

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

To: Councillor D'Agorne (Executive Member)

Date: Tuesday, 19 April 2022

Time: 10.00 am

Venue: The George Hudson Board Room - 1st Floor West Offices (F045)

AGENDA

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 Democratic Services by **5:00 pm on 21 April 2022**

*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 13 April 2022**.

1. Declarations of Interest

At this point in the meeting, Members are asked to declare any disclosable pecuniary interest or other registerable interest they might have in respect of business on this agenda, if they have not already done so in advance on the Register of Interests.

2. Minutes

(Pages 1 - 8)

To approve and sign the minutes of the meeting held on 22 March 2022.

3. **Public Participation**

At this point in the meeting members of the public who have registered to speak can do so. Please note that our registration deadlines have changed to 2 working days before the meeting, in order to facilitate the management of public participation at our meetings. The deadline for registering is 5.00pm on Wednesday 13 April 2022 Members of the public can speak on agenda items or matters within the remit of the committee.

To register to speak please visit

www.york.gov.uk/AttendCouncilMeetings to fill out an online registration form. If you have any questions about the registration form or the meeting please contact the Democracy Officer for the meeting whose details can be found at the foot of the agenda.

Webcasting of Public Meetings Please note that, subject to available resources, this public meeting will be webcast including any registered public speakers who have given their permission.

The public meeting can be viewed on demand at

www.york.gov.uk/webcasts. During coronavirus, we've made some changes to how we're running council meetings. See our coronavirus updates (www.york.gov.uk/COVIDDemocracy) for more information on meetings and decisions.

4. **ePetition: CYC solve the York University related parking, don't just MOVE it** (Pages 9 - 22)

The Transport team received a petition in January 2022 (led by Cllr Mark Warters), which requested that City of York council investigate and seek to resolve parking related issues in the geographic area of the University of York.

5. **Consideration of representations received to the advertised R70 Residents Priority Parking Scheme for Kilburn Road, Alma Terrace and Alma Grove, Fishergate.** (Pages 23 - 90)

The Executive Member will be asked to consider the formal representations received to the legal Traffic Regulation Order, advertised on the 14 January 2022, to implement a new residents priority parking scheme to include Kilburn Road, Alma Terrace and Alma Grove, and determine what action is appropriate.

6. Consideration of representations received to the advertised Residents Priority Parking scheme for 5-11 Main Street Fulford – R67C (Pages 91 - 110)

The Executive Member will consider the formal representations made to a recently advertised Traffic Regulation Order to implement a new resident's priority parking scheme adjacent to 5-11 Main Street for the use of these 5 properties only.

7. Consideration of representations received following the advertisement of the Resident's Priority Parking Scheme (Respark) on Revival Estate (Pages 111 - 142)

The Executive Member will be asked to consider the formal representations received to the legal Traffic Regulation Order, advertised on the 22 October 2021, to implement a new Residents Priority Parking Scheme to include Principal Rise, Masters Mews, Scholars Court, College Court, Ashfield House, The Beeches, Bursary Court, Teachers Close and Chancellor Grove (Revival Estate).

8. Consideration of objections received for 2020 Annual Review of Traffic Regulation Order Requests- St.Oswald's Road (Pages 143 - 154)

This report seeks the Executive Member to consider the representations received, in support and objection, to advertised proposals to amend the Traffic Regulation Order for St. Oswald's Road, Connaught Court and Love Lane junction.

9. TSAR Traffic Signal Refurbishment – Barbican Road/Paragon Street (Pages 155 - 216)

The Executive Member will be asked to consider the options available in the TSAR scheme when replacing the traffic signalling equipment on Barbican Road/Paragon Street.

10. Urgent Business

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

Democracy Officer:

Robert Flintoft

Contact details:

- Telephone – (01904) 555704
- Email – robert.flintoft@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	22 March 2022
Present	Councillors D'Agorne

49. 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.

The Executive Member noted that while he did not have a prejudicial or disclosable pecuniary interest to declare he commented that he lived close to Broadway which was subject to a decision regarding a traffic regulation order outlined in Agenda Item 4 Annex E1. It was also reported that in relation to Agenda Item 4 Annex E2 the Executive Member had spoken in favour of additional cycle provisions, however these ambitions would not affect the decision regarding a traffic regulation order on Fulford Road.

50. Minutes

Resolved: That the minutes of the Decision Session of the Executive Member for Transport held on 14 February 2022 be approved and signed by the Executive Member with the following amendments;

Minute 43- to read uninterrupted routes.

Minute 48- to note speed limits rather than speed reductions.

51. Public Participation

It was reported that there had been 13 registrations to speak at the meeting under the Council's Public Participation Scheme. However, 2 speakers did not attend the meeting.

Cllr Mark Warters outlined concerns that the introduction of restrictions and residents parking would only relocate parking problems to other parts of the city, and not solve parking issues within Osbaldwick, which were connected to the University.

Geoffrey Norton raised concerns regarding parking on Gale Lane should restrictions be implemented in front of the street's shops. He was concerned that carers would struggle to park near properties they were visiting. He noted that he had requested a dropped curb outside his property to support parking, however, there was not the grant funding available to provide this.

David Burke supported restrictions being implemented on Land Harwood Road due to problems with delivery vehicles parking in the area. He noted that he did not believe the proposal would fully solve the issue but would be an improvement.

Richard Siddall outlined his support for restrictions being introduced on Tedder Road and Askham Croft as it was a key route for 50 properties in the area. Parking in the area currently made it hard for larger vehicles to travel and affected lines of sight for pedestrians and drivers.

Heather Lord voiced opposition to restrictions on Landalewood Road. She noted that she had not received a letter about the original proposals and that as she was not granted permission to widen her driveway the restrictions would negatively impact Parking on the street.

Andrew Mortimer opposed restrictions on Moore Avenue and Osbaldwick Lane as he felt they would not improve parking. He asked that a decision be postponed until after the Executive Member had considered a residents petition.

Cllr Kallum Taylor asked that the Executive Member agree to implement the proposal to remove the residents parking bays as outlined in annex J on Springfield Avenue and Beech Avenue to provide more parking for residents in the area. He noted that if additional action was required that Ward Members would raise it with the Executive Member.

Andrew Spittlehouse felt that the restrictions as proposed would not solve issues of lorries delivering to shops on Seventh Avenue. He noted that the alley next to the shop was used for turning and that lorries drive onto the pavement in order to exit.

Cllr Pete Kilbane requested that the Executive Member agree to not implement the proposal on Nunthorpe Road as it was for a lesser intervention than what had been previously advertised. He felt the changes agreed by the Executive to city centre access by the had negatively affected access for blue badge holders.

Flick Williams highlighted that the Council's Equalities Impact Assessment had shown that some of the disabled residents of the city were unable to access the city centre, and that mitigating against the Council's changes to the footstreets would not address the issues of access to the city centre.

David Harbourne spoke about how disabled people would be unable to access parts of the city centre under the Executive's decision relating to city centre access. He questioned whether the prospect of a terrorist posing as a blue badge holder was a likely enough event to prevent blue badge holders the ability to park in the city centre.

52. Consideration of objections received for 2020 Annual Review of Traffic Regulation Order Requests

The Executive Member considered the representations received, in support and objection, to advertised proposals to amend the Traffic Regulation Order ("TRO") that were presented as part of an annual review. Discussion took place regarding the officer proposals and the Executive Member agreed whether to implement as recommended, implement with amendments, or to uphold the objections and take no further action on each of the TRO proposals as outlined in the resolved.

Resolved:

- i. That the following decisions relating to the traffic regulations order requests (Agenda Item 4) be implemented:
 - a. Danebury Drive implement a lesser restriction than advertised as outlined in Annex A and

- include a 15 meter double yellow lines on north and south side of Rosedale Avenue at junction with Danebury Drive;
- b. Lidgett Grove/Beckfield Lane Junction implement a lesser restriction than advertised as outlined in Annex A;
- c. Plantation Drive implement as advertised;
- d. Copmanthorpe Lane/Appleton Road implement as advertised;
- e. Copmanthorpe Lane no further action;
- f. Acaster Lane and Main Street Junction implement a lesser restriction than advertised as outlined in Annex B;
- g. The Courtyard no further action;
- h. Canon's Court implement as advertised;
- i. Clifton Dale implement as advertised;
- j. The Square implement as advertised;
- k. Chalfonts implement as advertised;
- l. Orchard Way/North Lane Junction implement as advertised;
- m. Broadway implement a lesser restriction than advertised as outlined in Annex E and to write to those that will no longer have double yellow lines outside homes be written to about whether they would wish to have white bar markings;
- n. Fulford Road that a decision be delegated to the Director for Environment, Transport, and Planning to allow for Officers to confirm that Grange Garth parking bays would also be community parking bays before implementing;
- o. St. Mary's and Frederic Street, R12: GM Parking Bays to complete a further review of the whole R12 zone with a view to all bays within the zone becoming Community Bays;
- p. South Lane no further action;
- q. Greenshaw Drive implement as advertised;
- r. Westfield Lane/Green Dike and Plantation Way Junction implement a lesser restriction than advertised with 8 meter restrictions on Plantation Way north and south side;
- s. Village Garth and The Village Junction implement as advertised;
- t. Glen Road/Harcourt Street implement as advertised;

- u. Monkton Road/Elmfield Avenue implement as advertised;
- v. Seventh Avenue implement as advertised;
- w. Elmfield Terrace/Stray Garth implement as advertised;
- x. Springfield Avenue/Beech Avenue implement as advertised;
- y. Severus Avenue/York Road junction take no further action;
- z. Acomb Road implement a lesser restriction than advertised as outlined in Annex J;
- aa. Thief Lane/Tandem Place implement as advertised;
- bb. Moore Avenue/Osbaldwick Lane take no further action until residents petition has been considered;
- cc. Yearsley Crescent do not implement and advertise the restrictions on the other side of the street as residents and Ward Councillors have requested;
- dd. Nunthorpe Road take no further action until further consultation with Ward Councillors;
- ee. Scarcroft Road implement a lesser restriction than advertised as outlined in Annex M and a review of hours of operation of the residents parking zone R48;
- ff. Landalewood Road implement as advertised;
- gg. Oriel Grove/Rawcliffe Drive implement as advertised;
- hh. Millfield Lane implement as advertised;
- ii. Glebe Close take no further action;
- jj. Askham Croft implement as advertised;
- kk. Askham Lane/Grange Lane implement as advertised;
- ll. Gale Lane no further action;
- mm. Dalton Hill/Main Street implement as advertised.

Reason: To ensure that appropriate changes are made to traffic restrictions to address concerns raised.

53. Update on action agreed by Executive for City Centre Accessibility

Officers noted that the report was an update on the actions agreed by the Executive regarding City Centre Accessibility, therefore, they noted that the Executive Member was not able to amend the decisions made at Executive. The Executive Member considered the report and noted that the Council's engagement with residents and interested groups regarding city centre access should be enhanced by the appointment of an Access Officer and welcomed further engagement to improve access to the city.

Improving access across the city centre was discussed and it was noted that officers would propose in minute 55 to provide funding to deliver dropped curbs alongside cycle path improvements which would be funded by the Active Travel fund. The Executive Member felt that the Executive's decision in relation to foot streets was not an easy decision to make and that this current program of work aimed to make the city centre as accessible as possible.

Resolved:

- i. That the progress on City centre accessibility and the action plan be noted.

Reason: To update the Executive Member on the progress of agreed actions.

- ii. that the dropped kerbs in the city centre programme be prioritised and to be funded from the Pedestrian and Cycling Schemes element of the Transport Capital Budget.

Reason: As part of the access improvement work is the review of dropped kerbs in the City Centre footstreets. The intended funding for this work was subject to a bid, £250,000 to the Department for Transport for Active travel. The announcement on this funding is yet to be made. To mitigate this and to ensure this important work could proceed, one of the decisions at the 18th November 2021 Executive meeting in the "Consideration of Changes to the City Centre Traffic Regulation Order" paper was for the

Executive Member for Transport to be delegated authority to fund this work through the Transport Capital Programme in the absence of an announcement from Government.

54. Coppergate Temporary Traffic Regulation Order

The Executive Member welcomed the report and noted that the marked cycle lane on Coppergate was an improvement for cycling. He asked that officers commence work in order to enter a formal consultation regarding making the current arrangements permanent.

Resolved:

- i. Noted the improved arrangements have been implemented for a segregated cycle lane.

Reason: Following vandalism the segregation infrastructure for the cycle route have been improved.

- ii. Requested officers commence work on the process of formal consultation to make the current arrangements permanent;
- iii. Delegated to the Director of Environment, Transport and Planning the authority to confirm the Traffic Regulation Order if no objections are received. If objections are received then a further report will be brought to the Executive Member.

Reason: The current arrangements will need to be removed in June unless a decision is made to make it permanent.

- iv. Requested that upon completion of the bus study a further report is brought forward about the future operation of all traffic on Coppergate.

Reason: To ensure the longer term future of Coppergate considers all the potential options.

55. Directorate of Place 2022/23 Transport Capital Programme – Budget Report

The Executive Member agreed to the proposal for the funding of dropped curbs in the city centre as noted in minute 53 and noted that it would be included in the next Transport Capital Programme monitor report. The Executive Member reviewed the Transport Capital Programme and noted the need for changes required at Hazel Court to support the change to an electric fleet of vehicles. He asked that officers ensure that bridge maintenance work consider and join up with other maintenance work being undertaken across the transport network. He also noted that the Council was putting a high priority on the delivery of the Active Travel work.

Resolved:

- i. Approved the proposed programme of Schemes for 2022/23.

Reason: To implement the Council's transport strategy identified in York's third Local Transport Plan and the Council Priorities, and deliver Schemes identified in the Council's Transport Programme, including the Active Travel Programme.

Cllr A D'Agorne, Executive Member for Transport
[The meeting started at 10.04 am and finished at 12.35 pm].



Decision Session
Executive Member for Transport

19 April 2022

Report of the Director of Transport, Planning and Environment

ePetition: CYC solve the University related parking, don't just MOVE it

Summary

1. The Transport team received a petition in January 2022 (led by Cllr Mark Warters), which requested that City of York council investigate and seek to resolve parking related issues in the geographic area of the University of York.
2. **Annex A** contains the detail of the petition, which relates to the issue of the introduction of the extension of the Badger Hill resident parking scheme with the increase in parking on residential streets in Osbaldwick with particular concern on Tranby Avenue and increase in levels around Hull road leading to Nursery Gardens.

Recommendations

3. **It is recommended** that the Executive Member approves the increased engagement of the School Travel team with the Archbishop Holgate School and University of York

Reason to help educate and encourage staff and students to utilise alternative modes of transport and help reduce impact on nearby residential streets.

Background

4. In July 2020 the Executive Member for Transport approved a consultation with residents regarding the expansion of the existing residents' parking area around the University, which the University had agreed to fund its implementation.
5. The Heslington East Campus Outline Consent Planning Conditions (Condition 10 and associated Section 106 Agreement) state what surveys are to be carried out and the consequences of what is to

be done if University of York related parking increases by more than 20% in the vicinity of the University of York Development. This is for a period of 15 years.

6. Consideration of extension of the Badger Hill resident parking zone was raised by Hull Rd ward Cllr Michael Pavlovic on behalf of residents in the area which was subject to regular parking surveys as a condition of the University of York planning consent. It was established that the level of displacement parking in the area met the threshold for funding from the University of York to mitigate the impact by paying for a scheme.
7. The University of York agreed to fund the implementation of the resident parking zone to incorporate the on-street parking survey complimenting the existing residents parking zone R39 and fund the administrative costs for the issue of permits and operation of the enforcement hotline.
8. A number of streets were identified from results of the surveys carried out over a number of years and consultation with residents. The further consultation process and implementation of any agreed set of schemes would be funded by the University of York under a Section 106 agreement. The initial subsidy will be funded in the same way.
9. In June 2021 the Executive Member for Transport agreed to make the Traffic Regulation Order (TRO) needed to introduce the extension of the resident parking zone R39 and the scheme was implemented on the ground in October 2021.
10. Subsequently, a number of representations around road safety issues have been made by residents in the area where the resident parking scheme had not been introduced relating to an increase in on-street parking. This was followed by a petition.

