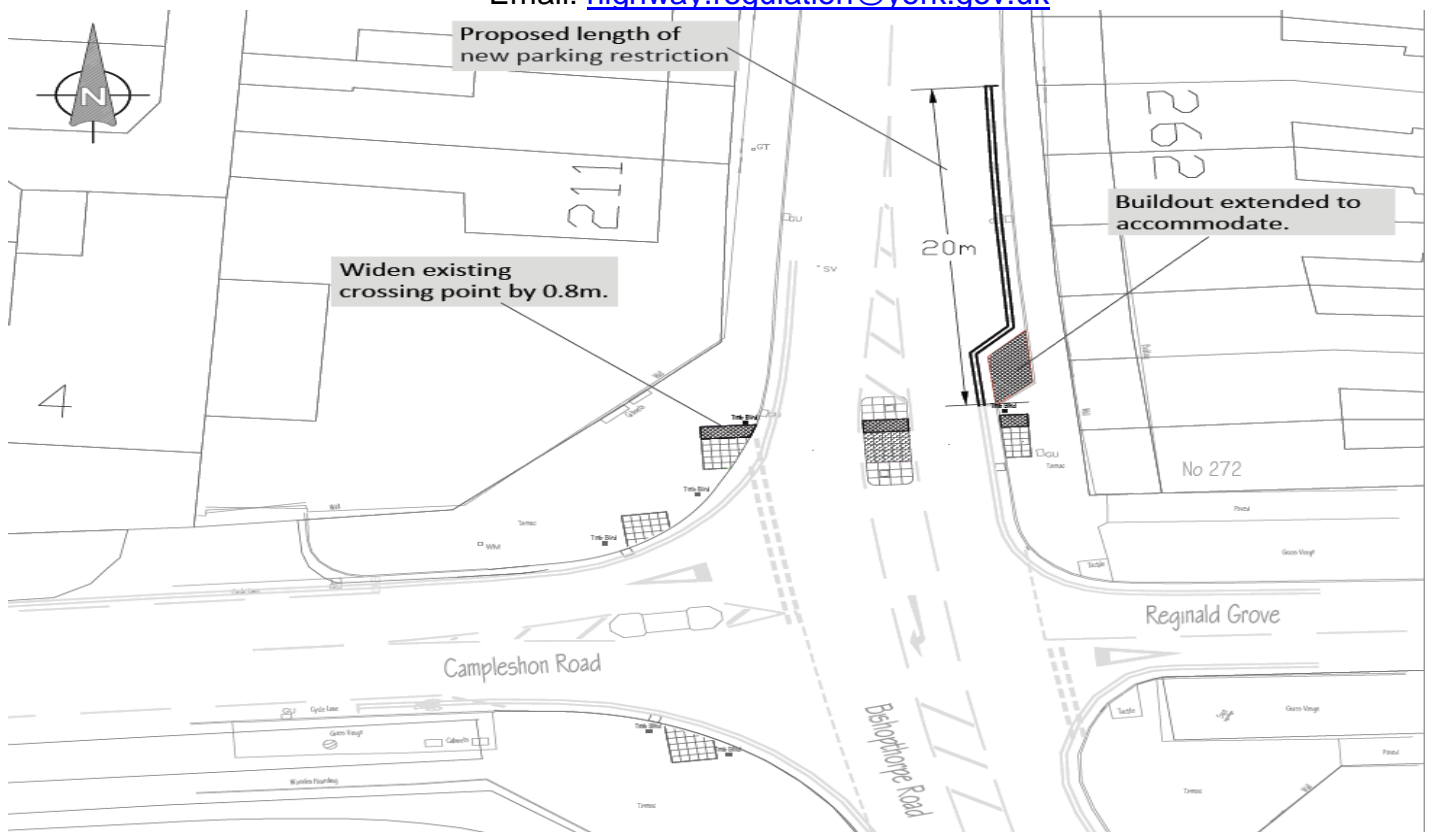
Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4, 32, 35, 45, 46, 53 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9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

