

---

**Decision Session –**

**22 June 2021**

**Executive Member for Transport**

Report of the Corporate Director of Economy and Place Directorate

**Residents' Parking around University – Response to Draft Order**

**Summary**

1. To report progress on advertising the draft Traffic Regulation Order (TRO) and report on the responses/objections received. The draft TRO would implement further Residents' Priority Parking (ResPark) controls in streets in the area to the north of the University of York, Heslington Campuses, which the Executive Member considered in July 2020.

**Recommendation**

2. The Executive Member is asked to confirm the decision to make the Traffic Regulation Order needed to introduce the Residents' Priority Parking scheme set out in the report.

These restrictions would be, as advertised, for the streets and sections of street listed below and would be included in the Residents' Parking Zones listed. These are discussed in more detail in the report below.

R39A (Extension) All streets 8-6 Mon-Fri

- Beaufort Close
- Sails Drive
- Quant Mews
- Windmill Lane

- Sussex Road
- Sussex Close
- Eastfield Crescent
- Eastfield Court
- Crossways
- Bishopsway
- Brentwood Crescent
- Fernway
- Deramore Drive West
- Vanburgh Drive
- Kimberlows Wood Hill
- Yarburgh Way
- Field Lane

39B All streets 8-6 Mon-Fri

- Devon Place
- Green Dykes Lane odds 1 – 33 and evens 4 – 24 (inclusive)
- Barstow Avenue – the whole of its length
- Thief Lane – From No.2 and No. 65, east for the rest of its length
- Newland Park Close – the whole of its length and
- Newland Park Drive 1 to 24 (inclusive)

Some of these sections will be included in ResPark Areas and some controlled by marked parking bays.

**Reason:** To positively respond to comments received from local residents and to utilise the further funding available to establish which areas (of streets) would be considered to benefit from the introduction of ResPark controls and to implement those measures.

3. The Executive Member is also asked to consider, further, the draft Traffic Regulation Order with respect to the section of Newland Park

Drive fronted by numbers 25 and above. To consider, based upon a majority of views expressed, the option of including said section in the TRO to be made.

If agreed, these houses and this section of street would be included in Zone 39B; ResPark controls applying 8-6 Mon-Fri.

**Reason:** To respond to the majority of comments, for and against, from those with properties on this section of Newland Park Drive.

## **Background**

4. The decisions coming out of the discussions in July 2020 included an undertaking to make a draft Order to take forward a scheme for ResPark controls in streets in the area to the north of University of York, Heslington Campuses, which the Executive Member considered in July 2020.

5. The streets were identified from results of surveys carried out over a number of years and consultation with residents. The further consultation process and implementation of any agreed set of schemes will be funded from funds deposited by the University of York under a Section 106 agreement. The initial subsidy will be funded in the same way.

6. It was agreed that a further consultation (letter drop) would be carried out at the same time as the draft Order was published. This process was begun in February 2021.

7. We have received 345 responses, 79 of which raised objections. The nature and approximate locations of the objectors are set out below. Further details are given at Annex A.

8. It should, perhaps, be remembered that the 'catchment' for this consultation did not stem specifically from petitions by any group of residents. This consultation covers zones identified and used for survey collection over a number of years. There is no previously expressed demand for controls across this area and many residents might be unfamiliar with the working of York's ResPark system.

## **Proposals, Responses and Analysis**

9. The proposed extension to R39A includes streets to the west of the existing zone R39A as far as Windmill Lane. The main features of this area are detached, semi-detached and short terraces of houses. Many for these have some off-street parking. There is a parade of local shops on Yarburgh Way and access is gained to two schools from these streets. There were twenty-nine objections overall from residents. There were 175 expressions of support received.

10. Other than the areas considered below, there were ten objections from local residents and/or landlords.

11. One of the most significant concentration of objections is from those along Crossway. In particular, five objections were received, on paper, although with no supporting reasons given.

12. The proposed extension to R39A also includes the residential development lying to the east of Windmill Lane. These streets are Beaufort Close, Sails Drive and Quant Mews. There is a recorded petition from some of these residents for the introductions of parking controls. There were six objections to the draft Order. The key thrusts were the principle of (ever) having paying as a consequence of development and on access to more flexible permits. There were, however, 24 responses in support, many suggesting operation 8-6 Mon. to Fri. only.

13. Windmill Lane itself is currently controlled by single yellow lines; no waiting between 8 and 6, Mon to Fri. It is not proposed that these restrictions be altered. There were nine objectors from Windmill Lane; most of these appear to be concerned that the single yellow lines were going to be removed and permit only bays put in their place. As this is not the case, the only 'impact' the ResPark, as proposed, would have on them is they would gain the ability/be required to obtain permits to park in Beaufort Close, Sails Drive and Quant Mews.