The Petition

11. The petition "City of York Council SOLVE the York University related parking, don't just MOVE it!" ran as an ePetition from 16 November 2021 to the 31 December 2021 on the petition section of the City of York Council website. The petition received 119 signatures.
12. The detail of the petition is in **Annex A** of this report. In brief:

- By agreeing and implementing the expanded resident parking area R39, the Council has displaced parking from one area to another create serious road safety issues;
- The displacement is focused in Osbaldwick with Tranby avenue affected and sections of Hull road leading to Nursery Gardens;
- It is speculated that the additional cars are students of the University of York and Archbishop Holgate school;
- For City of York and the University of York to revisit the travel plan conditional on the implementation of the expanded R39 scheme and for the University of York to open their car parks to be free to use for students and staff, which it states are currently empty;
- For City of York Council to engage with the Head Teacher of Archbishop Holgate School and advise of the need to allow students who travel by car to park on the school grounds;

Archbishop Holgate School

13. On the issue of Archbishop Holgate School, correspondence was exchanged with the Head Teacher post implementation relating to the impact of students of the school being displaced from nearer to the school by the enlargement of the resident parking zone and possibility of allowing students to park if there was an issue. The response was as follows:
- All staff who drive to work, without exception, park on the school site so this should not impact on the Badger Hill resident parking scheme. We will continue to ensure that this happens.
 - The vast majority of our Sixth Formers do not drive to school, but instead travel either by foot, bike or public transport which we strongly encourage. Not only is this better for the environment, but from a practical point of view we do not have space on the school site for them to park. Our bike racks are, without fail, full each day. If any of our students are parking in the local community we will continue to work with them to make them aware of their responsibilities to park lawfully and with thought and care for others. If provided with evidence of poor driving or inconsiderate parking by any of our students we will address that directly with them and their parents/carers.
14. In response to a request for the Council to provide more evidence of the school being the issue, the Council's Civil Enforcement Officers undertook a monitoring exercise of the local

area. It was unclear from the observations whether there was a significant number of students from the school parking in the problem areas.

15. If this is identified as an issue then, as stated above, education will be provided by the school to pupils making them aware of their responsibilities to park lawfully with thought and care for others. The representation also makes it clear that there is limited space.
16. In terms of planning applications relating to the school site, a New Sixth Form Building opened in in September 2009, which went through planning in 2008 (Planning application 08/01266/FULM). Although the provision of cycle parking is a condition for this application, there is not a condition requiring the submission and approval of a travel plan.
17. In the absence of such a travel plan there is no requirement (to stop 6th form students who are able to drive from driving to the school and parking in the surrounding areas (except for those within the Residents Parking Zones)).

University of York Parking

18. The University of York, as outlined above, have been required to put in place mitigation (through the planning process) for the growth of the University of York and consequential increase in parked cars in the surrounding residential areas. The University of York transport consultant continue to undertake parking surveys, with the most recent surveys being commissioned to be undertaken on the 10th March, results of which are due within 3 months. If the surveys show parking levels to be above the thresholds (20% above 2009 baseline) in any zone a 2nd survey will be undertaken in November to ascertain whether the exceedances are caused by people who have business at the University of York.
19. During the Covid pandemic occupancy of the University of York car parks was low as there was a reduced number of students, staff and visitors.
20. A visual survey of University of York East Campus (capped to 1500 spaces) and West Campus car parks occupancy was undertaken by Council Officers in November 2021 (Annex B), which showed the majority of car parks to be fully occupied. The

exceptions to this were those not in use at the time (fully or partially not in use) and two of the pay and display car parks at Campus West, each of which was at approximately 60% occupancy. The University of York reintroduced parking charges in September 2021.

21. There are also several other Staff Permit Holders Only car parks for various faculties on Campus West. Various permits are available (see <https://www.york.ac.uk/about/transport-maps-parking/parking/staff/#permittypes>). The 'Standard' permit price is 0.6% of salary (capped at £400.00). Disabled permits are free of charge.
22. Students are encouraged not to bring their cars to the University of York and choose more sustainable forms of transport instead (see <https://www.york.ac.uk/about/transport-maps-parking/parking/student/>). A travel plan is in place to encourage this, and is currently undergoing its 5-yearly review/revision.

Addressing safety concerns

23. The introduction of resident parking in areas of the City inevitably leads to displacement of parked cars to neighbouring streets.
24. The Council received complaints from residents of Tranby Avenue and Cavendish Grove of dangerous and obstructive parking that was occurring near junctions, which was causing issues with access/egress from the streets. A proposal was created to introduce 'No Waiting at any time' restrictions in the affected areas (Annex C), the proposal was advertised on 14th January 2022. The information was sent to Ward Councillors, Parish Councils, and residents of the affected areas, Emergency Services and local Bus companies. The proposal received representation both in favour and objection and a report on the matter will be presented to the Executive Member for Transport on 17th May 2022.
25. An alternative is that residents in the affected areas can petition to have resident parking in their area.
26. The Council Civil Enforcement Officers will continue to monitor the local area for obstructive/dangerous parking and take enforcement action wherever possible. The School Travel team

will continue to engage with Archbishop of Holgate School and the University of York, to educate students and staff about parking options and also alternative travel options that are available.

27. The Council has for several administrations adopted an approach of incremental growth of resident parking zones across the City to respond to displacement of parking issues. Any consequential issues created by the approach have then been responded to with the same policy. The council has not adopted a blanket approach to resident parking zones, but responded to each community's issues and giving them an opportunity to engage and shape the restrictions which apply in their community.

Council Plan

28. This report is supportive of the following priorities in the Council Plan which focuses on the key outcomes that include:

- Getting around sustainably
- Good health and wellbeing
- An open and effective council

<http://www.york.gov.uk/downloads/file/2132/council-plan-2019-to-2023>

Implications

29. **Financial**

The recommendation can be delivered within the existing resources.

30. **Equalities**

Under Section 149 of the Equality Act 2010 a public authority must in the exercise of its functions have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons

who share a relevant protected characteristic and persons who do not share it. This is known as the Public Sector Equality Duty. A fair and proportionate balance must be found between the needs of people with protected characteristics and the interests of the community as a whole.

Initial views Equalities Impact Assessment (EIA) are listed below:

- Age – The decision in this paper will have a positive impact on young people as further work on travel planning may allow a review of options.
- Disability – Neutral
- Gender – Neutral
- Gender reassignment – Neutral
- Marriage and civil partnership – Neutral
- Pregnancy and maternity - Neutral
- Race – Neutral
- Religion and belief – Neutral
- Sexual orientation – Neutral
- Other socio-economic groups including :
 - Carer – Neutral
 - Low income groups – Neutral
 - Veterans, Armed Forces Community– Neutral.

A full EIA will be produced if a decision to change the current circumstances is put to Members for consideration in future. The Assessment will demonstrate how the Council is considering and mitigating, where possible, any disproportionate impacts of the highway changes on people with protected characteristics and meeting its Public Sector Equality Duty.

31. **Legal**

The Council has the power to determine parking restrictions under Part 6 of the Traffic Management Act 2004. The process in York normally includes both formal and informal consultation.

Risk Management

In compliance with the Council's risk management strategy there is a low risk associated with the recommendations in this report.

Contact Details

Author:

Dave Atkinson
Head of Highways and
Transport,
Highways and Transport

Chief Officer Responsible for the report:

James Gilchrist
Director of Transport, Planning and Environment

**Report
Approved**



7 April 2022

**Specialist Implication
Officers**

Finance – Patrick Looker (Service Finance Manager) Legal – Cathryn Moore (Legal Manager, Projects)

Wards Affected: Hull Road, Osbaldwick and Derwent

All

For further information please contact the author of the report

Background Papers: N/A

Abbreviations:

TRO – Traffic Regulation Order

Annexes:

Annex A: Petition detail
Annex B: Survey Report
Annex C: Tranby Avenue Map

Annex A: Petition detail

City of York Council SOLVE the York University related parking, don't just MOVE it!

We the undersigned petition the council to call upon City of York Council who have displaced this problem parking from one area to another, creating serious road safety issues in so doing to SOLVE the problem rather than simply moving it.

At the beginning of October City of York Council introduced an expanded Badger Hill Residents Parking Scheme, this scheme has had predictable consequences with displaced University related parking - staff and students relocated to Osbaldwick with Tranby Avenue badly affected as many residents have noticed.

Similarly sections of Hull Road leading to Nursery Gardens now see Archbishop Holgate's sixth formers dumping cars during the school day.

The obvious solution is for City of York Council in conjunction with York University to revisit the University Travel Plan imposed as a condition of the Heslington East Planning Approval and open up the University Car Parks to free use by all students and staff to take car parking out of residential streets and on to currently virtually empty University Car Parks.

City of York Council are also requested to engage with the Headteacher of Archbishop Holgate's School and advise of the need to allow sixth formers who travel by car to be able to park on the school grounds.

This ePetition ran from 16/11/2021 to 31/12/2021 and has now finished.

119 people signed this ePetition

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Survey of car park usage at University of York 11 November 2021

A visual survey of the occupancy of the University of York Car Parks was undertaken by Ian Stokes between 11:30 and 14:00 on Thursday 11 November 2021. The survey results are presented as 'approximate percentage occupied' or as otherwise indicated.

Car Park Locations are as shown in the following images:



Campus West car parks

Survey of car park usage at University of York
11 November 2021



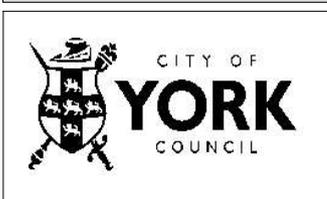
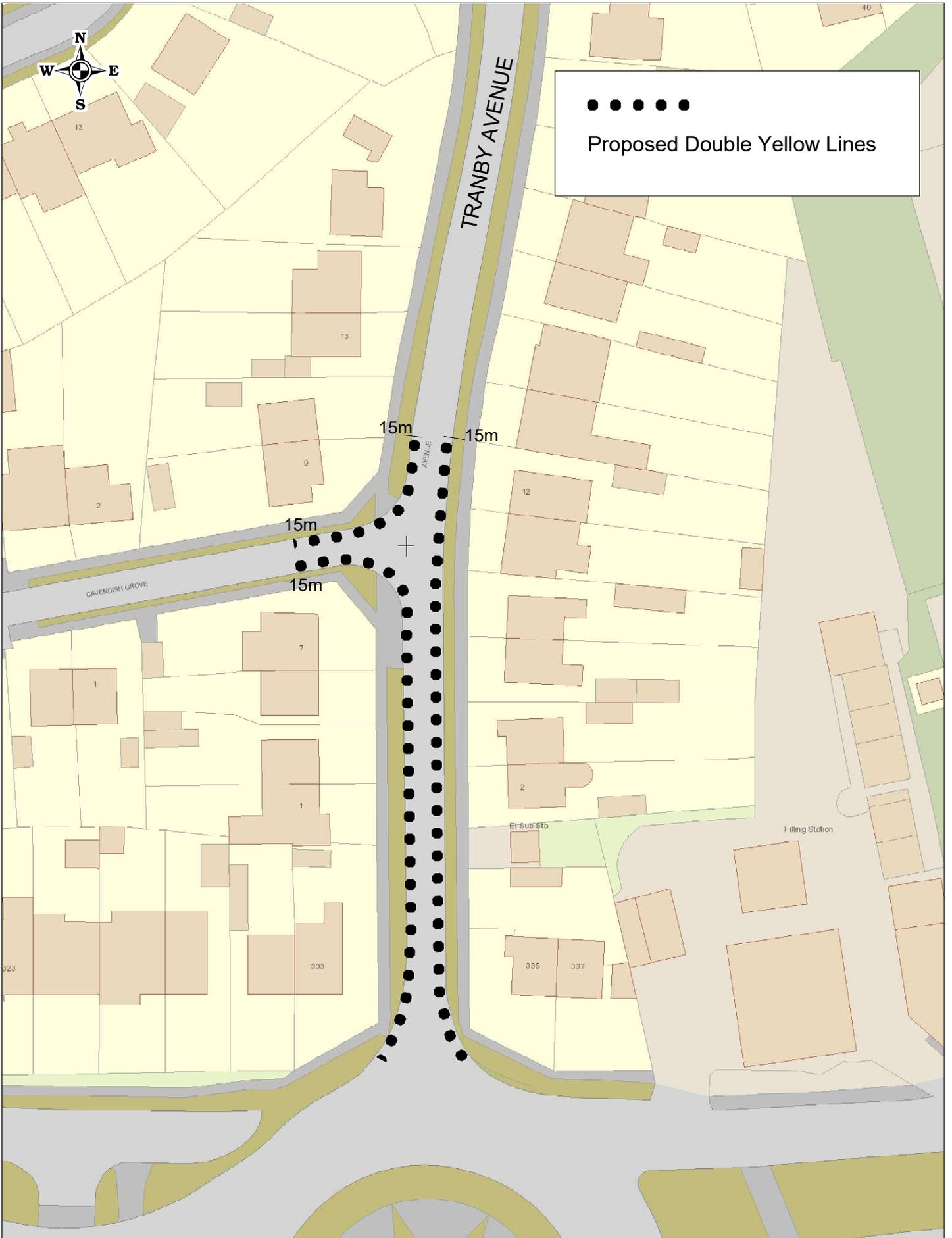
Campus East car parks

Campus West car park occupancy		
Car Park Ref. No.	Occupancy (%)	Comments
1.2	100	<ul style="list-style-type: none"> • Staff Permit Holders Only
2.1	0	<ul style="list-style-type: none"> • Not in use as a car park
2.2	97	<ul style="list-style-type: none"> • Staff Permit Holders Only • Some disabled spaces unoccupied
2.3	5	<ul style="list-style-type: none"> • Majority of car park taken up for site compound/storage
2.4	100	<ul style="list-style-type: none"> • Pay & Display
3.1	60	<ul style="list-style-type: none"> • Pay & Display
6.1	100	<ul style="list-style-type: none"> • Pay & Display
6.2	100	<ul style="list-style-type: none"> • Psychology car park with 5 reserved parking spaces
6.3	95	<ul style="list-style-type: none"> • Pay & Display • Occasional spaces unoccupied
6.4	60	<ul style="list-style-type: none"> • Pay & Display

There are several other Staff Permit Holders Only car parks for various faculties on Campus West

Campus East car park occupancy		
Car Park Ref. No.	Occupancy (%)	Comments
8.1	90	<ul style="list-style-type: none"> • York Science Park Permit Holders Only • Occasional spaces unoccupied
9.1	100	<ul style="list-style-type: none"> • Pay & Display and Park & Ride
9.2	95	<ul style="list-style-type: none"> • Pay & Display • Some spaces unoccupied

Note York Sports Village Car Park in Area 10 is for patrons only



Tranby Avenue/Cavendish Grove, York

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Decision Session: Executive Member for Transport 19 April 2021

Report to the Corporate Director of Economy and Place Directorate

Consideration of representations received to the advertised R70 Residents Priority Parking Scheme for Kilburn Road, Alma Terrace and Alma Grove, Fishergate.

Summary

1. To consider the formal representations received to the legal Traffic Regulation Order, advertised on the 14 January 2022, to implement a new residents priority parking scheme to include Kilburn Road, Alma Terrace and Alma Grove, and determine what action is appropriate.

Recommendation

2. It is recommended that, at the current time, approval be given to implement a section of the advertised R70 scheme for Kilburn Road only. This section would be implemented as advertised which would be operational under entry zone signs enforceable 24hours a day 7 days a week. Details outlined in Option One with a plan provided as Annex A.

Due to representations made it is also proposed to delay the implementation of residents parking restrictions on Alma Grove and Alma Terrace to enable a further legal advertisement for Frances Street, Ambrose Street, Holly Terrace, Carey Street and Wenlock Terrace to be included within the R70 residents parking area. This will enable the residents located immediate adjacently to the proposed area to provide their views on the amended advertised scheme which currently includes Alma Terrace and Alma Grove only. If the revised scheme in this area is granted permission to progress to implementation the remaining advertised area would then be initiated and progressed at the same time. Remaining advertised area (Alma Terrace and Alma Grove) and the proposed extended area to be advertised is shown in Annex A1.