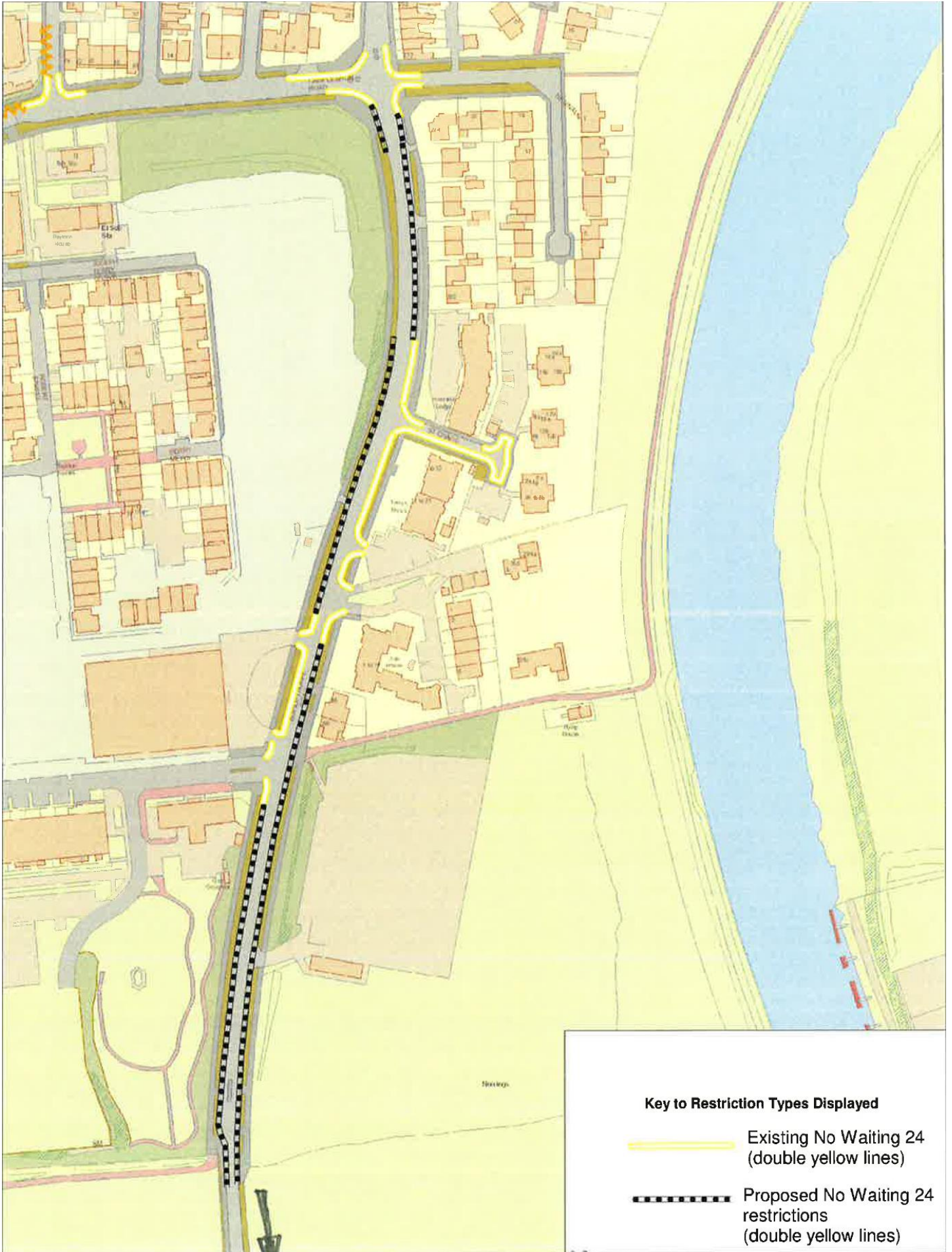
1. Introducing 'No Waiting at any time' restrictions in Bishopthorpe Road, York, on its:
 - (i) east side, between points 15 metres (terminal point of existing 'No Waiting at any time' restrictions) and 35 metres north from the projected centreline of Reginald Grove;
 - (ii) east side, between points 15 metres south from the projected centreline of Reginald Grove (terminal point of existing 'No Waiting at any time' restrictions) and 30 metres north from the projected centreline of St Chad's Wharf (terminal point of existing 'No Waiting at any time' restrictions);
 - (iii) east side, between points 102 metres (terminal point of existing 'No Waiting at any time' restrictions) and 340 metres south from the projected centreline of St Chad's Wharf;
 - (iv) west side, between points 17 metres (terminal point of existing 'No Waiting at any time' restrictions) and 30 metres south from the projected centreline of Campleshon Road;
 - (v) west side, between points 90 metres south from the projected centreline of St Chad's Wharf (terminal point of existing 'No Waiting at any time' restrictions) and 30 metres north from the said line;
 - (vi) west side, between points 175 metres (terminal point of existing 'No Waiting at any time' restrictions) and 340 metres south from the projected centreline of St Chad's Wharf;
2. Introducing a Clearway on Bishopthorpe Road, York between a point 340 metres south from the projected centreline of St Chad's Wharf and the Bishopthorpe Village boundary sign.

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 27th September 2019.

Dated: 6th September 2019

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





clearance to Village
Bishopthorpe Road
Boundary Sign

SCALE	1 : 2200
DATE	11/12/2018
DRAWING No.	
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**Decision Session –
Executive Member for Transport**

6th December 2019

Report of the Assistant Director of Transport, Highways & Environment

Consideration of representations received to an advertised proposal for waiting restrictions on Albemarle Road, Philadelphia Terrace and Ovington Terrace

Summary

1. Consideration of the objections received to an advertised proposal to introduce waiting restrictions on Albemarle Road and Philadelphia Terrace to facilitate a requirement within the planning decision for the Multi User Games Area (MUGA) at Millthorpe School (notice of proposals and plans included as Annex A)

Recommendation (Option One)

2.
 - I. Take forward the proposal as advertised for implementation at a later date
 - II. The implementation of restrictions on street to be deferred until the development is completed and ready for community use (estimated date of completion at this time is Summer 2020).
 - III. Accelerate the investigation and delivery of the Residents Parking to meet the representations of the residents as early as possible.

Reason: The restrictions as proposed were identified within the planning application process to ensure the safety of highway users due to the anticipated increased traffic flows in the area when the MUGA is opened for community use. (The MUGA can be used for school use without implementation of the restrictions)

Background

3. The proposals for waiting restrictions were made in response to condition 6 within planning consent reference 18/01162/FUL for the MUGA at Millthorpe School. This states:

*“ The development hereby permitted is not to be used for **community** use until the following highway works (which shall include works associated with promoting, revoking, amending and implementing any Traffic Regulation Order(s) required as a result of the development, including signing, road marking and other related works) have been completed in accordance with a scheme which shall have been previously submitted to and approved in writing by the Local Planning Authority.*

Measures to prohibit sections of on-street parking on Philadelphia Terrace, Ovington Terrace and Albemarle Road as shown on the approved plans: City of York Council’s Albemarle Road (Telford Terrace to Philadelphia Terrace) proposed ‘no waiting at any time’ (double yellow line) plan dated 16.012.19, City of York Council’s Albemarle Road (junction with The Mount) proposed ‘no waiting at any time’ (double yellow line) plan dated 16.01.2019 and City of York Council’s Philadelphia Terrace & Ovington Terrace proposed ‘no waiting at any time’ (double yellow lines) plan dated 21.01.2019.