14. The proposed R39B included those streets and properties to the south of Hull Road and east of Green Dykes Lane. The main feature of this area include some detached homes but some more dense development of semi-detached, short terraces and terraced streets. There were 44 objections overall from residents. There were 74 expressions of support received.

15. Although the pattern of responses, to this type of consultation, is never clear cut. The majority response from streets/sections of street are discussed below.

16. The responses from the following streets generated 23 of the 44 objections: Hull Road, Garrow Hill Avenue, Siward Street, Lamel Street, Cycle Street and Norman Street. These streets generated only two expressions of support at this time. It is therefore proposed to not include these streets within the Order.

17. The comments received from residents of Newland Park Drive were 29 in favour, 14 against and one with no view expressed.

18. It is worth noting that although residents of the section of Newland Park Drive, east of Newland Park Close, indicated a majority (22) in favour it did, however, generate 13 of the objections. It appears that a main factor here is the concerns from those in registered Houses in Multiple Occupancy. Most of the houses do have off street parking. Based upon the level of objections the substantive recommendation is that Newland Park Close and (only) the section of Newlands Park Drive lying to the west of Newland Park Close be brought into the made Order. Also see 3, above and 27, below.

19. The proposed R21A included those streets and properties to the south of Hull Road, north of Thief Lane and west of Green Dykes Lane. The main feature of this area (excluding the main roads) include more dense semi-detached homes and short terraces.

20. This, smaller zone, generated 13 responses; seven in support and six objections.

21. Four of these six objectors were from Kexby Avenue and the remaining two from the section of 13-57 Thief Lane (odd). This same group did generate five expressions of support.

22. The proposed section on the west side of Green Dykes Lane, together with Devon Place do form a viable group; two expressions of support and no objections were received from here. For these reasons it is proposed that this be brought into the made Order. Given the small size of this group, however, it is proposed that it be included in R39B, for admin and permit issue/use purposes. This would offer all those on this section of Green Dykes Lane the option to park on either side of the street.

### **Proposed Made Order**

23. The Zone Plans that supported the draft Order will be amended to remove the sections of street other than as set out in 2 above from the

controlled parking zones. See Annex B. This applies whether these have been drafted as marked bays or ResPark Areas.

24. The wording in the Draft Order will also be changed to reflect this.
25. This will result in an extended Zone R39A and a new Zone, R39B. All of these restrictions to be in force Monday to Friday only, between 8am and 6pm.
26. The new Zone 39B will include some streets that were advertised as part of Zone 21A, for the reasons set out in 22 above.
27. As discussed, above, the Executive Member will also asked to consider, further, the draft Traffic Regulation Order with respect to the section of Newland Park Drive fronted by numbers 25 and above and to consider the option of including said section in the TRO to be made. Views expressed from this section were 22 in favour with 13 against.
28. If agreed, these houses and this section of street would be included in Zone 39B; ResPark controls applying between 8am and 6pm Monday to Friday.

## **Council Plan**

This report is supportive of the following priorities in the Council plan in addition to the One Planet York principles, that the Council champions:

- A focus on frontline services; and
- A Council that listens to residents.

## **Implications**

The following are the identified implications.

- **Financial** – The consultation process and implementation of any agreed set of schemes will be funded from funds deposited by the University of York under a Section 106 agreement. The initial subsidy will be funded in the same way.
- **Human Resources** – The extended parking zone will require staff resources (shortly utilising an online self-service system and virtual permits) by the back office and CEO staff. The management and monitoring will be a Traffic Management function.
- **Equalities** – A communications plan is being developed for the wider Residents' Parking Service to help those that either don't have

access to the internet or the skills to use it to access the parking system as they do with other similar ICT access requirements.

- **Legal** – The decisions will require changes in the parking Traffic Regulation Orders and sealing.
- **Crime and Disorder** - None
- **Information Technology (IT)** – There is an existing ICT system in place. A new ICT system for parking covering penalty charge notices and permits is due to be rolled out later this year. This will improve both the customer and officer experience.
- **Property** - None
- **Risk Management** – The proposed extension to the existing Residents’ parking provision will be something that most residents/customers will welcome but may disadvantaged some people who may have objected to the draft proposal. These objections have been reviewed and reported herein.

**Contact Details:**

**Author:**

**Ken Hay**  
Traffic Projects Officer  
Transport  
Tel No. 2474

**Chief Officer Responsible for the report:**

**James Gilchrist**  
Director Environment, Transport & Planning

**Report**  **Date** 14/05/2021  
**Approved**

**Wards Affected:** Hull Road and Fishergate

**All**

**For further information please contact the author of the report**

## **Annexes**

Annex A Summary of comments received

Annex B1 Residents' Priority Parking Zone R39A

Annex B2 Residents' Priority Parking Zone R39B

Annex C Progress Flow Chart