Reason: To provide the improved parking provision for residents of Kilburn Road, in line with the majority preferences received within the

consultation and limited objections submitted to the advertised proposals from the nearby area.

Placing the implementation of Alma Terrace and Alma Grove restrictions on hold also takes account of the representations received from the wider area and enables affected residents to make further representation on an amended proposed scheme, which would include the whole cluster of streets mentioned above, providing a greater flexibility on available parking amenities should the scheme progress for all streets. Any objections received to the amended proposal will be considered at a further decision session. However it is proposed that Alma Terrace and Alma Grove would still progress to implementation after this stage even if the scheme is not progressed to include the extended area.

Background

3. We originally received two separate petitions from residents of Alma Grove/Alma Terrace (part) and Kilburn Road only requesting that consideration is given to introduce a Resident Priority Parking scheme.
4. Once the locations reached the top of the waiting list we consulted on a larger area, as agreed at the original petition decision session, during this time we posted consultation documentation to all properties within the proposed extended area requesting that residents return their questionnaires and preferences.
5. The results of the consultation were considered at a Decision Session on 21st September 2021. During this it was resolved to advertise an amendment to the Traffic Regulation Order to introduce Residents Priority Parking for Kilburn Road, Alma Terrace and Alma Grove only. It was also requested that a new scheme should be considered to include the permitted streets to be advertised as a new separate residents parking area, to be known as R70 shown in Annex B This was instead of the original larger consulted area which was an extension of R20 shown within Annex C.
6. An amendment to the legal Traffic Regulation Order to implement the Residents Priority parking scheme, to be known as R70, was advertised on 14th January 2022. An extract of the formal advertised proposal is included as Annex D. Both areas were advertised as entry sign style schemes meaning minimal signs and lines are required. The operational hours would be 24hours a day 7 days a week.

Legal advertisement

7. The proposals for Kilburn Road, Alma Terrace and Alma Grove were advertised in the usual manner of notices placed on street, in the local press, to the statutory consultees and delivered to the adjacent properties, this exceeds the legal minimum requirement. In addition to this each property within the original consultation area (outlined in Annex C) were posted an update letter to advice of the formal advertisement and directed how to make representation on the advertised proposal.
8. During the advertisement period we received no communication from any residents located to the north of Kilburn Road. This included Farndale Street, Levisham Street, and Hartoft Street area. As such, as the approved recommendation, and the updated information provided to residents, was to take no further action and not to advertise any restrictions for this section of streets, it would be representative to acknowledge that residents agreed with the recommendation and did not want CYC to take any further action relating to the implementation of residents priority parking within their area.
9. **Kilburn Road** - the advertised proposals received two official representations in support with no objections from residents fronting the restrictions being submitted. One representation was received from a resident of Edgeware Road requesting that their properties should be permitted to purchase permits for the R70 (Kilburn Road) area due to the increase on parking pressures which may occur on Edgeware Road if the scheme was implemented. However as Edgeware Road properties are not included within the advertised scheme boundary they would not be permitted to buy any permits to park in the R70 zone. Edgeware Road is a private street and the majority of residents did not want resident's priority parking restrictions to be implemented. As such all residents and their visitors would be required to find suitable parking upon Edgeware Road when required. Representations from Kilburn Road and Edgeware Road are included within Annex E.
10. **Alma Terrace/Alma Grove** – during the advertisement period we received 29 separate representations from residents in support for the introduction of the advertised resident's priority parking scheme for their street.

Two objections were received relating to the costs of permits and one representation concerning the new online process, which is now in place

for purchasing and assigning visitor permits. Information relating to the process for purchasing permitted permits will be provided to all residents should a scheme progress to implementation. Representations are included within Annexes F & G.

11. **South of Alma Terrace** – during the Executive Decision Session, along with advertising restrictions for Kilburn Road it was also established to advertise a proposal to implement residents parking to include Alma Grove and Alma Terrace only, from which several representations have been received from the streets located to the south of the advertised Alma Terrace area. The majority of concerns relate to the adverse effect that will be created on the surrounding streets if the proposals are implemented, as any over spill parking will take place within their area and if no spaces are available residents will then have no nearby options for available parking amenities as the majority of nearby streets will then also be restricted parking.

A large proportion of responses also believe that a further consultation should take place before any restrictions are implemented. This is due to residents originally being consulted on one large area and they did not expect that some adjoining streets would be recommended for residents parking to be implemented and others would not. Several residents suggest that it should be all or nothing when implementing restrictions within this area which includes Frances Street, Ambrose Street, Carey Street, Holly Terrace and Wenlock Terrace. All representations received from this area of streets are included within Annexes H to L.

12. **Options for consideration:**
 - Option 1** (Recommended Option)
 - a) Implement R70 Residents' Priority Parking scheme on Kilburn Road only, for the present time, to operate 24hours Monday to Sunday. Entry signs will be placed at the entrances and exits to the restricted area to inform drivers of the scheme boundary. Further ad hoc repeater signs will also be erected on existing street furniture where appropriate.
 - b) The advertised residents parking proposals for Alma Terrace and Alma Grove to be placed on hold, with a view to implementing at a later date as part of R70, with a further proposal to be advertised which will include the extended area of Frances Street, Ambrose Street, Carey Street, Holly Terrace and Wenlock

Terrace. This would also include some limited waiting parking bays on Carey Street to accommodate local businesses which can then also be utilised by visitors and trades without the need for a permit during the permitted hours and time limits, details shown within Annex A2.

- c) Should the extended advertised proposal receive extensive objections and the scheme does not progress to implementation then the previously approved Alma Terrace and Alma Grove residents parking scheme will be implemented on street without further consultation, residents would be notified of the implementation date and how to obtain permits. Any objections received to the extended advertised Residents Parking area will be brought back to a further decision session for consideration along with any further representation received during the advertisement period.

13 **Option 2:**

Implement the whole of the previously advertised R70 residents parking area for Kilburn Road, Alma Terrace and Alma Grove at the same time and consult additional residents in the future.

This is not the recommended option as it does not address the high volume of concerns raised by the nearby residents who would be disadvantaged by part of the scheme, as they would not be within any scheme boundary and unable to utilise the existing on street parking availability.

Any over spill parking by residents within the existing proposed boundary could take place in the remaining area reducing those resident's ability to utilise existing on street parking, as they would then lose the ability to park their vehicle on Alma Terrace or Alma Grove if this was required, consequently meaning they have no alternative close parking options due to surrounding areas already being part of residents parking schemes.

Should the scheme be approved to extend the R70 residents parking scheme to include the wider area at a later date then all required signage implemented for Alma Terrace and Alma Grove would then need to be removed and reinstated where required at all revised entrances and exits. Leading to an increase in costs and works taking place within the highway.

14 **Option 3**

Re-consult with the whole area, including Kilburn Road, on the amended proposal for all streets to be included within the R70 residents parking scheme to determine the views of all affected residents before any new proposals are then advertised. This is not the recommended option as this will delay the implementation of any restrictions for the area and does not represent some residents views who are already largely in favour of restrictions.

15. **Option 4:**

No further action to be taken.

This is not the recommended option because it is not in line with the council's objectives as stated in the Local Transport Plan and does not respond to the clearly expressed preference of some residents who have stated the need for resident parking restrictions in their area.

16. **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.

17. **Implications**

This report has the following implications:

Financial –The £5k allocated within the core transport budget will be used to progress the proposed residents parking scheme. The ongoing enforcement and administrative management of the additional residents parking provision will need to be resourced from the income generated by the new measures

Human Resources – If implemented, enforcement will fall to the Civil Enforcement Officers necessitating an extra area onto their work load. New zones/areas also impact on the Business Support Administrative services as well as Parking Services. Provision will need to be made

from the income generated from new schemes to increase resources in these areas as well as within the Civil Enforcement Team.

Equalities – The impact of the proposals on protected characteristics has been considered as follows:

- Age – Positive impact for residents who should be able to park closer to their dwelling but potential negative impact for other car users who will not be able to park on these streets any longer without a permit;
- Disability – Neutral as Blue Badge holders who live locally can apply to have a bay provided outside their homes if required and Blue Badge holders can park in Residents' Parking areas foc;
- Gender – Neutral;
- Gender reassignment – Neutral;
- Marriage and civil partnership– Neutral;
- Pregnancy and maternity - Positive impact for residents who should be able to park closer to their dwelling but potential negative impact for other car users who will not be able to park on these streets any longer without a permit;
- Race – Neutral;
- Religion and belief – Neutral;
- Sexual orientation – Neutral;
- Other socio-economic groups including :
 - Carer - Neutral (see Disability);
 - Low income groups – Negative as low income residents who use on street parking will need to pay for a parking permit. The charge is the same for all residents in the zones regardless of their circumstances;
 - Veterans, Armed Forces Community– Neutral.

Access to the new online parking permit system - A 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 the online system to access the parking system as they do with other similar ICT access requirements

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 – no Crime and Disorder implications identified

Information Technology – any new residents’ parking scheme will need to be included in the new online parking permit system so additional IT resources may be required to set up the proposed scheme and proposed extended scheme boundary

Property – no Property implications identified

Other –no other implications identified

Risk Management – In compliance with the Council’s risk management strategy there is an acceptable level of risk associated with the recommended option.

Contact Details

Author:

Annemarie Howarth
Traffic Project Officer
Transport
Tel: (01904) 551337

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director for Transport, Highways
and Environment

Date: 22 March 2022

Specialist Implication Officers

Finance – Patrick Looker (Service Finance Manager)

Legal – Cathryn Moore (Legal Manager, Projects)

Wards Affected: Fishergate

All

For further information please contact the author of the report.

Annexes:

Annex A: R70 Kilburn Road area recommended to be implemented

Annex A1: R70 extended area to be advertised

Annex A2: Proposed limited waiting parking bays on Carey Street

Annex B: Currently advertised R70 ResPark area

Annex C: Originally consulted area

Annex D: Advertised legal notice

Annex E: Kilburn and Edgware Road comments

Annex F: Alma Terrace and Alma Grove support comments

Annex G: Alma Terrace and Alma Grove objections

Annex H: Frances Street objections

Annex I: Ambrose Street objections

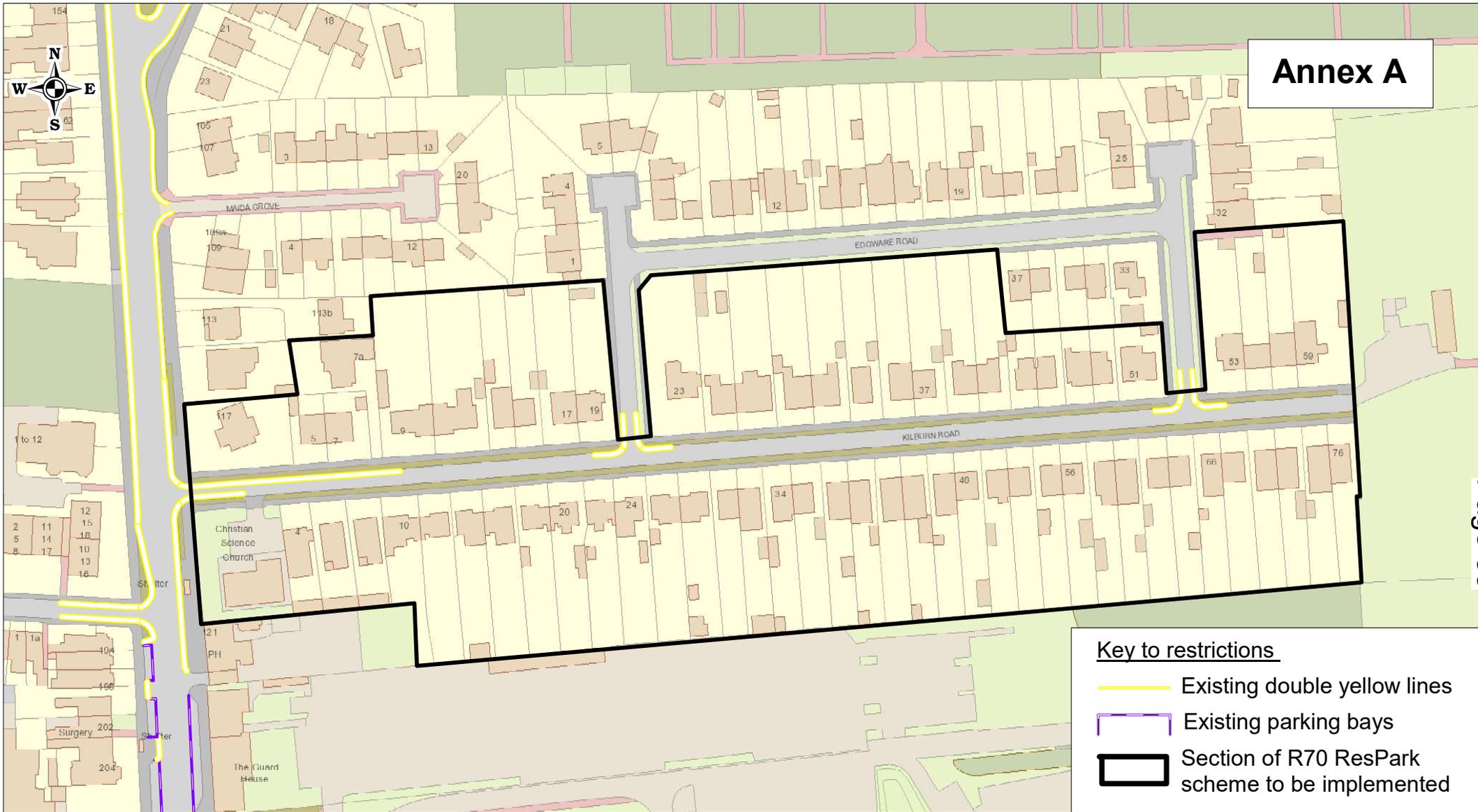
Annex J: Carey Street objections

Annex K: Holly Terrace objections

Annex L: Wenlock Terrace objections

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Annex A



Key to restrictions

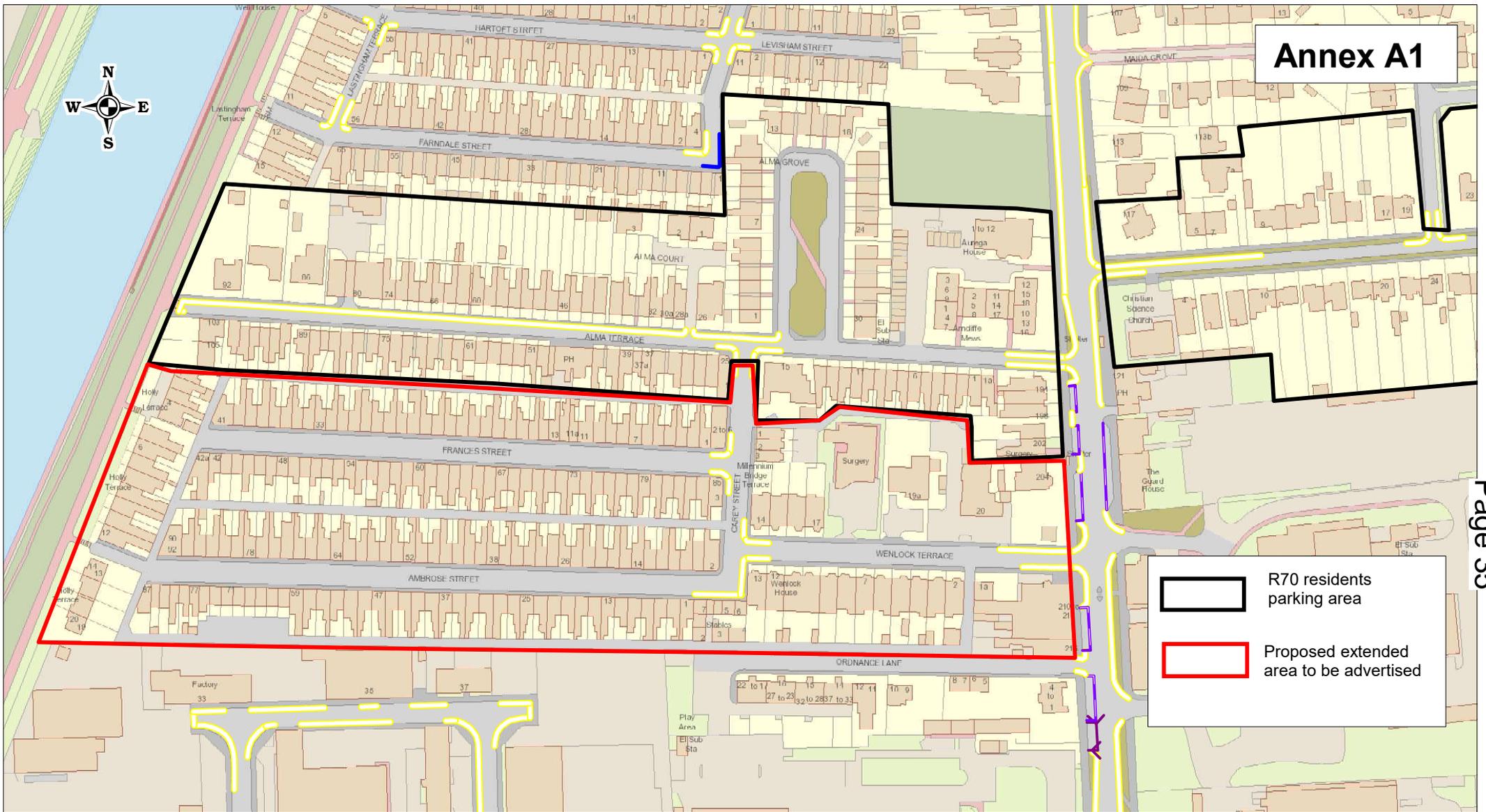
-  Existing double yellow lines
-  Existing parking bays
-  Section of R70 ResPark scheme to be implemented