Reason: In the interests of the safe and free passage of highway users through the provision of passing places on these narrow streets.

Committee report, decision notice are available on the Council website.

The advertised notice of proposals and plans are included as Annex A. The proposals were published on the 6th September 2019.

If the restrictions are not implemented as identified in the aforementioned plans, the applicant can apply to remove or vary this condition under section 73 of the Town and Country Planning act 1990.

Representations Received

4. We have received 7 representations, 6 in objection and 1 in support (with reservations). The representations are similar in their views and request we do not implement any restrictions at this time and introduce a Residents’ Priority Parking Scheme (ResPark) as an alternative. Points raised by residents include:
 - ResPark will obviate the need for such restrictions

- The council should have implemented a joined up approach/ and take forward restrictions within the planned consultation for Resident Parking.
 - If restrictions are enacted before a permit scheme it will make life more difficult for residents (displaced parking will move further into the residential areas), if we have to implement restrictions this should only be done when Resident Parking is implemented
 - One resident only objected to the passing places on Albemarle Road as this would restrict resident to parking outside their own driveways
 - Proposed passing places will not prevent commercial and high sided vehicles parking or improve sight lines for safe access onto driveways
 - Resident parking is the only option that will improve the parking amenity, sight lines and benefit residents
 - Two residents objected to the planned restrictions on Philadelphia as not necessary because residents only park on one side of the carriageway and the planned restrictions would have no effect on traffic flow
 - There are currently only space for 15 vehicles to park on Philadelphia Terrace and 24 properties. The plans will remove space for 4 vehicles – where are you expecting people to park?
 - This is a development that residents have already objected to on highway/traffic issues but had their concerns dismissed
 - One objector suggested the MUGA development was still in doubt
 - Unfair; residents should not lose parking amenity simply to serve the ambitions of a local academy
 - One objector claims that to suggest the plan was only introduced to facilitate safety and flow of traffic is over simplification and it is more about providing drop off and collection points for those using the MUGA facility
 - Minimising traffic and parking in the neighbourhood should not be at the further inconvenience of residents.
5. The one representation of support received was on the proviso that parking would be legitimate adjacent to the restrictions on hard standing where the verge has been removed as long as the vehicle would not encroach on the footway or the carriageway.
6. No objections have been raised for the additional restrictions at the entrance to the school on Ovington Terrace.

Officer comments

7. We acknowledge the objections received to the proposal make valid points. The pressure for parking in this area is immense and any additional restrictions will displace parking further into the residential area and exacerbate an already difficult situation for residents. If the restrictions were to be introduced at the same time as a Resident Parking scheme, then it is very likely this would alleviate the issues caused by displacement parking as a result of this proposal.

We have been informed the MUGA development is intended to be ready for community use by Summer 2020. We cannot introduce a resident parking scheme within that timescale. The timescale for introducing a scheme is included at Annex C. It should be noted the timescale outlined can fluctuate. Schemes with complications or conflicting resident views can take longer to resolve.

It is intended to start the consultation with residents on Albemarle Road, Philadelphia Terrace and a wider area about the introduction of Resident Parking in January 2020.

The restrictions identified as required through a planning application process cannot rely on the introduction of permit parking. They are recommended within the planning process as required and stand on their own merit and should be treated as a separate issue.

Options

8. **Option 1 (Recommended Option)**
 - I. Take forward the proposal as advertised for implementation at a later date
 - II. The implementation of restrictions on street to be deferred until the development is completed and ready for community use
 - III. Accelerate the investigation and delivery of the Residents Parking to meet the representations of the residents as early as possible.

Reason: The restrictions as proposed were identified within the planning application process to ensure the safety of highway users due to the anticipated increased traffic flows in the area when the MUGA is opened

9. for community use. (The MUGA can be used for school use without implementation of the restrictions)

Analysis

Highway considerations are involved as part of the planning process.

This process highlighted a need for:

- IV. Additional restrictions (double yellow lines) at the junctions either end of Philadelphia Terrace for access. At the junction with Ovington Terrace the proposal relates to an extension of restrictions to a length of 10m which is considered to be 'standard'. The restrictions on the south west at the junction with Albemarle Road have been extended to protect the back alley access point and allow a longer length of queueing vehicles at the junction waiting to egress from Philadelphia Terrace onto Albemarle Road
- V. Restrictions on the north side of Philadelphia Terrace: although residents do not park on this side of the road, without restrictions non-residents might, and by so doing completely obstruct the footways. It was considered advisable to protect the current practice with restrictions. Loading/unloading activities can take place on double yellow lines which will not prevent deliveries to properties on this side of the Terrace
- VI. Double yellow lines at the entrance to the School/MUGA when the No Stopping School Clearway is not operational – no objections refer specifically to this part of the proposal.
- VII. Passing places to be provided on Albemarle Road between Philadelphia Terrace and Telford Terrace (the majority of these are placed across existing dropped kerb access points to residential off street parking amenity).
- VIII. Additional double yellow lines on Albemarle Road at the signalised junction with The Mount to remove parking on both sides of the carriageway, retain two way traffic and provide a longer length for queueing traffic approaching the signalised junction

The planning officers and highway officers involved within the highway process considered the restrictions should be in place to facilitate the additional traffic flows associated with the use of the MUGA car park.

Resident Parking: It is intended to initiate a consultation to ascertain support for a Resident Parking Scheme in the wider South Bank area in January 2020. Until the results of this consultation are known we are

unable to guarantee a resident parking scheme will be taken forward and for which streets. The process will be accelerated to enable delivery as early as possible in the area affected by the development.

It is recommended we delay implementation of the proposed restrictions until the MUGA is ready for community use and by so doing reduce the length of time, as far as possible, the added pressure on residential amenity until a Resident Parking scheme is introduced (should we receive a positive response to the consultation process).

A review of restrictions (e.g. yellow lines) will occur as part of the Resident Parking consultation process. In addition, restrictions are often reviewed after the implementation of a scheme when we can be better informed about resident parking levels.

10. **Option 2:**

- I. In line with the representations received, take no further action at this time. Waiting restrictions to be taken forward as part of any future designed scheme for Resident Parking in the area

Although this would be popular with residents, it is not the recommended option because:

- we are unable to guarantee a Resident Parking Scheme is to be taken forward at this time
- the developer would be required to apply to the planning sub-committee for a variation or removal of the condition imposed
- if the condition is removed: although the area is subject to a 20mph speed limit, there would be an increased risk of congestion and minor traffic accidents as a result of the estimated additional traffic flows should the facility be opened for community use without the restrictions in place
- the MUGA can be used for school use without any restrictions in place. It is not sure how long this could be sustained because we have been informed the expected income from Community use is essential for the ongoing maintenance costs of the facility.

Consultation

11. The Notice of Proposal was mounted on lamp columns on the street and advertised in The Press. Emergency services, haulier associations and Ward Councillors are informed of the proposals on issue.

Residents of 117 The Mount, 15a – 37b Albemarle Road and all properties on Philadelphia Terrace were hand delivered details of the proposal (Annex B).

Council Plan (2019 -2023)

12. An open and effective Council

A consultation exercise has been carried out to give local residents an opportunity to engage with the process and have their say. Resident opinions and requests for changes to the proposals have been recorded, and considered within the report.

16. **Implications**

17. This report has the following implications:

Financial – None (The developer is funding the costs of this work)

Human Resources – The enforcement of additional waiting restrictions will fall to the Civil Enforcement Team and increase their work load accordingly

Equalities – None identified within the consultation process

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; Section 73 of the Town and Country Planning Act 1990 is relevant for the planning process

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:

James Gilchrist
Assistant Director: Transport, Highways
and Environment (Economy and Place)

Date:

28.11.19

Wards Affected: Micklegate

For further information please contact the author of the report.

Background papers

Planning Sub-Committee Committee Meeting, 20 March 2019. Officer Delegated report, decision and minutes are published on the website

Annexes:

Annex A:
Notice of proposals advertised with plans

Annex B:
Copy of the legal consultation documentation hand delivered to Residents

Annex C: Time Scale for introducing a Resident Parking Scheme

Abbreviations:

MUGA – Multi Use Games Area

CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
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TRAFFIC ORDER 2019

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1. Introducing 'No Waiting at any time' restrictions in York as follows:
 - (a) **Albemarle Road**, on its:
 - (i) east side, between points 30 metres and 40 metres north from the projected centreline of Philadelphia Terrace;
 - (ii) east side, between points 56 metres and 66 metres north from the projected centreline of Philadelphia Terrace;
 - (iii) east side, between points 82 metres and 105 metres north from the projected centreline of Philadelphia Terrace;
 - (iv) east side, between points 15 metres (terminal point of existing 'No Waiting at any time' restrictions) and 29 metres south from the projected southern kerbline of Telford Terrace;
 - (v) east side, between points 63 metres and 81 metres south from the projected southern kerbline of Telford Terrace;
 - (vi) south west side, between points 52 metres (terminal point of existing 'No Waiting at any time' restrictions) and 105 metres (terminal point of existing 'No Waiting at any time' restrictions) south east from the projected south eastern kerbline of The Mount;
 - (b) **Bishopthorpe Road**, on its:
 - (i) east side, between points 15 metres (terminal point of existing 'No Waiting at any time' restrictions) and 35 metres north from the projected centreline of Reginald Grove;
 - (ii) east side, between points 15 metres south from the projected centreline of Reginald Grove (terminal point of existing 'No Waiting at any time' restrictions) and 30 metres north from the projected centreline of St Chad's Wharf (terminal point of existing 'No Waiting at any time' restrictions);
 - (iii) east side, between points 102 metres (terminal point of existing 'No Waiting at any time' restrictions) and 340 metres south from the projected centreline of St Chad's Wharf;
 - (iv) west side, between points 17 metres (terminal point of existing 'No Waiting at any time' restrictions) and 30 metres south from the projected centreline of Campleshon Road;
 - (v) west side, between points 90 metres south from the projected centreline of St Chad's Wharf (terminal point of existing 'No Waiting at any time' restrictions) and 30 metres north from the said line;
 - (vi) west side, between points 175 metres (terminal point of existing 'No Waiting at any time' restrictions) and 340 metres south from the projected centreline of St Chad's Wharf;
 - (c) **Coggan Close**, on its east side, from the projected northern kerbline of Philadelphia Terrace north for 7 metres.
 - (d) **Haughton Road**, on its south east side, between points 8 metres south west and 8 metres north east from the projected centreline of Hillsborough Terrace;
 - (e) **Hillsborough Terrace**, on both sides, from the projected south eastern kerbline on Haughton Road south east for 5 metres;
 - (f) **Ovington Terrace**, on its east side, from the projected northern kerbline of Philadelphia Terrace south for 23.5 metres.
 - (g) **Philadelphia Terrace**, on its:
 - (i) north side, between a point 14 metres west from the projected western property boundary of No 1 Philadelphia Terrace (terminal point of existing 'No Waiting at any time' restrictions) and a point 5 metres west of the projected western kerbline of Ovington Terrace (terminal point of existing 'No Waiting at any time' restrictions);
 - (ii) south side, between a point 14 metres west from the projected western property boundary of No 1 Philadelphia Terrace (terminal point of existing 'No Waiting at any time' restrictions) and a point 5 metres west of the projected western kerbline of Ovington Terrace (terminal point of existing 'No Waiting at any time' restrictions);