R70 - Kilburn Road Section of ResPark area to be implemented

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Annex A1

 R70 residents parking area
 Proposed extended area to be advertised

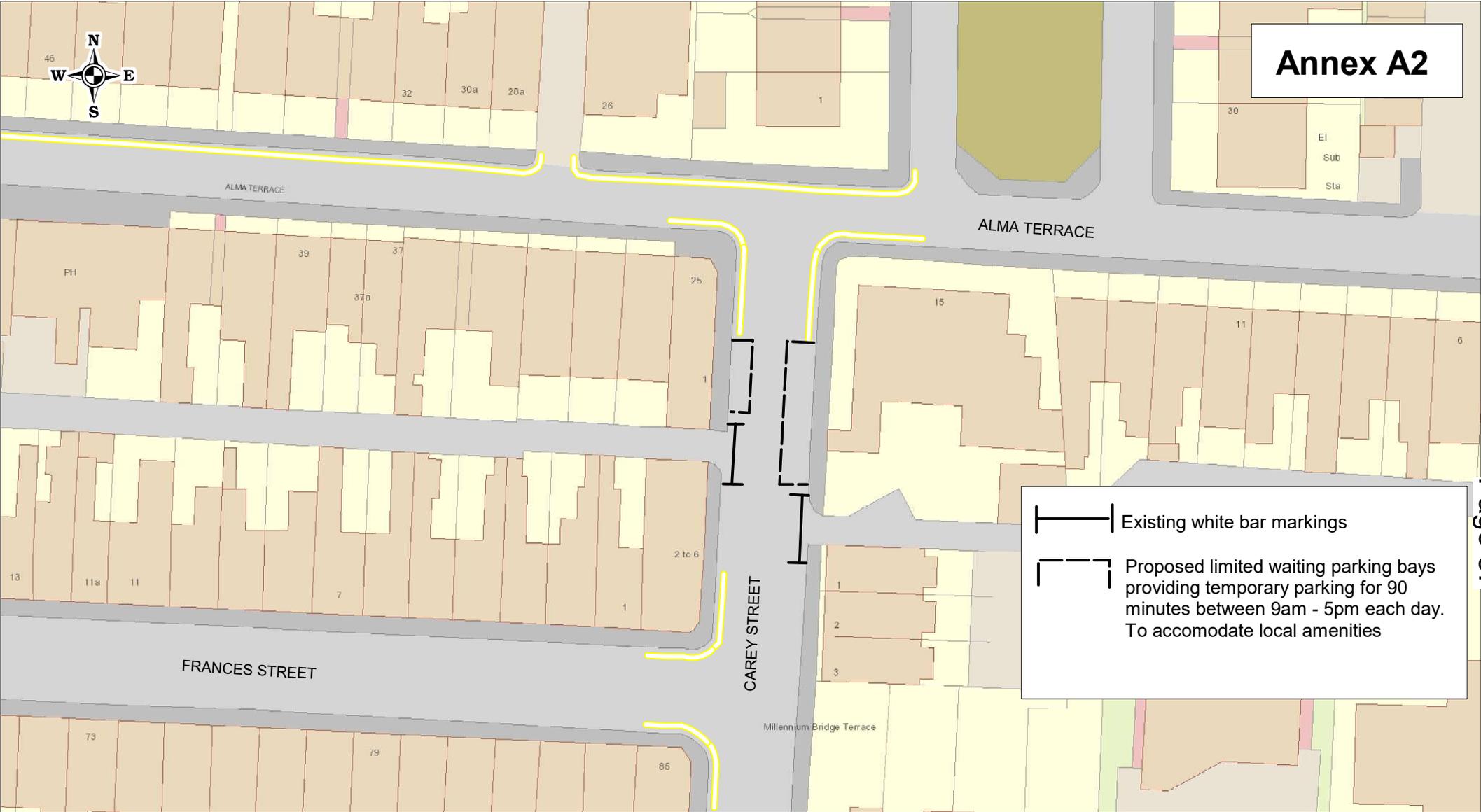


R70 - proposed extended residents parking area to be legally advertised

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Annex A2



 Existing white bar markings
 Proposed limited waiting parking bays providing temporary parking for 90 minutes between 9am - 5pm each day. To accommodate local amenities

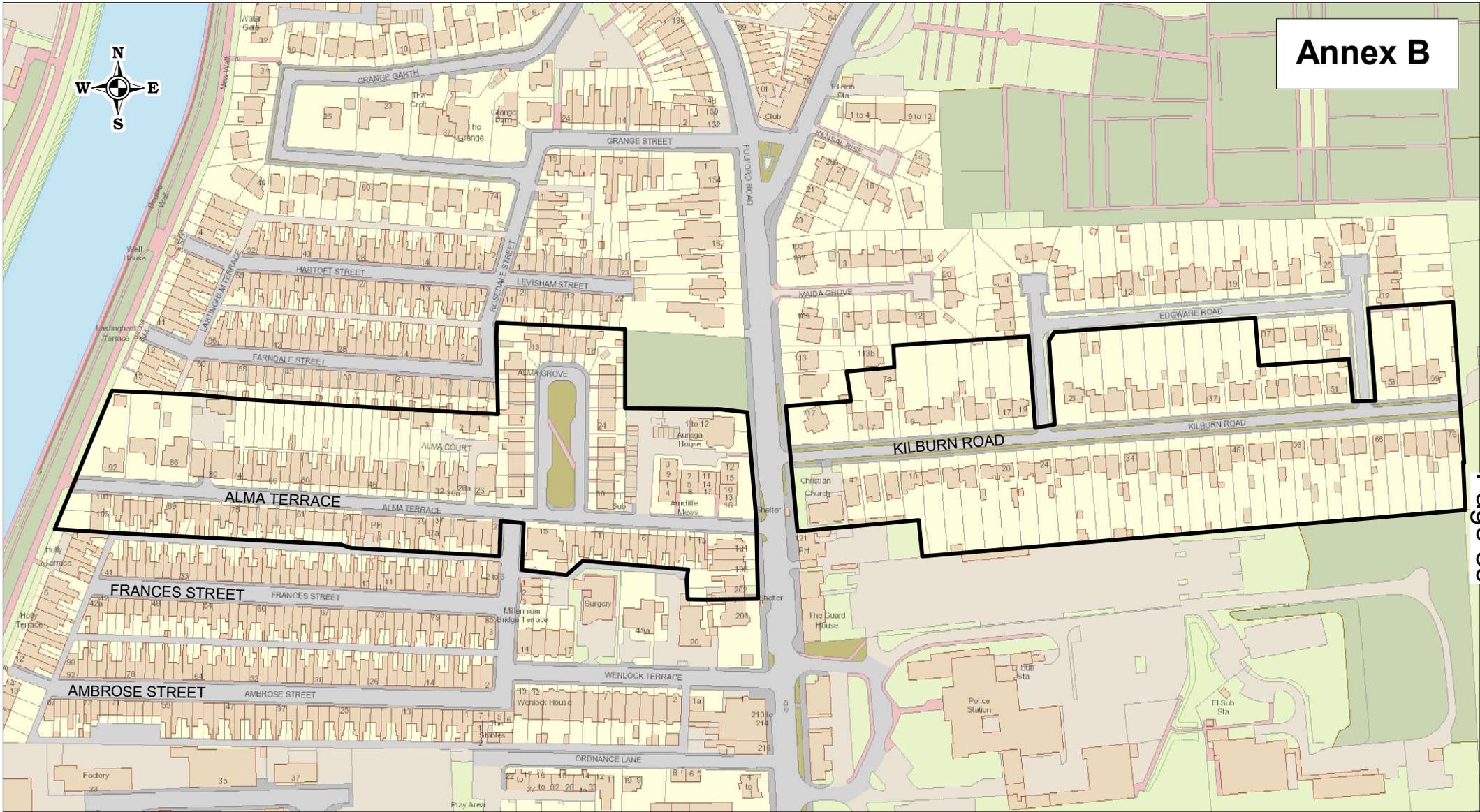


Proposed limited waiting bays within R70

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Annex B



Advertised R70 ResPark scheme boundary

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CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/52)
TRAFFIC ORDER 2022

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:

4. Introducing a Residents' Priority Parking Zone (Zone) for all classes of Residents' Priority Permit Holders comprising of Alma Grove, Alma Terrace and Kilburn Road, York the said Zone to be identified as Zone 70, that Zone to include all properties adjacent to and having direct private access to the said road.
5. Designating the existing unrestricted lengths of Alma Grove, Alma Terrace and Kilburn Road, York within the proposed Zone described in paragraph 4 as a Residents' Priority Parking Zone for use only by Zone R70 'Permit Holders' thereby providing unlimited parking for Permit Holders, the said lengths being identifiable by the placement of upright traffic signs at the Area 'entry' and 'exit' points (as opposed to the placement of Residents' Parking signs and road markings adjacent to the kerb).

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 4th February 2022.

Dated: 14th January 2022

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

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Kilburn/Edgware Road comments**Kilburn Road**

Great news that the question of residents' priority parking in Kilburn Road (and other nearby streets) is finally being resolved. I support it wholeheartedly and look forward to it being introduced as soon as possible. It has become more and more difficult to manoeuvre in the street or find any spaces for residents' cars, even on a temporary basis.

Could you tell me please - what are your maintenance plans for repairing Kilburn Road and where do we feature in your list of priorities? Is there a public document we can look at? The surface of Kilburn Road has deteriorated considerably over the last 2 years and is in a dangerous state (particularly at the lower end). This is in no small part due to the increased traffic from - neighbouring developments and opportunists generally taking advantage of the free parking.

Kilburn Road

I am writing in support of the new R70 boundary. I do not believe the council should have approved the student development on Fulford Road without any dedicated parking for the students that live there. However, given that that is the case, the new R70 boundary is the least worst option for residents.

Edgware Road comment

At the time of the consultation, I spoke to the transport committee about my concerns that if such a scheme were approved for Kilburn Rd, there would be a consequent effect on the number of people parking on Edgware Road, and that some of those people would neither be residents or visitors of Kilburn or Edgware Rd. There would therefore be pressure on residents of Edgware Rd to seek parking availability elsewhere, in streets at some distance from their home, and also to pave over front gardens to provide more bespoke parking. Both these consequences would be undesirable - the first increasing congestion and emissions on Fulford Rd, the second impacting on drainage, wildlife and general environmental value.

At the time of consultation, I asked that consideration be given to further consultation with the residents of Edgware Rd if approval was given for a Kilburn Rd ResPark scheme, regarding ResPark on Edgware Rd in the light of that.

If that is not possible, my request now is that residents of Edgware Rd be given the opportunity to opt in to the ResPark scheme on Kilburn Rd, and either enabled to purchase a permit, or a number of visitor's permits. At least then Edgware Rd residents would be able to park fairly near their home if it was not possible to park safely in their own street.

I recognise that this suggestion may be outside the usual regulations of a ResPark scheme, but I am very concerned that an already congested residential street may get a lot worse, with consequences for pedestrian safety and general amenity.

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Alma Terrace/Alma Grove Support (x29)

I refer to the results of the consultation, relating to the above, of March 2021, and the Public Decision Session held on 21 September 2021. I support the proposed scheme for the reasons given in writing and verbally at that Session.

These can be summarised as:

1 There are frequently times when residents of Alma Grove and Alma Terrace cannot park on our streets or near our homes, for example because of parking by commuters or visitors to the town centre or riverside.

2 The situation is highly likely to get very much worse on the occupation of the new blocks of student accommodation to the south of Kilburn Road and accessed from Fulford Road.

In addition I ask that the views of residents, we being the people most affected, be given more weight than those of non-residents.

I am writing in support of the proposed restrictions in Alma Grove.

Increasingly, I am finding it harder to park my car within a comfortable walking distance both during the day and in the evening.

I've watched commuters and construction workers park in the area in the morning. I am concerned that the increasing number of students in the area will too, be looking for parking spaces. With best wishes

Further to your note of 10 Jan 22, I would like to register my wholehearted support for the implementation of residents' parking for Alma Terrace and Alma Grove. Parking is becoming increasingly difficult and it's noticeable how many people are now parking in these streets during the day whilst they are at their place of work nearby, or using these streets to park and then walk into York - making life difficult for residents.

It feels imperative we get residents' parking asap. Many thanks and kind regards

We are writing in response to the Resident's Priority Parking Scheme on Alma Terrace and would like to stress our support for the scheme.

Having lived on the street since 2006 I have not known the parking as bad as it currently is.

It is quite clear that non-residents are parking on the street to walk into town, to offices nearby, walk to the station (and leave their vehicle for two weeks) and even construction workers working at the old Shepherds site.

This is before the additional student accommodation being built around us is completed.

Not only does Alma Terrace only have parking on one side of the street, we also have a disabled bay which again limits the amount of parking for the residents of the street.

I am in receipt of the consultation document and associated details. I am just writing to register my support for the scheme as a resident of Alma Terrace. A permit scheme will provide more parking opportunities for residents who are disadvantaged by the large number of commuters, visitors to the city and construction workers employed at nearby developments who leave their vehicles in the street every day.

I am writing in support of the proposal to create a new bespoke residents priority parking zone R70 to include Alma Terrace, Alma Grove and Kilburn Road.

As a long time resident of Alma Terrace I can attest to the difficulty encountered in parking down the street. Because parking is only possible on one side of the carriageway the situation is particularly acute here.

However there is currently just enough space for residents if we could all park (there is usually one or two spaces to be seen late at night suggesting we are at capacity). Unfortunately the street gives access to the river path and to town. This means that during the week and at weekends the street is used for free parking by commuters, shoppers, river users and as overspill parking for properties in adjacent streets and the river front. This displaces Alma Terrace residents who have difficulty finding space until the visitors leave (which often can be quite late into the evening).

It is interesting to note that the parking situation improves markedly when the river floods and blocks the river path. There is enough space for residents at these times demonstrating the positive impact that a new priority parking zone would make to residents.