- any time' restrictions) and a point 1 metres east from the eastern property boundary of No. 1 Philadelphia Terrace;
- (iii) south side, between points 5 metres (terminal point of existing 'No Waiting at any time' restrictions) and 10 metres west of the projected western kerbline of Ovington Terrace.
2. Introducing 'No Waiting at any time' restrictions in Field Lane, Heslington, on its north west side, as follows:
 - (a) between points 22 metres (terminal point of existing 'No Waiting at any time' restrictions) and 34 metres north east from the projected north eastern kerbline of School Lane, thereby revoking existing the 8am-6pm Monday-Friday parking place providing a limited parking period of 120 minutes parking from within that length;
 - (b) between points 60 metres and 72 metres (terminal point of existing 'No Waiting at any time' restrictions) north east from the projected north eastern kerbline of School Lane, thereby revoking existing the 8am-6pm Monday-Friday parking place providing a limited parking period of 120 minutes parking from within that length.
 3. Introducing 'No Waiting at any time' restrictions in New Lane, Huntington, on its east side, between points 27 metres (terminal point of existing 'No Waiting at any time' restrictions) and 42 metres north from the projected southern property boundary line of No 150 New Lane.
 4. Introducing Disabled Person's (Blue Badge) Parking Place on the north west side of Marygate, York between points 63 metres and 69.6 metres north east from the projected centreline of Marygate Lane, thereby revoking the existing 'No Waiting at any time' restrictions from within that length.
 5. Introducing a Clearway on Bishopthorpe Road, York between a point 340 metres south from the projected centreline of St Chad's Wharf and the Bishopthorpe Village boundary sign.

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 27th September 2019.

Dated: 6th September 2019

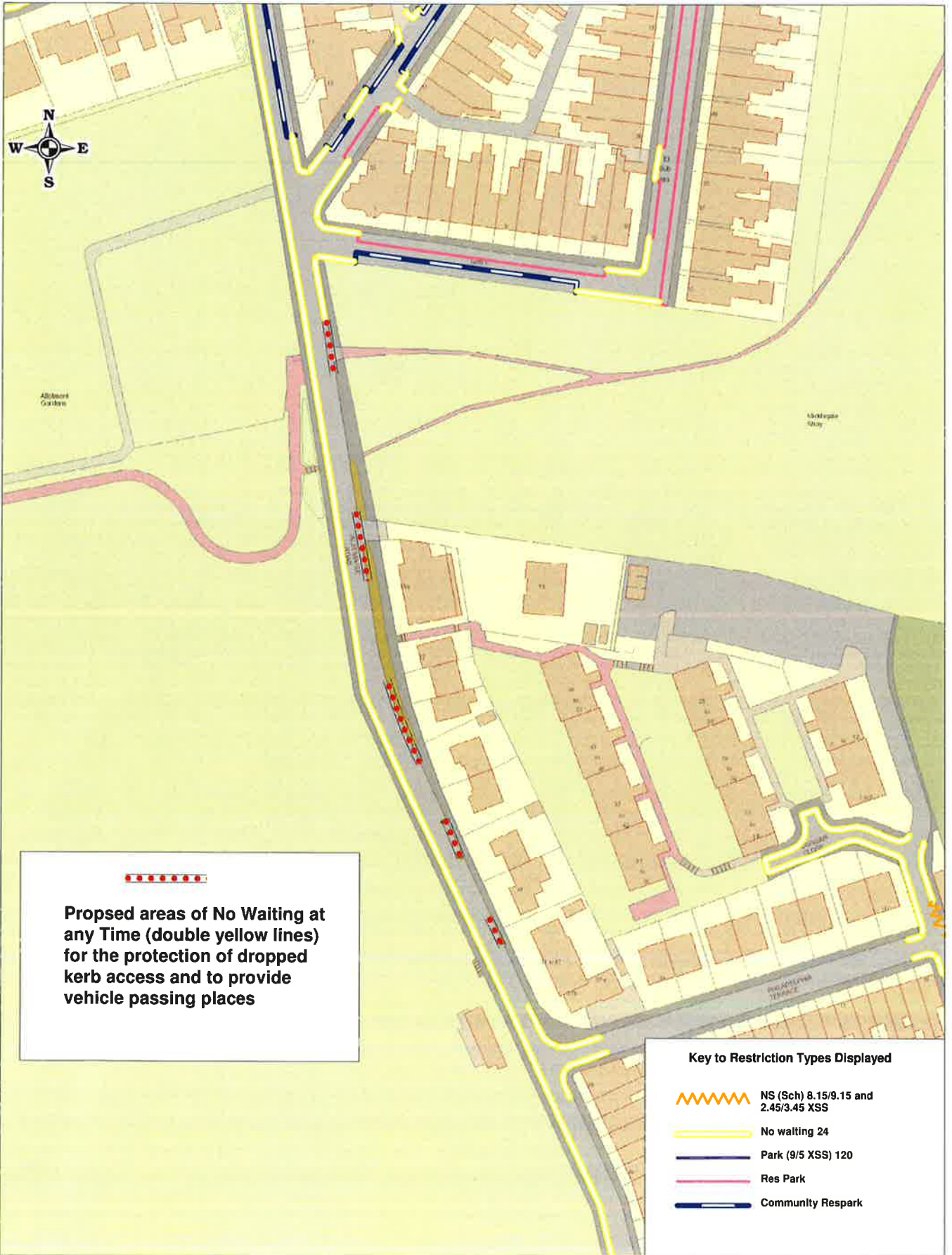
Director of Economy & Place
Network Management, West Offices, Station Rise, York, YO1 6GA
Email: highway.regulation@york.gov.uk



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**Albemarle Road
(junction with The Mount)**

SCALE	1 : 750
DATE	16/01/2019
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**Albemarle Road
(Telford Terrace to Philadelphia Terrace)**

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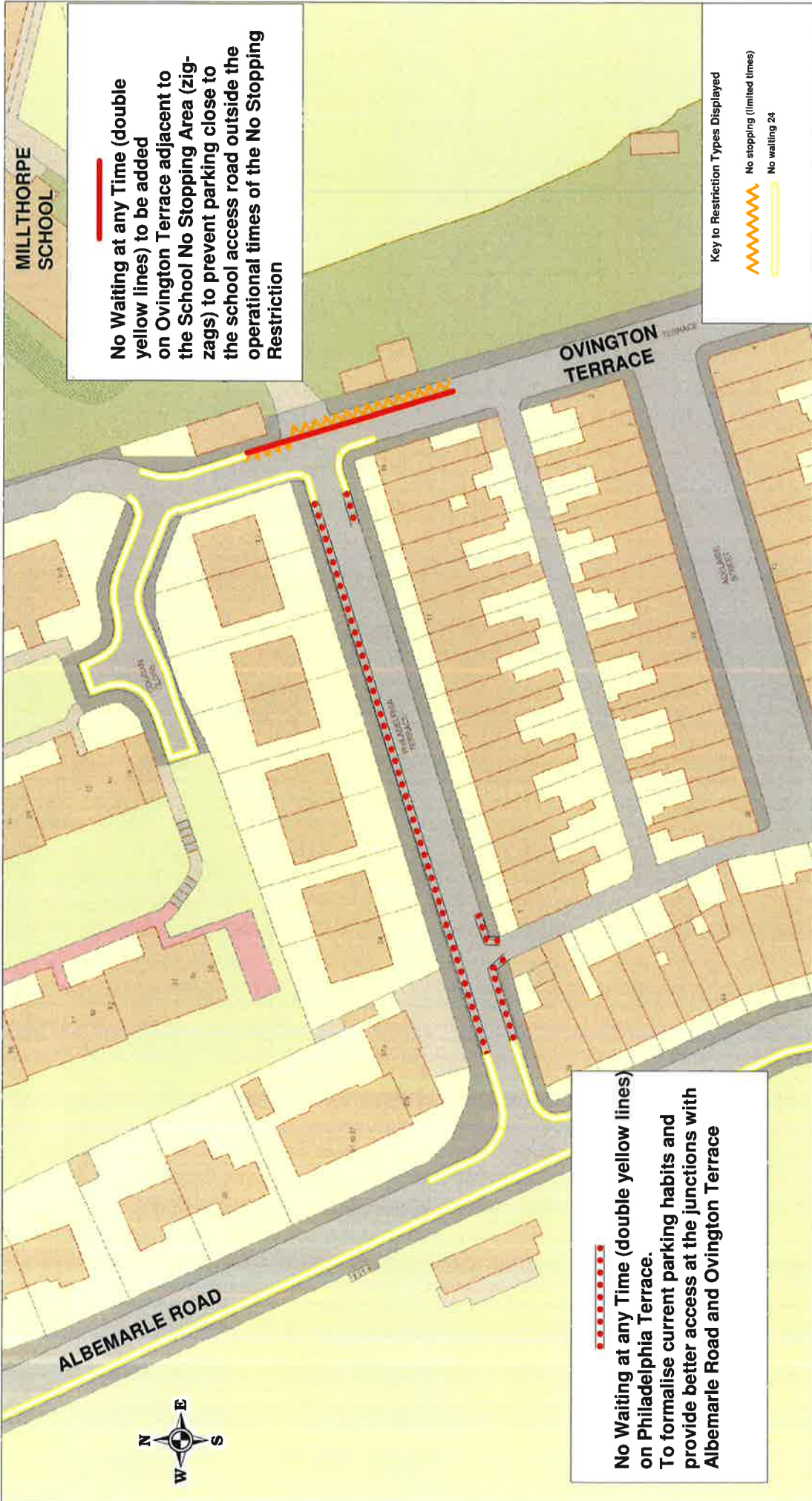
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DATE

16/01/2019

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DRAWN BY



No Waiting at any Time (double yellow lines) to be added on Ovington Terrace adjacent to the School No Stopping Area (zig-zags) to prevent parking close to the school access road outside the operational times of the No Stopping Restriction

No Waiting at any Time (double yellow lines) on Philadelphia Terrace. To formalise current parking habits and provide better access at the junctions with Albemarle Road and Ovington Terrace

Key to Restriction Types Displayed
 No stopping (limited times)
 No waiting 24

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Philadelphia Terrace & Ovington Terrace



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Economy and Place Directorate
West Offices
Station Rise
York YO1 6GA

The occupiers of:
117 The Mount,
15a – 37b Albemarle Road and
All properties on Philadelphia
Terrace
York

Contact: Sue Gill
Telephone: 01904 551497
Email: highway.regulation@york.gov.uk
Our Reference: DH/AGB/TRO485
Date: 6th September 2019

Dear Occupier

Proposed ‘No Waiting at any time’ Restrictions – Albemarle Road, York

It is proposed to introduce ‘No Waiting at any time’ restrictions as set out the Notice of Proposals (Overleaf) to minimise the likelihood of obstruction and maintain safety at all times.