With the construction of hundreds of new flats at the top of the street and potential other developments in due course, the parking situation can only get much worse and will certainly be intolerable. Although there will be a price to pay for permits (which no doubt some in the street will object to) there really isn't an alternative solution.

In conclusion I fully support the introduction of a residents priority parking zone for Alma Terrace and would urge the Council to introduce the scheme as soon as practicable. I also support the proposal to establish a separate zone R70 which will help address potential overspill parking from other residential areas.

I fully support the proposal to introduce resident's priority parking on Alma Terrace.

Thank you for your letter dated 10 January regarding the consultation results of the ResPark scheme for the above streets in York.

I would like to register my support for the proposal as I am aware of the increasing student builds in the area which will inevitably have a significant impact on the available parking in the future, if the scheme is not implemented.

Thank you for your assistance in this matter

I am writing to you to register my support for the proposed Residents' Priority Parking scheme for Kilburn Road, Alma Terrace and Alma Grove – R70.

There is an immediate problem with contractors from the student development (former Shepherds building on Fulford Road) parking in Alma Grove during the working week. Student pressure on parking spaces is already noticeable and this will be exacerbated when the redevelopment of Frederick House has been completed, with overspill parking likely to affect this area. Other proposed student developments such as the Plumbase and Mecca Bingo sites may also add to parking challenges with further overspill, given that neighbouring streets in the R20 district already have priority parking and are protected from these developments - pushing the problem onto our streets.

I appreciate that the Council has many other more pressing priorities to deal with - but it would be a very welcome measure to introduce residents' priority parking in our streets as soon as possible.

I am writing in support of the proposed Residents Parking in Alma Grove and Alma Terrace.

As a resident of Alma Grove, not just a property owner who lets out houses in the Grove, I consider that residents parking will greatly benefit RESIDENTS who at this time often struggle to find a parking place in either the Grove or the Terrace.

When you also factor in the impact and pressure that the new students accommodation on Fulford Road will incur on the parking availability in this heavily residential area it is a must that residents parking is approved for this area.

I am writing in support of the proposed Residents Parking in Alma Grove and Alma Terrace.

As a resident of Alma Grove, not just a property owner who lets out houses in the Grove, I consider that residents parking will greatly benefit RESIDENTS who at this time often struggle to find a parking place in either the Grove or the Terrace.

When you also factor in the impact and pressure that the new students accommodation on Fulford Road will incur on the parking availability in this heavily residential area it is a must that residents parking is approved for this area.

Hi - I am writing in support of the above proposal. The use of the above streets for parking by non-residents has become unbearable - with people parking in the street to walk into town/ work.

I am delighted to see the R70 Resident parking progressing. I fully support this plan and look forward to the next stage of implementation. It is something many of the permanent residents in this area have wanted for some time.

I am a resident of _ Alma Terrace York and am writing to re-confirm our support for the Res-Park Scheme.

I write to make representation in support of the proposal, to include Alma Terrace in the Residents Priority Parking Scheme R70, details of which we received today, (14 January 2022), we are delighted that the council have recognised the opportunity of the owner occupiers and City of York Council rate payers in this street, to park near to their houses in their own street.

We believe that parking restrictions to non-residents will encourage the current incomers to the city who park here, to use the excellent Park and Ride facility, which in turn will help to reduce the pollution levels along Fulford Road.

We look forward to being able to purchase the appropriate permits.

I am reconfirming my support for residents parking in Alma terrace.

I confirm my support for the scheme .I live at no _ Alma Terrace.

I am writing to express my strong support for the introduction of a ResPark Scheme on Alma Terrace (I am a resident of Alma Terrace).

Alma Terrace is a log-jam for parking and the number of tourists etc that park on the street as a convenient route to town makes domestic life challenging. With new hotels and student halls being built on, or very close to, the street, the situation is only going to get more difficult over the coming years.

We wish to add our support for the proposed ResPark scheme on Alma Terrace.

We only have one car, and yet often find it impossible to park on our street. Everyday we watch commuters and shoppers park for free on the street and walk into town, using up spaces for residents.

With 3 young children, all under the age of 5, this makes life extremely difficult. Trying to unload heavy shopping and 3 children when we've been forced to park on another street is pretty much impossible.

We sincerely hope that the scheme is able to go ahead under the new proposals.

I wish to confirm my support for the ResPark scheme for Alma Terrace. Parking is at times difficult at the present time so should there be more cars parking as a result of the new student accommodation then there will no spaces for residents.

Please acknowledge our support for the residents parking scheme on Alma Terrace.

We are a family of four, living here for 19 years.

We confirm we are in support of a parking scheme for Alma Terrace.

There are many student houses that I assume may not support or respond to the scheme enquiry as there is no benefit to the landlord. This is inappropriate representation of the need. Considering they have the potential of multiple vehicles per property, they have the potential of restricting older residents and families that may actually require vehicles and often need to park closer to home more.

As a resident of _ Alma Terrace I am writing in support of the proposed introduction of the R70 Residents' Priority Parking scheme.

Myself and my husband will be relieved if this was to go ahead and hopefully end the misery of not being able to park close to our home.

There hopefully will also be an end to the pollution caused by drivers constantly cruising round and round looking for non existing parking places!

We are both hoping for a successful result for this proposal.

I am writing as an Alma Terrace resident to confirm my support for the proposed new ResPark scheme for Alma Terrace and the inclusion in a new R70 parking zone with Alma Grove and Kilburn Road. I would urge the Council to implement this scheme as soon as possible, to mitigate the potential impact of over-spill parking from the large student flat development on Fulford Road, which is nearing completion.

Everyday I see Alma Terrace used (morning and evening) as car park for access to the river side path by commuters, shoppers and recreational users. Commuters arrive on a daily basis early in the morning and wait at the end of the street until a car parking space becomes available. In another case a commuter was leaving a bicycle permanently locked to a lamp post at the end of the street so they could park and cycle. The inclusion of Alma Terrace in the ResPark scheme will therefore send a message to deter this activity and is completely in-line with the Council's local transport plan to reduce cars commuting into the city centre and encourage the use of Park and Ride Schemes.

The parking situation on Alma Terrace is particularly difficult due to parking spaces only be available on one side of the street and, considering the pressures from commuter parking, it is no surprise that the vast majority of Alma Terrace residents who took the time to respond to the original survey were in favour of the ResPark scheme. This majority in favour was also based on a relatively high response rate, especially when compared with the turn out for local council elections. Implementing the scheme is therefore in line with the views of the majority of Alma Terrace residents concerned by the parking situation.

I have no doubt that you will receive some objections to the scheme because residents will need to pay a permit fee. However, the reality is that with the new very large student flat development opposite on Fulford Road, the parking situation for Alma Terrace residents is likely to become unbearable without a ResPark scheme in place to at least allow some access to parking spaces.

I also support the proposals for a new R70 parking zone, rather than inclusion in an already extensive R20 parking zone.

I am writing in support of the proposed residents parking scheme for Alma Terrace - 24 hours a day seven days a week - as outlined in the letter to residents dated w/c 10th January 2022.

Thank you

I am writing in response to the Zone 70 proposal as described in the letter from CYC dated 10 January 2022. I fully support the proposed introduction of residential parking in Alma Terrace/Alma Grove in particular. On-street parking has been a long-term problem in our street and, at the western end where I live, we are plagued by visitors, commuters and other non-residents who park beside or near our house to get free parking for visits to the city centre. There is more than adequate parking capacity for such trips in city centre off-street parking and/or park & ride sites. This has a knock-on effect on available parking spaces further up the street. I am very grateful for CYC transport planners and our local councillors for pursuing the proposed measures on our behalf which will greatly improve accessibility for residents.

My Husband and I fully support the implementation of residents parking for Alma Terrace. Having resided in the street for a decade, it has become virtually impossible to park one's car due to Alma Terrace being used as a "Free Car Park" for shoppers going to York and work daily town Centre via the river. Students leaving their cars for long periods of time. People even arrive daily and take a fold up bicycle from their boot and return after work hours.

Enough is enough please!

I was so unhappy when my Uncle who resides on Maple Grove got residents parking and their houses have drive ways? Why?

I volunteer for a well known mental health helpline and am seriously worried re the parking situation when I return in the early hours or through the night. More often than not unable to park and having to walk half a mile or more away from home. I fear for my safety. We are seriously going to consider selling up if this does not go through as three of my neighbours have done due to the parking problems.

Can I take this opportunity to voice my total **support** for the introduction of ResPark to my street. I thank the Council, Councillors and Executive Members for allowing us the consultation, and based on our views, approving the ResPark Scheme.

We found it increasingly difficult to park close to our homes whilst the available space was taken by Commuters, Students and Visitors to York City Centre. ResPark is a way to balance the welcome flow of visitors, as well as space needed for residents, lucky enough to live close to the centre of this great City.

We look forward to applying for permits once the notice has been served.

I hope I am not too late to express my support for the proposal to introduce 7 day residents parking in Alma Terrace.

I am writing to re-confirm our support for the proposed residents parking scheme on Alma Terrace and Alma Grove.

Parking remains a lottery on our street with an increasing number of people parking on weekdays to walk to work and visitors parking on a weekend to walk into town. I know for a fact that there at least 3 people who work at the courts and who arrive in separate cars on a morning to walk into town. There are undoubtedly many others that do the same.

The development of student accommodation at the top of our street seems likely to increase the amount of non-residential traffic parking on Alma Terrace.

We are delighted with the proposal to include Alma Terrace and Grove in a ResPark scheme. Please do not reconsider this decision, residents only parking is essential if we are to avoid parking mayhem from those that do not live here and merely want to avoid the council's excellent park and ride facilities that seek to reduce congestion and benefit our environment.

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Alma Terrace/Alma Grove Objections x 4

I wish to make a Formal Objection to the decision to approve the proposal to introduce a Residents' Priority Parking Zone to Alma Grove, Alma Terrace and Kilburn Road, to be identified as Zone R70.

My principal concern is the additional cost to residents at this time of unprecedented increases in the cost of living, namely Energy charges, Council Tax increases and the proposed increase in National Insurance payments.

Perhaps more formally, I note your decision to go ahead is contrary to the Consultation Results showing a number percentages well below the normal minimum required to show approval from residents, particularly that the 50% returns usually required was not achieved on the vast majority of streets.

Finally, from the papers supplied with your proposal, I note that the Recommended Option was Option 1, to proceed with Kilburn Road only, and I can find no record of where this decision was changed.

Now that I have received the details of the Residents' Priority Parking Scheme proposal for Alma Grove and looked at the current charges for permits I wish to object to the implementation of this proposal.

My main reason is that in order to park outside my own home I would be expected to pay an annual fee of approximately £100.

Secondly, every time we have a visitor even for one night, we would have the inconvenience of applying for a temporary permit.

Thirdly, after more than two years of ownership of this house I have never once not found a parking place somewhere in Alma Grove.

Fourthly, this scheme does not prevent non-residents from parking in Alma Grove and does not guarantee me a parking place.

In conclusion I would be paying £100 a year for no substantive benefit beyond what I now enjoy.

I understand there are plans to introduce residential priority parking on Alma terrace. I am a resident on Alma Terrace and would like to understand what this will mean for myself.

I do not myself own a car, so I rely on family and friends who kindly visit on a regular basis and help me with my shopping and various other jobs around the house and garden. They require parking (as they are often bringing tools/shopping etc) often only for a few hours, or even less. I also have a cleaner who comes every two weeks and requires a parking space for 2 hours. This means I sometimes have multiple visits from different people on the same day, but only ever require parking for one car at any time, often for a very short period.

Will I be able to buy a permit for one car parking spot, but not registered to one specific car? As I have many different people visit it will be very expensive for me to buy full day visitor permits for each person who visits me when they are often only there for a few hours and I sometimes have multiple visitors in a day.

While I am not against the introduction of restrictions to allow residents to have priority parking I am concerned that I will be disadvantaged if I am unable to buy a permit for any one car that will cover the different people visiting me.

Further to the letter of January 2022, I write to object to the proposal.

- Firstly I note that the consultation did not include Aurora House, which has access on to Alma Terrace. Accordingly, the consultation is flawed.
- I understand that the officer recommendation was to reject a scheme. The reasons given in your letter for the proposal include adequate parking management. However there is nothing in the documents listed on the website as available to the Executive Member which addresses parking management considerations. There are only comments which respond to residents' comments during the consultation. No reasoning is advanced about how a scheme will address those considerations or why a 9-5 scheme is the best option.
- The second reason stated is residents' preference. One can see from the results that 99 and 30 residents were consulted in Alma Terrace and Alma Grove respectively. Less than half replied and, further, the usual 50% was not met. That should have been sufficient to reject the scheme, as it will otherwise impose burdens on the majority.
- Looking at the minutes, it appears that the decision was based on the representations in a petition presented by Katherine Crocker, requesting residents parking be installed on Alma Terrace. There are 99 properties in Alma Terrace and the residents petition had only 18 responses with 13 in favour and 5 against. Even Katherine Crocker noted that the 50% threshold had not been met.
- The decision itself says "*Alma Terrace and Alma Grove were considered due to the high number of residents in favour of those that responded, but having missed out on the 50% threshold, was not recommended for inclusion. The Executive Member noted that due to the geography of both streets and the large number of responses, he requested that both streets be advertised to join the residents parking zone.*" What the 'Geography of both streets' refers to is wholly unclear and does not address the likely impact of introduction on neighbouring streets. Presumably that was why the whole area was canvassed. Further the response threshold for both streets cannot be described as 'large' even with 13 people repeating their support..

If the threshold (and therefore usual Council policy) had been reached, I would not need to write to you. As it is, the decision proposes a scheme for part of a discrete area based on limited residents' approval and creating a ripple effect, with any parking issues being relocated nearby. The decision reached appears fundamentally flawed.

My concerns refer to a piecemeal introduction of a scheme in a discrete area leading to the same difficulties as in R20 (where the scheme had to be extended several times because of the impact on neighbouring streets).

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Frances Street objections (X25)

I'm writing following receipt of the result of the consultation undertaken in my area in March 2021. As a Frances Street resident, I'm seriously concerned about the result and how it will affect our household.

My partner (CCd) has written to the council on a couple of occasions to lodge a complaint about the parking situation on our street. With many houses being rented to students, during term time these households often have four+ cars parked on-street - we are often unable to park our single vehicle anywhere near our home, which is ridiculous. The plans for permits on our neighbouring street but not on this one will only serve to worsen this issue.

Further to this, many responses "against" the permits will have come from student tenants who aren't long term residents of the street. Naturally these student lodgings will not want to pay for a permit for their four-car households, and of course they voted against. It seems very unfair for long term residents to be denied parking on our own street due to this.

I suspect once parking permits come into effect on Alma Terrace and Alma Grove, we will see a further rise in demand for parking on our street, as those unwilling to purchase a permit will know there is "free" parking on the next street. This is a real concern, and the situation continues to affect our quality of life as residents.

There are extensive plans for development in the surrounding areas here in Fulford. With ours being one of the only streets without permit parking, I can only foresee this becoming an even worse issue for us. Are there plans to review the proposal? Can you please let me know how I can take this complaint further?

I would like to request a re-survey of Frances St regarding residents parking. My reasons are as follows.

1. I didn't live in the street at the time of the first survey and would like my say
2. I think the requirement of 50% of households needed to respond to the survey should be waived, due to the fact that so many houses are student occupied and unlikely to respond, and of those that did it was a majority in favour.

There is likely to be a considerable increase in parking on Frances St, as Alma terrace and Grove have been graded resident parking only.

I live on Frances Street, YO10. I would like residents to be re-surveyed about the Resident Parking Scheme. I didn't expect that some of the nearby streets would get Residents Parking and others would not, and am therefore concerned about the potential knock-on effects to Frances Street, Ambrose Street and Carey Street.

Hi. I would just like to express my concern at the soon to be introduced residents parking. I did not expect that some streets would get ResParking and others would not. So, I think we should all get it.

I would like to formally object to the proposals regarding the consultation results for residents parking schemes in YO10. Particularly to inclusion of the Alma Terrace areas.