Should you require any further information in regard to this item then please contact the project manager, Sue Gill, telephone (01904) 551497, email highway.regulation@york.gov.uk.

I do hope you are able to support the proposals but should you wish to object then please write, giving your grounds for objection, to the Director of Economy and Place at the address shown on the Notice, to arrive no later than the date specified in the Notice.

Yours faithfully

A handwritten signature in black ink that reads 'Alistair Briggs'.

Alistair Briggs
Engineer
Transport Projects
Enc. Documentation

Cc – Cllr Rosie Baker, Cllr Jonny Crawshaw & Cllr Peter Kilbane

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- (v) east side, between points 63 metres and 81 metres south from the projected southern kerbline of Telford Terrace;
- (vi) south west side, between points 52 metres (terminal point of existing 'No Waiting at any time' restrictions) and 105 metres (terminal point of existing 'No Waiting at any time' restrictions) south east from the projected south eastern kerbline of The Mount;

(b) Coggan Close, on its east side, from the projected northern kerbline of Philadelphia Terrace north for 7 metres.

(c) Ovington Terrace, on its east side, from the projected northern kerbline of Philadelphia Terrace south for 23.5 metres.

(d) Philadelphia Terrace, on its:

- (i) north side, between a point 14 metres west from the projected western property boundary of No 1 Philadelphia Terrace (terminal point of existing 'No Waiting at any time' restrictions) and a point 5 metres west of the projected western kerbline of Ovington Terrace (terminal point of existing 'No Waiting at any time' restrictions);
- (ii) south side, between a point 14 metres west from the projected western property boundary of No 1 Philadelphia Terrace (terminal point of existing 'No Waiting at any time' restrictions) and a point 1 metres east from the eastern property boundary of No. 1 Philadelphia Terrace;
- (iii) south side, between points 5 metres (terminal point of existing 'No Waiting at any time' restrictions) and 10 metres west of the projected western kerbline of Ovington Terrace.