The areas I have concern with are as follows:

1. Alma Terrace being considered despite, as mentioned in the recorded minutes, (<https://democracy.york.gov.uk/ielistdocuments.aspx?cld=738&mid=12729>) not meeting 50% threshold for inclusion.

It seems like close to 200 properties on neighbouring streets will be affected by the inclusion of Alma Terrace, based on the opinion of a minority of residents from one street.

2. The timing of the consultation was not representative of 'normal' due to many student houses being vacant and much of the comuter/social parking reduced. We saw a totally different parking situation when COVID regulations were more stringent compared to recent months.

3. The opinion that the development of student accommodation could impact on parking in the area... this affects all streets in the area equally, not just Alma Terrace.

As a Frances Street resident my experience of the current situation is that parking in the whole area is stretched, but can generally self regulate. The area from Alma Terrace through Frances St, Cary St etc to Ambrose St experiences the same demand, from both residents, visitors, commuters and tourists. At times of high demand we all park on whichever street currently has space. It is common to have to do laps of the area to find a space which is particularly onerous on families like mine, with young children.

If you do approve resident parking on just one part of the area, this will serve to unfairly advantage that street by giving them the best of both worlds; a ResPark scheme they can chose to use while they park 2nd cars and visitors on adjacent streets. All the while detrimentally affecting those on adjacent streets.

I think the area from Alma to Ambrose should be reconsidered as one whole, and a new survey conducted to reflect the current situation.

As a result from previous survey result I believe Frances Street is not getting resident parking, but neighbouring street are. I do not feel this is the right decision and will result in residents and visitor from neighbouring streets, and all passing traffic for local business and workers of local business around the Fulford Road area parking in Frances Street. With no other parking available and not being in the resident parking scheme Frances Street will see an increase in volume of traffic and parking, unfairly preventing the residents of Frances Street parking on the street we live on.

I didn't expect some streets would get resident parking and some would not And I think we should all get resident parking, as the reason above. I cannot see any possible reasoning for Frances Street's Omission from having resident parking and would like your reasoning on the decision explained fully or revoked.

As a concerned resident of Frances Street i would like to object to the decision to allow Respark to the above named streets. This would put further pressure on Frances, Ambrose, Carey Streets & Wenlock Terrace who have been refused Respark. Anyone who chooses not to buy a permit, especially a permit for a second vehicle would be able to park on non Respark Streets, as is happening on Levisham, Farndale & Hartoft, we will have no choice. The council has caused this problem by allowing all surrounding streets to have Respark, leaving a handful to absorb the fallout. We already have commuters parking all day who work in the city, TSYS employees & lately, workers from the student development next to the Police Station. There at least 8 student houses on Frances Street of multiple occupancy nearly 10%, that probably have no interest in what happens to the street, as they will move on each year & once the new development is finished, has the council put measures in place to offer enough car park spaces to those students who choose to bring a car with them.

Following notification that Alma Grove/Terrace are becoming resident parking I wish to raise an objection on the following grounds.

- 1) If those streets are to obtain resident parking it only seems fair that Frances street residents receive the same privilege.
- 2) I did not vote in the last survey as I have only recently moved into my property on Frances street but would like to register I would like to respond to any further survey.
- 3) Giving some streets resident parking and not others will have an impact on the streets without resident parking. Visitors will continue to park in Frances Street alongside residents from Holly Terrace (often two car ownership) and dog walkers to the river.

Please keep me informed of any further developments

You probably know that someone has leafleted Frances St and perhaps other streets regarding residents parking. I agree with whoever it is that implementing residents parking in Alma Terrace and Alma Grove (which I support) will have negative knock-on consequences for parking in Frances St.

I think it is now necessary to repeat the survey in Frances St.

Also, given the high number of student houses in Frances St, I don't think you can set a high threshold for responses before you take action.

Thank you for the recent letter we received regarding Residents Parking in Frances Street/Ambrose Street. I was shocked that we didn't get it but Alma Terrace/Grove did. So all the visitors in Alma Terrace/Grove will obviously park in Frances Street or Ambrose Street.

At the moment we have workers parking in our street and walking down the river to work in York City Centre.

We have also got the Student Accommodation on Fulford Road and where will they park. Also Ordanance Lane will have very limited parking so obviously they will park in Frances Street or Ambrose Street.

When Alma Terrace/Grove got Resi Parking Frances Street and Ambrose Street should also have got it.

I have lived in Frances Street for 49 years and I have never seen so many Cars parked in the street that don't live in the street. If you come home after 6pm you won't get a parking space.

I didn't expect that some streets would get resi parking and others wouldn't so I think we should all get resi parking.

I would like you to reconsider this matter.

Hi I am writing to object to the resident parking scheme in alma terrace/grove, as I Live at _ Frances St and it is impossible to park in my street due to the non residents parking in this street and I failed to vote previously, but the situation has changed now and so I would like Frances St and the other streets near mine to be resurveyed to be included in the resident parking scheme.

I write regarding the recent Resident Parking Scheme application that I am sure you will be aware of.

It is quite incomprehensible that Alma Terrace, Alma Grove, have been approved for a Resident Parking Scheme, and yet Frances Street, Ambrose Street and Carey Street have not.

These roads are in close proximity, and the effects of the new scheme will clearly be imbalanced.

There are major concerns that visitors to Alma Terrace, Alma Grove will just use neighbouring streets to park "conveniently".

In the case of Frances Street, there is a mix of Home Owners (who live in their properties) and landlords who rent theirs.

I am very concerned that the survey as undertaken is not truly representative.

Further to your letter dated 10th January regarding the Consultation Results for the Residents' Parking scheme in Kilburn Road-Frances Street, I would like to make the following comments for consideration.

Firstly, I think it is extremely unfair that the student houses are surveyed alongside the permanent residents, for the following reasons:

- Looking at Frances Street currently there are at least 15 houses that are let to students and these house between 3 and 4 students, each of these students may have a car leading to a disproportionate numbers of cars related to these houses and enough to cause a parking problem as each house front can only accommodate 1 car. Parking is less of a problem during the University holidays when the students are away.
- Students are unlikely to be prepared to pay the fee associated with the resident's parking and certainly not for multiple cars at the same address, the fee for which is prohibitive even for me who is working and would prevent me from developing my midwifery career to become a community midwife needing a car. For this reason, the students would not have voted for the scheme, this does not mean there is not a parking problem in the road.
- The students also are not resident for a year therefore buying a permit for a year would not be cost effective for them and also would result in them voting against the scheme.
- Students generally live in the area for a 9 month period then move on, therefore I feel asking them to vote for something which has long term consequences for the surrounding area is unfair and inappropriate.

I believe only those resident's paying council tax should be surveyed for Residents' Parking.

I was very disturbed to read that the plan is to implement Residents' Priority Parking in some of the relevant roads but not all of them. I am aware of residents in Alma Terrace who currently park consistently in Carey Street and Frances Street and what will stop all the residents in Alma Terrace doing this to prevent them having to buy a permit with the result that the pressure on parking becomes even worse in those roads not covered by the new R70 scheme?

At certain times, having found no parking place in Alma Terrace, Frances Street and Ambrose Street we have had to park our car in Kilburn Road, the other side of the main Fulford Road, if this scheme is introduced then this option will not be available and where will we end up parking then, probably down in Fulford somewhere, probably the next nearest road with no Residents' parking scheme which will not be ideal for those residents.

Having lived in Wellington Street for years where the parking situation is impossible we had to move because of it. Arriving home from the supermarket with a young child in the car and not being able to park within sight of the house made living there completely untenable. The road is full of student HMO with multiple cars, and town workers' cars and if you do the same and survey all the temporary residents then you will get the same result but those roads really need Residents' parking to make it more pleasant to live there.

I do not want to pay to park outside my house but introducing R70 to only a few roads in the area will also make living here untenable.

I would like to formally object to the proposals regarding the consultation results for residents parking schemes in YO10. Particularly to inclusion of the Alma Terrace areas.

The areas I have concern with are as follows:

1. Alma Terrace being considered despite, as mentioned in the recorded minutes, (<https://democracy.york.gov.uk/ielistdocuments.aspx?cld=738&mid=12729>) not meeting 50% threshold for inclusion.

It seems like close to 200 properties on neighbouring streets will be affected by the inclusion of Alma Terrace, based on the opinion of a minority of residents from one street.

2. The timing of the consultation was not representative of 'normal' due to many student houses being vacant and much of the comuter/social parking reduced. We saw a totally different parking situation when COVID regulations were more stringent compared to recent months.

3. The opinion that the development of student accommodation could impact on parking in the area... this affects all streets in the area equally, not just Alma Terrace.

As a Frances Street resident my experience of the current situation is that parking in the whole area is stretched, but can generally self regulate. The area from Alma Terrace through Frances St, Cary St etc to Ambrose St experiences the same demand, from both residents, visitors, commuters and tourists. At times of high demand we all park on whichever street currently has space. It is common to have to do laps of the area to find a space which is particularly onerous on families like mine, with young children.

If you do approve resident parking on just one part of the area, this will serve to unfairly advantage that street by giving them the best of both worlds; a ResPark scheme they can chose to use while they park 2nd cars and visitors on adjacent streets. All the while detrimentally affecting those on adjacent streets.

I think the area from Alma to Ambrose should be reconsidered as one whole, and a new survey conducted to reflect the current situation.

Hi I am writing to object to the resident parking scheme in alma terrace/grove, as I Live at _ Frances St and it is impossible to park in my street due to the non residents parking in this street and I failed to vote previously, but the situation has changed now and so I would like Frances St and the other streets near mine to be resurveyed to be included in the resident parking scheme.

I didn't expect that some streets would get ResPark and others wouldn't so I think we should all get it, especially as many properties are let to students, who are unlikely to complete the survey, and have multiple cars.

Following the recent issuing of the results of the proposals for a residents parking scheme on Alma Terrace and Alma Grove, I would like to convey my concern that the adjacent streets (Ambrose Street and Frances Street) will see an influx of additional visitors parking – further congesting an already over-filled road. I have regularly witnessed many cars park and walk to the river (to presumably walk into town) as these streets are some of the most convenient to access the City Centre without paying for parking, and it is clear that the residents of these streets are being pushed out.

I am a single parent raising 2 young children, living in a rental property (_ Frances Street). I regularly have to park 300m+ away from my home, and walk to the house with the kids in tow, including the crossing of roads (without crossing points) multiple times.

The implementation of permits on Alma Terrace and Alma Grove will, without doubt, increase the parking on our streets, and such I would like to strongly ask that the council to reconsider this decision and extend the award of the new parking permit scheme to Frances Street/Ambrose Street.

I have received the results of the Resident Parking Scheme survey in my area. I wish to register my objection and request that you reconsider.

It makes no sense to apply the scheme to Alma Terrace and Alma Grove but not Frances Street, Carey Street, and Ambrose Street (and Wenlock Terrace?). Either all the streets need to be zoned or none at all.

Under the proposed scheme I am concerned that

- Residents on Alma Terrace/Grove are not obliged to pay the scheme and may park on the other streets.
- Visitors to Alma Terrace/Grove will use Carey Street, Frances Street and Ambrose Street for parking.
- The new student accommodation on Fulford Road may increase parking pressure on these streets.
- There is already some pressure on parking in these streets at various times, with residents having to park in adjoining streets on occasion.

I have lived in Frances Street for 8 years and I observe huge variations in parking behaviour varying with time of day, days of the week, and university terms. There is a significant proportion of student occupied / temporary residency. Maybe these occupiers do not respond to the survey and/or do not have cars. In spite of this, the street is generally fully parked in the evening/overnight. The survey does not seem to have adequately captured the local parking situation.

I am very concerned that with the proposed scheme I will not be able to park in Frances Street where I live, nor will there be a nearby option.

I hope you will consider these points and reconsider the Scheme or undertake a further survey.

I am writing to you regarding the proposed changes to the parking rules around Alma Terrace and Alma Grove. I understand there was a survey regarding these changes some time ago before I moved to York, but I am now a resident on Frances Street.

I believe local residents were under the impression that a proposed permit parking scheme would apply to all streets in the local area; including Carey Street, Frances Street, Ambrose Street, and Wenlock Terrace. At present it is impossible to find a space in the late evening on any of these streets and at all other times it has become noticeably more difficult.

A parking permit scheme that only benefits a subset of our streets will clearly impact the remaining streets negatively as visitors and non-permit holders will use the free areas. In addition, the new accommodation on Fulford Street built with inadequate parking means overflow will further impact our streets. I believe that the scheme should be applied to all residents of the area or to none at all. Please either resurvey the area with this clarification or reconsider your approach.

I have been horrified to learn that the proposed parking scheme for my area is to be rolled out across only two of the five streets that currently share no parking restrictions. I did not originally complete the survey as I was unsure whether permits would be a good idea for the area or not. Though I am certain that only introducing the scheme for some of the streets will have a disastrous impact on those left out of the parking scheme. It seems obvious that this will result in residents struggling to park on the roads not covered by the parking scheme, it was not made clear that this was a potential outcome. Either all streets should be included or we should be resurveyed about this current plan.

I find it rather confusing that Frances Street, Carey Street and Ambrose Street have not been approved. Parking on Frances Street is already at a premium. The resident parking scheme approval will make this much worse. Residents of Alma Terrace and Grove whom don't want to pay or their visitors will now park elsewhere, likely Frances Street given it's proximity.

Furthermore, there is at least 8 student properties on Frances Street. I surmise those properties either did not engage with the survey or actively rejected the scheme. Given students are not permanent residents and are exempt from council tax, I do not believe their preferences should be counted, as brusque as that may sound.

I would like to formally confirm this email as my objection to Alma Terrace and Grove being approved for the resident parking scheme.

I did not live on Frances Street at the time of the survey and therefore would like the area to be surveyed again, to have my say counted.

I would like to formally register my objection to the proposed residents parking scheme proposed for Alma Terrace, YO10.

I live on Frances Street with my family and have long found parking to be difficult, particularly later in evenings. On more than one occasion I have been unable to park the car near our house, with a baby /toddler and sleeping young child. In these situations I was forced to choose between waking the toddler to force them to walk home for parking on another street OR put the sleeping children in to the house and leave them there to park the car.

Issues⁰ like this are major factors in why young families like mine move away from the area to leave more student and rental properties.

I voted on favour of resident parking on Frances Street which is why I am so disappointed in the decision to proceed on Alma Terrace alone.

As you are no doubt aware, Alma Terrace, Frances Street and Ambrose Street are very close. By making 1 of the 3 a ResPark area, this will unduly and detrimentally affect the other two streets. Any houses on Alma Terrace which choose not to purchase visitors passes will be sending an overflow to the neighbouring streets. It goes without saying that the arguments made in the recent council meeting affect all 3 streets and not just Alma Terrace. Visitors, Commuters and Tourists park on all 3 streets and the newly proposed student housing will only serve to exacerbate the issue.

The fact that Alma Terrace residents did not submit 50% responses to the survey also begs the question why this was allowed to be agreed? I would like to know what legislation or precedent there was for this threshold to be changed for one street but not others?

The parking availability varies greatly through the year. During holiday periods, day times and lockdowns the situations was manageable. However, on the last few months (for example) the difficulties have worsened.

I would propose three actions :

1. Expand the agreed Resident parking scheme to all three streets so as not to unduly favour one Street while shifting the problem to a more concentrated area.
2. If not, resurvey the streets as a whole, with clear threshold guidance that will be adhered to.
3. Take in to account the number of student or short term let properties on streets which would affect the total number of households able to submit a return. (I.e Out of 87 properties, if 10 are student houses or holiday lets, the total returning number would be 77, which a 50% threshold of 39)

I am deeply disappointed by the lack of forethought demonstrated on this debate - particularly how it will affect families.

As a resident of Frances Street for almost 24 years I am astounded at the decision by CYC to refuse resident parking scheme to some streets, yet provide resident parking to other parts of the original area. I request a re-survey is urgently completed taking into consideration the additional impact of parking problems for our streets now Kilburn Road, Alma Terrace and Alma Grove were awarded res parking.

I base this request upon the following key factors:

- I am aware of 2 car Alma Terrace residences, whereby observed already parking on Frances street - further exacerbating this problem. There is no mandatory rule for these residents to pay res parking - but to default to nearby streets further exacerbating the problem.
- More student accommodation and Air B&B residences have not been removed from the non-responses (clearly a factor affecting the % results).
- At no point was I informed that 'partial' implementation would be considered/approved - further exacerbating this situation.
- Only last week 7 'to let' notices went up on Frances street from a renowned student rental provider highlighting increased pattern of number of student lets in our area (in addition to the horrendous number of flats being built directly opposite Fulford Road).
- REcognised building/renovation of properties adding extra bedrooms - encourages more cars into the area.
- Observation of larger vehicles already parking down Frances street overnight - SUV/work vans - potentially because res parking vehicle size pricing policy.
- Alley regularly blocked during day by work vans/vehicles - reducing access to residents/emergency vehicles etc.

We love living in this area, however the parking difficulties (especially late at night as I can end up down Fulford Road/Hospital Fields Area and being a female this directly impacts upon my personal safety at night when forced to walk home. With increased footfall/students etc this will only increase. The council and Highways decision to not provide parking at the new accommodation site directly impacts upon City of York Residents.

I request the above points are recorded formally and that this can be quickly reassessed to residents satisfaction. I look forward to receiving your response.

I am a resident of Frances Street; I didn't live in the street at the time of the parking survey and would like to have my say.

I object to the parking scheme as it is already extremely difficult to get a parking space in my own street. Having more people park here because of resident parking elsewhere will make this situation much worse.

If ResPark is going ahead then I believe it should be offered to all the neighbouring streets.

I hope my views are taken into consideration.

I arrived home yesterday to find the results of the consultation regarding permit parking.

I was horrified to see that it had been approved in Alma Terrace & Alma Grove but not in the rest of the streets. How can that possibly work?

I note that more than 50% of people who voted in Frances Street voted for permit parking. Surely in a democracy, where everyone has the opportunity to vote, that should be passed in favour. That's what happened with Brexit.

Parking is already appalling in the street & with people from these new permit areas spilling into our street, as they don't have a permit, it is going to be totally unworkable. Surely the whole area should be either none permit or permit, not half and half. To have half doing it and half not will result in absolute chaos. I really don't think this has been thought through & it needs to be stopped!

Visitors to Alma Terrace will park in Frances Street, residents of Alma Terrace who don't want to pay will park in Frances Street, as well as people working locally & those wanting to walk by the river into town (as we have now)

I came home from a long day at work this evening, having called at the supermarket, to find that despite driving round 3 times, in the hope someone would move, there wasn't a single space in the whole street. I eventually ended up parking in Ambrose Street. That made me feel bad as I was potentially taking someone's space there. I had to make 3 journeys from that street to my home with bags of shopping. And this is even before the limitations on the surrounding streets start.

I am so worried about the situation. Can you imagine getting home & not being able to park anywhere near your house because other people, who don't live in the street, are parking there.

Please, please, please rethink this madness. It can't possibly work. Surely it needs to be either all of the adjoining street or none at all. But from my point of view, for peace of mind that I can park, it needs to be all, as per the majority vote.

I would be very grateful if this could be reconsidered. I don't want to have to move away from my lovely street but I can't live with this uncertainty every night when I am driving home.

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Ambrose Street objections (x26)

We have lived on Ambrose St since 2009 one of the reasons we moved here was because of the free parking, we turned down housing opportunities on roads closer to the city. So for this reason and the reasons below we do not want you to proceed with the resurveying of Ambrose St.

We object to the resurveying of Ambrose Street for the following additional reasons:

1. The survey has already been completed and residents objected enough previously that the permit scheme has not proceeded. We have enough foresight to predict the implications of permit parking in this area.
2. This parking issue has been caused by the Frederick House development consisting of student flats. The original proposals stated that the students would not be allowed cars and this has now changed, the council should not have allowed this change of status. We as residents do not benefit from these student flats. The University and the developers: Student Roost and Summix Capital benefit from this scheme and in turn the council will benefit too.
3. Furthermore, because the University and the developers will benefit from this scheme. It should be the developers: Student Roost and Summix Capital and the University who should cover the cost of our parking permits and pay the Council. The financial pressures on our family are continuing to grow including rising energy costs, a hike in national insurance and a hike in food prices. It is unacceptable that corporate organisations and the University should be adding to this pressure at these difficult times. If you wish us to have these permits then it should only be on the condition that these organisations should cover these costs that are being unfairly put upon the residents in surrounding areas..
4. Anecdotal evidence from York residents who we have spoken to has shown that a resident's parking scheme does not automatically confer an ease on the ability to park, so we disagree with the very one sided leaflet that you sent to residents entitled Residents Parking Scheme, in fact we found the way it was presented to be one sided and coercive.
5. We can count only a couple of days this year where we have had trouble parking and this is a risk we are prepared to take when the permit parking is implemented in surrounding streets.

We want you to take all of the points above into consideration and respect our rights to maintain the current free parking on Ambrose St. If we really desired these schemes in the first place we would reach out to the council.

I am concerned by the recently approved resident parking scheme for Alma Terrace and Alma Grove. I did not vote in the survey last time as I was unsure about a parking scheme, however I did not expect that some neighbouring streets would get resident parking and some would not. I live on Ambrose Street and am concerned that visitors and residents who do not have a permit will park on the non-permitted streets. Since the survey, the parking issue has become worse, and I am worried about the impact of the new student accommodation. I think **all** the nearby streets should have resident parking rather than just the recently approved ones. I think the streets should be re-surveyed on this issue.

I would like to object to the proposal to bring in new parking regulations in Kilburn Road, Alma Terrace and Alma Grove.

Simply put, I live in Ambrose Street and feel that if restrictions come into place in nearby streets, it will put additional pressure on those that are to remain as they are, i.e. anyone can park there.

I have lived in Ambrose Street for eight years now and have noticed over the last year that it's become more difficult to park in my own street. I'm presuming this is because a number of houses in Wenlock Terrace have been turned into flats and so the 'spill over' from there is finding its way into our street.

If, as you propose, Kilburn Road, Alma Terrace and Alma Grove is made residents' only, car drivers looking to park anywhere in the area will have those streets taken away from them, so will look to Ambrose Street and Frances Street. Hence the extra pressure for us.

You need to bring in changes to all the streets in the area or none, otherwise you are just moving the problem around.

In addition, the council is proposing to build new homes off Ordnance Lane with far fewer parking spaces than homes. I understand that you want to discourage car use (a noble goal), but you must know that a good many of the people who buy those homes will have cars. And they will have to find somewhere nearby to park them, probably in Wenlock Terrace, Ambrose Street and Frances Street.

Finally, could you make more of an effort to make your letters clearly understood? No one but you knows what the 'R20' and 'R70' schemes are. You need to explain them clearly. Also, in your letter about the proposed changes you don't say what the percentage in favour of change had to be. I'm guessing it has to be 80%, but you don't say so.

I hope you will consider this submission.

As per your letter, that any objections should be received no later than 4th February 2022. I am therefore writing to OBJECT to the outcome of the consultation process re parking.

I live at _ Ambrose Street, which despite voting by a clear majority for the introduction of parking permits has been excluded from the scheme which will now mean that Alma Terrace, Alma Grove, and Kilburn Road will have parking permits. I presume that this is because some kind of threshold for turnout has not been reached in our streets (though the letter does not state this). There are various reasons why I do not agree with this:

1. We do not, in elections in England, deny the results of wards or constituencies on the basis of majoritarian turnout. I do not accept that that turnout should be used as a barrier to what is a clear majority democratic indication that Ambrose Street (and other streets) have indicated that they want parking permits. The use of some turnout requirement means that abstentions/non-votes are effectively vote for the status quo. This is not equitable for those that participated in the vote.

2. The treatment of each street individually denies the basic contingent and whole nature of the linked community that is made up of Alma Terrace, Alma Grove, Frances Street, Ambrose Street and Wenlock Terrace. The decision to introduce parking restrictions on only part of this community will impose negative impacts on the those living in the areas without permits, by forcing more of the pressure of parking on the neighbourhood into the unpermitted streets. And our streets are already overwhelmed with parking. This is because our streets are used as a parking lot by people seeking access to the river, by commuters who drive into York, and on weekends and during the tourist season by people driving into York and parking within walking distance of the city centre. This is compounded by the increasing number of holiday lets and AirBNB lets in our neighbourhood, as well as having a number of B&Bs, which is set to increase with the opening of the "The Vices" hotel on Alma Terrace (I assume their guests will park on my street). It is routinely difficult to park.

3. The decision to only partly issue permits is also contrary to the overall intention to reduce car usage in York—something which I support. To understand this, what also needs to be taken into consideration is the development of a large amount of private student accommodation on Fulford Road on the site of the North Yorkshire Police station (just over the road from here), and also the new Hospital Fields housing development. Both of these are, quite understandably, being developed without substantial parking for environmental sustainability reasons. However, students with cars will bring them to York, and seek to park them where free parking is available. And—and this is the part I think really needs attention—the plans for the development of the Hospital Fields site will involve the use of the back lane of Ambrose Street for site access. What this will do is remove the current walls/fences that mean that from Ambrose Street you cannot *currently* easily access the streets in the Hospital Fields area and vice versa. But that will change with the site development. I attach a map from your own planning department that shows this (I have added the arrows to show where access will occur). In order for housing development that does not provide parking to be successful in reducing car ownership in York it is also necessary to ensure that adjacent areas do not have easily accessed free parking. Yet this is precisely what will occur if you persist without introducing permits to the whole of the area in the consultation.

Continued

4. On numerous occasions this year, parking has not been available in Ambrose Street or any of the surrounding streets. As a consequence people have been parking illegally. But what alternative do they have? From this area of Fishergate there is no nearby alternative parking. People with family or caring responsibilities especially need to be able to park near where they live. The decision to not issue some of the houses in our community with permits, while allowing others to have permits, discriminates in favour of those living especially on Alma Grove and Alma Terrace, and Kilburn Road.

I therefore conclude that the decision to exclude Ambrose Street, Frances Street, and Wenlock Terrace from the permit scheme should be reversed immediately, hence my objection.

I would quite happily meet with you or any of your team, or any of the local councillors, in my neighbourhood to discuss this with you. It might help, perhaps, to see the problems (and foreseeable future problems) in person.

I am a resident on Ambrose Street and voted for ResPark on my street. I would like to request for Ambrose Street to be resurveyed for ResPark as I have heard that a lot of the residents on Ambrose Street have changed their mind, as their situations have changed since Alma Terrace and Alma Grove have been approved for the Resident Parking Scheme and would like to have residents parking now.

I just wanted to send an email regarding the parking permits around the Fulford area, in particular Ambrose Street.

At the time of the survey I didn't live in the street and would like to have my say.

It would be great if Ambrose Street and the streets nearby could be considered for permit parking please.

I am objecting to the partial approval of the resident parking in my neighborhood. Please may I have answers to some questions.

Did your survey sufficiently reflect the residential choice of those two streets?

Was the survey accessible in a timely way and transparent to all neighbors?

What effort was taken to ensure people are well informed before making their choices and of what consequences?

Kindly provide evidence.

I am saddened by a decision that could be divisive! Should we not be encouraging more good neighborhoods?

So either we all get ResPark or not at all!

You could of course do the survey again with due consideration.

I am writing as an Ambrose St resident who voted in favour of ResPark parking permits. It is simply not feasible for us to not have permits whilst other streets near us do (Alma Terrace and Grove), and I was not aware this was even a possibility. Visitors to those streets and residents who don't want to pay for parking will be using our non-permit street for parking (and parking is already a major and steadily-worsening problem). This is completely untenable.

This changed situation of the imposition of ResPark on some streets but not others requires a new survey please as it is vital all area streets are considered together for this to work.

Please can I request that Ambrose St is re-surveyed regarding resident parking scheme. If Alma Terrace and Alma Grove have a scheme in place and the other nearby streets don't then the availability of parking for residents in those streets will become worse than it is now. I don't think anyone thought that some streets would get scheme and others wouldn't, which is why there was a low response rate on some streets.

We own 2 properties on Ambrose Street- _and _ and we're unhappy with the outcome of the resident parking street vote.

We voted against it and didn't expect that some streets would get ResPark and others wouldn't, which will make the upcoming situation even worse.

I think there should be a re-survey. Please let us know.

I wish to register my objection to making only Alma Terrace a resident parking zone.

I'm sure this will just put pressure on all the adjoining streets, Frances Street and Ambrose Street. These streets are already clogged with cars from people who park and walk off to another area!

I understand that an inadequate response was received to the previous survey, given this decision was based on poor response, I feel you should resurvey as the situation has changed since then.

Me and my partner recently learned that the Resident Parking Scheme will not be introduced on Ambrose Street.

We wish for the decision to introduce a Parking Scheme on our street be reconsidered as so far it was extremely difficult to park on the street, especially during late evenings and during nice summer days when everyone is going for a walk by the river. Introduction of the scheme on only a few streets can increase the chances that there will be no parking on Ambrose Street and there is no space anywhere else in the close neighbourhood.

Please reconsider your decision, or resurvey our street, as I am aware that the majority of residents are concerned about the availability of parking spaces on Ambrose Street.

I am writing as a resident and home owner on Ambrose Street because I am concerned to hear that Alma Terrace and Alma Grove are to be given Resident Parking permits, but Frances Street, Ambrose Street and Carey Street are not.

It's extremely difficult to find spaces for parking already, and this will cause it to be even worse, as people can simply park where there isn't a permit in our street.

The reason is I believe that less than half responded to the survey, although a majority of people who did respond wanted a permit scheme.

I think we need to re run the survey in order to get the required number of residents to respond to get a usable response.

I personally had no idea that some streets might get ResPark and others wouldn't which is quite a different proposition.

I would personally be invested in going round to local residents and knocking on doors in order to get people to respond with their opinion, whatever that might be.

I'm writing to you as a concerned resident on Ambrose Street. I am surprised that Alma Terrace/Grove have been given ResPark yet neighbouring streets of Carey Street/Frances Street/Ambrose Street have not. It's already very difficult to park on Ambrose Street in the evenings so I can only imagine this situation worsening. There may also be increased demand as visitors to Alma Terrace/Grove May park on one of the three streets not chosen for ResPark, as well as the new student development on Fulford Road. I think it would make sense for all 5 of these streets to be given ResPark, rather than just the 2.

I am surprised and hugely disappointed that whilst Ambrose Street had a majority a resident parking system has not been approved. I did not expect some streets to get it such as Alma Terrace and Alma Grove but Ambrose street did not. With the latest decision I strongly believe that we should get one based on both the majority vote gained and the fact that the variable resident parking was unknown at the time of the vote and will lead to everyone will now parking on this street.

I see that resident parking failed to be adopted on Ambrose Street where I live. I voted in favour of the scheme as parking has become a major problem with people parking here and walking into town or over to Rowntree park. I didn't expect that some streets would get ResPark and others wouldn't. As the two neighbouring streets will get the scheme, the parking situation on Ambrose Street will only get worse. Therefore please could you reconsider the status of Ambrose Street or at the very least, arrange another vote as the availability of parking for residents has become increasingly worse over the past year.

I have been made aware that Alma Terrace and Alma Grove have been approved for a Resident Parking Scheme recently and the neighbouring streets haven't. I live on Ambrose Street and the parking situation currently has been getting increasingly worse since the original vote took place. There have been countless times that I have had to park on another street far from my house, especially in the evenings. I didn't expect that some streets would get ResPark and others wouldn't so I think we should all get it, as it will only make the situation worse for the neighbouring streets that don't currently have the ResPark scheme approved.

I am writing with regard to the proposal to introduce a Residents' Priority Parking Zone (R70) for Alma Terrace and Alma Grove (and Kilburn Road).

As a resident of Ambrose Street I have concerns that this will further worsen the parking situation on Ambrose Street, Frances Street, Carey Street and Wenlock Terrace where the available parking spaces are already close to capacity usage; particularly on evenings and weekends. There are limited spaces available on Fulford Road, which I have had to use at times. If the situation remains as presently proposed, we would be completely surrounded by residents priority parking zones – where would residents park if all spaces were taken?