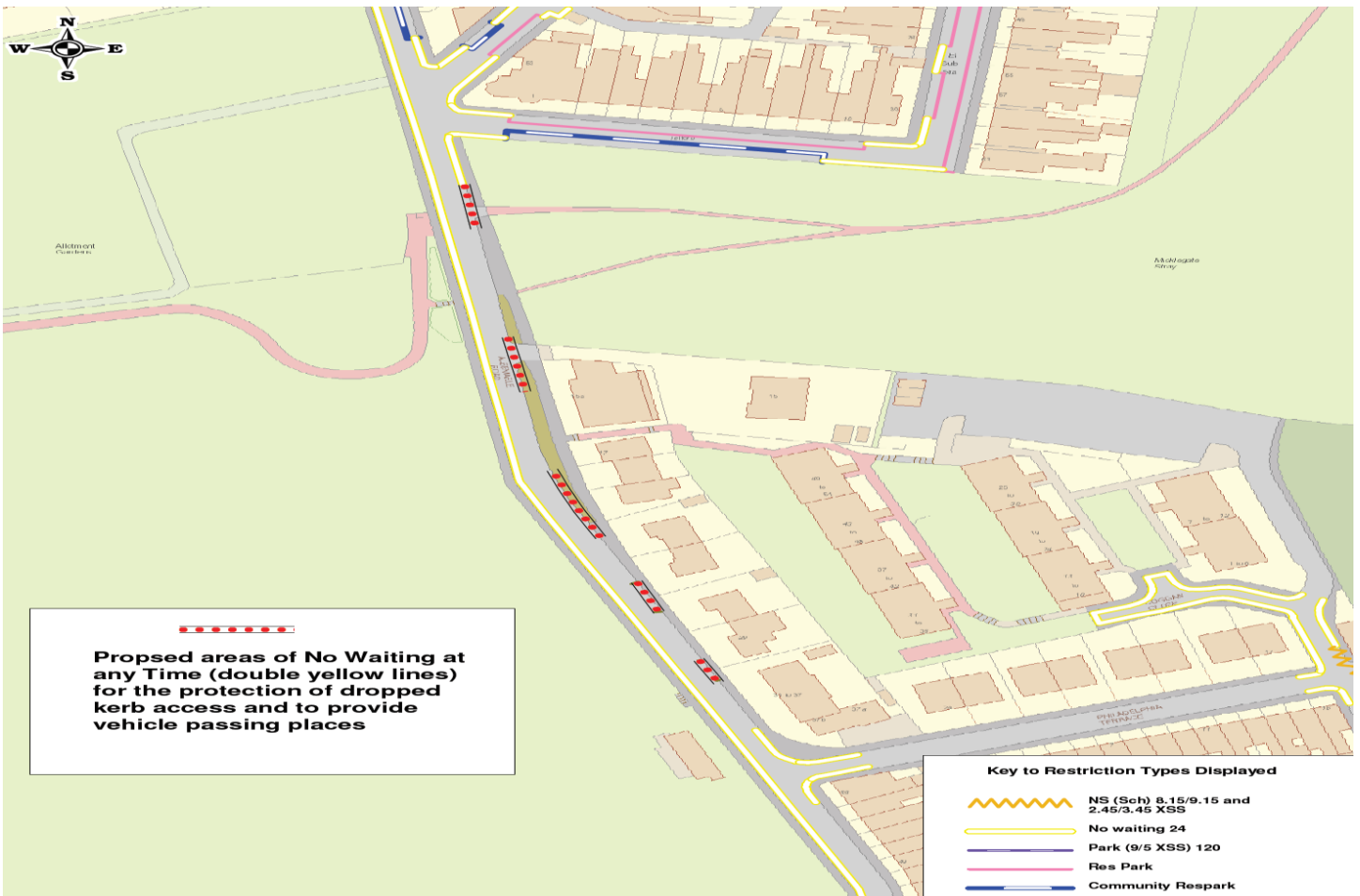
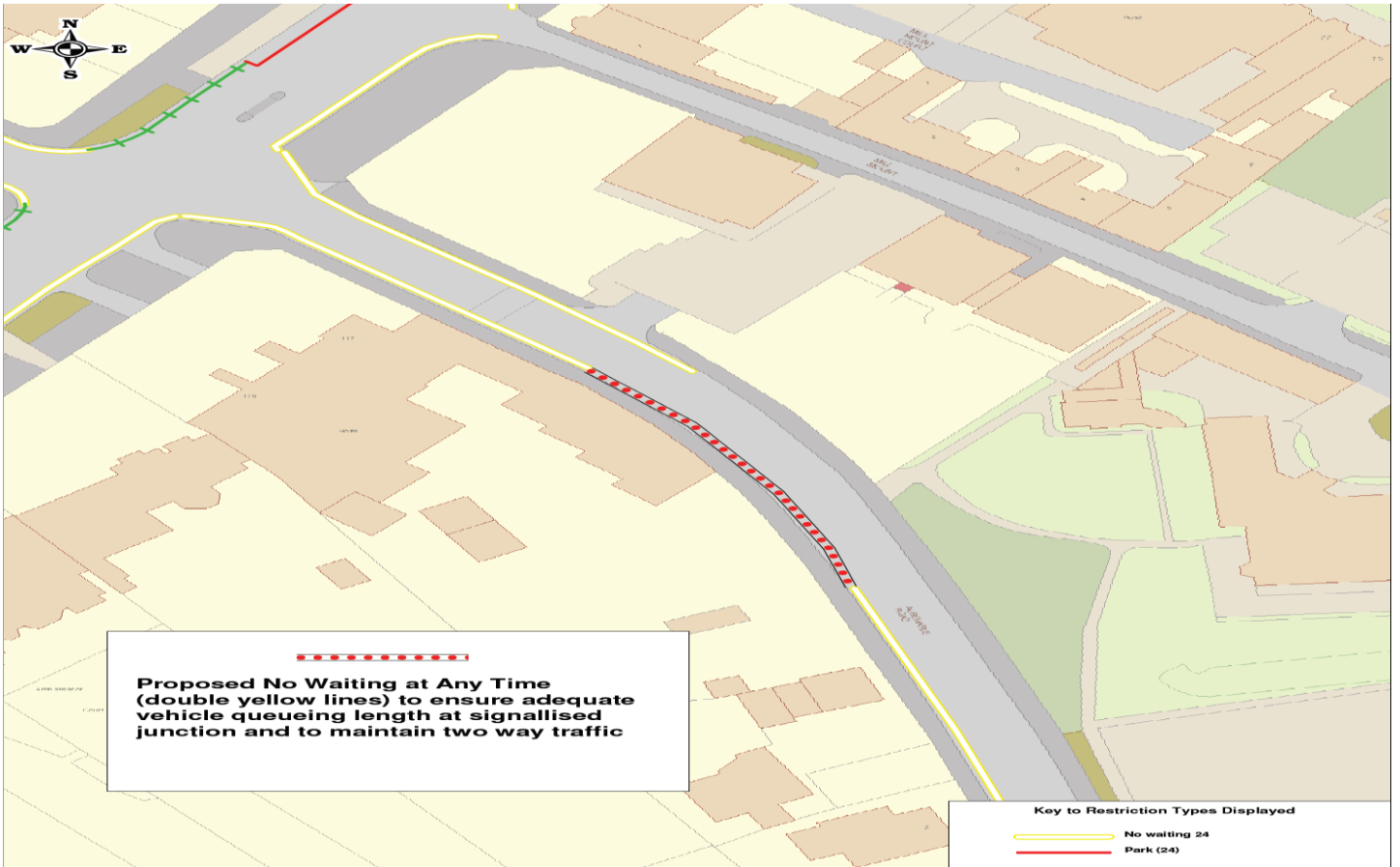
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Dated: 6th September 2019

Director of Economy & Place

Network Management, West Offices, Station Rise, York, YO1 6GA





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Residents Parking Scheme Process

Timescale from initial consultation

<p>Consultation</p> <p>A draft scheme and questionnaire will be sent out to all properties within the proposed area. A proposal will normally be taken forward if there is at least a 50% response rate and the majority of returns are in favour. Depending on circumstances, there is potential for individual streets to go forward from an area if the streets return is very positive whilst the areas is either low or opposed.</p>	6 – 8 weeks
<p>The consultation results are then reported along with a proposed scheme for approval to advertise a Traffic Regulation Order.</p>	8 weeks
<p>TRO preparation and advertising</p>	4 - 6 weeks
<p>Any objections to the proposed TRO are then reported for consideration.</p>	10 – 12 weeks
<p>If the objections are overturned the scheme will then be implemented. Parking services require 12 weeks' notice before a scheme is implemented.</p>	12 - 16 weeks
<p>We try to give residents 6-8 weeks' notice to prepare for implementation</p>	

Once work on a scheme begins it will take 9 - 12 months to complete

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