The introduction of the R70 zone doesn't require residents of Alma Terrace and Alma Grove to purchase a parking permit and some could decide to park on the neighbouring streets instead (currently) for free.

Whilst I appreciate the % of returned surveys was lower from Ambrose Street, Frances Street, etc than from Alma Terrace, Alma Grove and Arncliffe Mews, none of the streets achieved a 50% response rate, which used to be the minimum trigger point for taking action. All streets had a majority of respondents in favour of introducing residents priority parking. I'm struggling to understand how the student accommodation being built off Fulford Road, one of the main drivers for the survey, can be deemed to impact those streets included in the proposal and not our neighbouring streets which are going to be impacted in the same way. This is also before taking into account any impact from the Hospital Fields development.

I have estimated that there are a maximum of 203 spaces available across Ambrose Street (82), Carey Street (17), Frances Street (74) and Wenlock Terrace (30). This assumes all cars park efficiently, making best use of the space, which with the best will in the world never happens! Looking at parking this morning, I'd estimate a minimum of a 5% reduction on spaces due to spacing of cars parked in Ambrose and Frances, losing 8-10 spaces. So, say, **195 spaces available**.

Based on your numbers of residences included in the original vote results there are **333 residences** directly using these spaces; this includes Holly Terrace but not New Walk Terrace. It also doesn't allow for any overspill from Alma Terrace.

There will obviously be a proportion of properties that are not car owners, however there will equally be some properties with multiple cars. Then allowing for visitors, commuters, dog walkers and others heading to the riverside, being used as free parking for people heading into the city centre, tradespeople etc, I'm sure you see how the problems arise.

The original proposal voted on takes on a different perspective now Alma Terrace and Alma Grove are having residents parking introduced. Additionally due to the number of rental properties in the area, there will be a proportional turnover of residents since the previous survey was conducted.

I voted in favour of the original proposals, however allowing for all of the above, I ask for residents to be re-surveyed on whether residents priority parking should be introduced in Ambrose Street, Frances Street, Carey Street and Wenlock Terrace.

I am writing to object to the proposed resident parking scheme which will cover Alma Grove, Alma Terrace and Kilburn Road.

I am a resident of the neighbouring Ambrose street and voted in favour of the parking zone to apply to our street. Unfortunately, due to a lack of people responding to the survey on my road, the proposal was rejected as it didn't meet the minimum response level.

Given that the Alma Grove, Alma Terrace, Frances street and Ambrose street are all interconnected, i believe they should be treated as one entity and the scheme should either apply to all or none of the streets. Leaving some of these streets not covered by the scheme will make it extremely difficult for us to park.

I also believe that residents of Ambrose Street are being unfairly unrepresented due to the growing number of HMOs, student lets and Airbnb/holiday lets. These properties are unlikely to have voted in the survey and hence are the reason why the minimum response level was not reached. This negatively impacts on the remaining home owners of the street whose responses are overturned by the inaction of others.

I am resident at 23 Ambrose Street and should like to you to re-consider the decision to omit Ambrose Street, Francis Street, Carey Street, Wenlock Terrace et al. The pressure on parking for residents in these streets is already considerable and can only become increasingly problematic once neighbouring streets are granted residents' parking and proposed developments e.g, Ordnance Lane Project; Student Accommodation (visitors to Fulford Road site); visitors to those streets which have residents' parking; those residents in parking restricted areas who do not wish to pay using free streets to park. Ambrose Street is particularly attractive to visiting motorists as it is wide, allows easy access to the river walk, Rowntree Park and the city Centre. The pressure has increased during recent months and it becomes increasingly difficult during Spring/Summer/Autumn and school holiday times. The more residents' parking streets in our vicinity the more traffic will move to the few remaining free areas. Not only is the issue an inconvenience but has safety issues also as parking is so tight it can be difficult to manoeuvre vehicles, especially at night.

I am assuming that the decision was influenced by the results of the ballot. Despite the low returns by some residents in these streets, the % in favour was generally higher than 50% . The problem with parking has certainly worsened since the date of the ballot. Some of the low returns may also be accounted for by student residents/landlord lettings who have no vested interest in expressing any opinion. I understand reluctance to pay to park on your street of residence , especially if your household has more than one vehicle but do not think that is the main reason for the low return of surveys.

I would ask you to seriously consider extending the scheme to all streets whose residents had a majority in favour or introducing another ballot (a costlier, time-consuming option) .

I object to the introduction of Residents parking in Alma Terrace and Alma Grove because:-

The analyses of the replies fails to take account of the number of houses in multiple occupation in Ambrose Street that were probably empty when the survey was done and also did not take account of the number of holiday letting properties, similarly empty at time of survey.

Parking is getting worse as time goes on. There is a total disregard for double yellow lines in the area now, never mind when parking increases due to the proposals in Alma Terrace and Alma Grove.

I hope you are having a good day and this email finds you well.

I am writing to you regarding the recent development on resident parking that has only been approved for Alma Terrace and Alma Grove.

As some context, I am one of several students that live in accommodation on Ambrose street, where a few of us own cars and struggle on a daily basis trying to find a place to park due to the overwhelming number of cars that park on the street.

By allowing only some streets residential parking, you have forced visitors to park on streets that are already struggling to fit their own cars. An example of this is the many occasions I have come out and found people parking on double yellow lines because there is genuinely no space nearby. Now whilst it might not always be an issue for students, I can completely understand and back the concerns of the residents on the street. This decision disregards the reasons why people may want to park on the street closer to their homes, not all of our disabilities are visible, but some people may struggle to walk long lengths to get to their homes.

Another reason for your decision was writing about the new fulford accomodation allowing parking for visitors elsewhere. When will this actually be made available? Do residents on surrounding streets from Alma terrace and Alma Grove have to wait for their own street to have more parking? Some of these people have lived here for years and yet are being made to wait for accomodation to open, so they can get a car space back. I think this is incredibly unfair to the residents of Fulford.

I have lived on this street for several months now and have had to make the decision to move out after my degree, mainly based on the fact that finding parking will not cease to be difficult until it is either made residential or remains how it is, unchanged.

I voted previously on making all street parking in the area residential. I remember the post coming through at a very quiet period last year and this could be the result of less people voting on their rights for residential parking. Since the survey was done, we have received even more volumes of cars parking on Ambrose street. I implore you to relook into the upcoming resident scheme, and allow a re-survey for the residents to take part in. We can't allow some streets their own residential parking and disregard the rest of the residents that live here.

I have received notification that Residents Parking is to be introduced on Alma Terrace and Alma Grove but not on Ambrose Street and that you must receive objections by 4th February to re-consider this decision.

I am fortunate as I rent one of the newer houses on Ambrose Street and, therefore, have a parking space behind my house.

However, I can rarely use this as someone has taken to parking there as they cannot park in the road. The number of properties that are still HMOs (student accommodation) is declining in number due to the increasing number of properties being built by the university so you would think that the road would be quieter car-wise, but this is not the case and lockdown made no significant difference to the number of cars being parked.

The new flats going up near the Police Station on Fulford Road could contribute to the number of cars parked on nearby side streets if insufficient parking has been set aside on the grounds round the flats (which appears to be a common development issue). Additionally, one of the problems is the redeveloped houses on Wenlock Terrace being converted into flats with car ownership by the residents being a probability. Where there may have been one car per house previously there is a potential for five+ cars per converted house (I believe each house has been divided into five flats) - when there is no room on Wenlock Terrace for these additional vehicles to be parked. I have been told that a condition of residency was that no cars were owned but I fail to see how this can, logically, be enforced with the reduction in police numbers - and I haven't seen a traffic warden in this area in years!

In an age when we are supposed to be taking dramatic steps to improve the environment introducing Residents Parking on the neighbouring streets to Alma Terrace would go some way to reducing the number of vehicles on the road (particularly if the permit was for one vehicle per household) - it might make new residents think carefully before moving in but enforcement would be necessary.

I would ask you seriously reconsider your decision.

I would like to request that our area is resurveyed in relation to the Resident Parking Scheme.

I did not expect some streets in the area to be accepted for the scheme and others not as this will surely result in the parking on Ambrose Street to be even worse. I frequently already struggle to park on my own street. I worry visitors to the permitted streets will now simply park on the non-permitted streets.

I failed to vote previously but my situation has changed so I would like to be resurveyed.

Please reconsider the decision.

Following receipt of the consultation results for the resident parking survey in Fishergate and decision to only progress resident parking restrictions on Alma Terrace and Alma Grove I was dismayed to see the poor survey response from Ambrose Street and would like to raise my objection to the scheme proposed to Alma Grove / Terrace and would hope that all the surveys be carried out again for the following reasons.

The survey was carried out at an especially quiet time. One positive by-product of the covid pandemic was the fact that students were studying remotely and away from campus, resulting in far less of the large number of student rental properties on Ambrose Street being occupied. For the last 2 years parking on Ambrose Street has been markedly improved during the pandemic. Permanent residents have been able to park on their own street, rather than parking on neighbouring streets or illegally.

Following the relaxation of restrictions and opening up of Britain, teaching on campus has resumed and since the new semester in Sept 2021 the availability of parking on Ambrose Street and Frances Street has deteriorated. For the last two evenings I have had to park on double yellows on a neighbouring street.

I believe had the survey been carried out now, and not after 18 months of parking with ease, due to the pandemic, I believe the survey response rate would have been far greater and with more votes in favour of residents parking.

It must also be noted that the large number of temporary residents and students are unlikely to respond to the survey as they have no vested or long term interest and even less likely to be in favour of paying for parking restrictions. A large number of vehicles arrive in September, do not move and only leave at the end of semester. You can always tell it is outside of term time because you can get parked on your street with relative ease.

We are also concerned that those residents on Alma Grove / Terrace who are unwilling to pay for permits, will instead look to park two streets away, adding yet more pressure on neighbouring streets. Further pressure will also be added by the new student residences currently under construction on the old Fredrick House site, Fulford Road.

I am sure I will not be the only permanent resident to feel this way and hope the Council will review this objection and those lodged by others and consider re-consulting with residents.

My partner and I are homeowners at _ Ambrose St. where the resident parking scheme was not accepted. We object to some of the streets on our block being resident streets and others not. We already have horrific parking conditions on Ambrose Street. Especially on the weekends and at night.

We have 2 young children and are not the only ones with young children on Ambrose Street. ferrying them back and forth to the car on another street trying to unload my groceries is unacceptable and it happens now frequently. Plus people who don't live on Ambrose get nasty toward us when we are trying to park and I have had a woman yell at me with the kids in the back of the car to get out of her way.

Changing some of these streets to resident parking and others leaving for tourists to park and walk into town on the river is not a good idea. It will mean that people who live on Ambrose Street will be left without a place to park at all. *What do you expect me to do when there is no parking on Ambrose or Francis Street? There are no other streets around which we can park without being a resident! What do you expect my 2-year-old to do? Walk a mile to get home while I carry all of the bags from nursery and his brother's things too?*

We absolutely object to some of the streets having a resident scheme and others not. It is not only unfair, but it is making the lives of people on Ambrose St. and those that did not get the scheme much harder for no good reason. Either all of us should get the scheme or none of us and we stay in the parking hell we are already in.

Please could I get a real person to email me and not a form letter so that I know someone has actually read these arguments and taken them onboard?

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Carey Street objections

I would like the residents parking scheme implemented on Carey street. It is already hard to find parking. I only moved here a fortnight ago, so I wasn't able to respond to the previous survey.

I have recently received a letter explaining the parking situation affecting Alma Terrace, Alma Grove, Carey Street, Frances Street and Ambrose Street. Initially I voted against the requirement for a parking permit scheme around these areas as I did not feel it was necessary. After receiving the news that there would only be priority parking on some streets (Alma Terrace and Alma Grove) I would like to formally object to this plan. As a resident of Carey Street, I use Alma Grove often to park my car as there are not spaces on Carey Street most of the time, this is not an issue for me as it is less than 1 minute from my residency. I understand that residents of Alma Grove may be unhappy about this however there are spaces on this street available 90% of the time. Any non-permit holders that currently park on Alma Terrace or Alma Grove are going to park on Carey, Frances and Alma Street therefore making the parking situation worse. It is also unfair that residents of Alma Terrace and Alma Grove will be able to park on Carey Street, as I know they do, and we are not able to park on their street.

Please review the resident parking scheme on these streets. I see the only solutions to this issue are to abandon any plan of a resident parking scheme which would be my preferred option, or to apply a resident parking scheme to all streets involved in the original survey as the current plan will make parking far worse.

We understand that Carey Street, Ambrose Street and Frances Street were excluded from the recently approved RPS. This was ostensibly due to less than half the households in these areas actually responding to the survey, despite the majority of votes being in favour.

We were wondering if the council was aware that a number of these properties are actually unoccupied for periods of time or otherwise rented as Airbnb spots, without permanent residents. This fact would obviously have an effect on the number of votes in response to the survey, leaving the actual full time residents outnumbered.

We hope the council will consider this fact and have the excluded streets either re-surveyed or outright included going forward. The concern is that with the surrounding streets being included, this exacerbates the issue for the other streets. Moreover, even before the RPS has been put in place, parking has significantly worsened in the area.

Following receipt of the results of the proposed resident parking scheme in Fishergate. I would like to object to the results issued and request the following streets are re-surveyed (Frances St, Ambrose St & Carey St.), I didn't think that some streets would get ResPark and others wouldn't when the majority of the votes in the area was in favour.

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Holly Terrace objections/comments

Please consider parking issues for Holly Terrace if you are considering ResPark for Alma Terrace.

Holly Terrace has no street frontage; some residents can park within their 'back yards' but others must park in Alma Terrace or Frances St, as must all visitors to Holly Terrace.

It has become very difficult indeed for Holly Terrace residents and visitors to find parking, as both Alma Terrace and Frances Street seldom have vacant spaces.

If ResPark will improve the situation on Alma Terrace then it follows it should apply to Frances Street as well.

In particular, Holly Terrace residents will need the appropriate permits for parking in any Priority Parking Scheme that affects them, since we have no street frontage.

We received the letter at the weekend with regards the extension of the ResPark scheme to Alma Terrace and Alma Grove.

This is very likely to cause further pressure on Frances Street and Ambrose Street (which do not have residents' parking restrictions) and when that happens, people tend to try and park on the (council-owned) piece of cobbled street between 12-13 Holly Terrace.

As mentioned before, we already have a penalty notice on the side of the street that we own to stop illegal parking there, but if a sign could be erected on the YCC-owned side (which doesn't really have space to park due to a lamppost being there - but people still do on occasion), that would be appreciated!

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Wenlock Terrace objections

As an owner of 5 flats in Wenlock Terrace I have just seen by chance the Consultant Results Priority Parking Scheme letter. I feel that this should have been sent to me at my home address.

Myself and many other property owners find it extremely difficult and frustrating trying to park in the street and arrange parking for tradesmen etc who have come to carry out work on the properties.

This has long been an issue with landlords and property owners.

People arrive early in the morning, dump their vehicles, walk to their place of work and return in the evening.

This is not fair on residents who have a vehicle or like myself try to arrange jobs for tradesmen who need access to their vehicles.

The people who work in town or go shopping should be using the park and ride system.

Continued.

I wish to lodge an objection to the proposed parking restrictions in our area. Alma Terrace YO10

I believe them to be biased, prejudice and unfair. I also believe the survey to be flawed and the proposed action to be way outside of what the survey outlined.

Parking here is a challenge, I myself have spent more than a couple of nights sleeping in my car because there is no available parking space.

It is however fair, we are all in the same situation, we all have the same rights and the same daily struggle.

The proposed survey was for restrictions or no restrictions there was no 3rd option to reserve half of the parking spaces for the wealthy, exaggerating the issue and making it a problem exclusively for the poor or working class.

If you look at the proposed restrictions it is basically a ring around the home owners or to put it another way the wealthy.

The streets outside the restrictions have large student population well over 70% whom are living here for less than a year.

You have essentially sent out a survey and are using the results or lack of response, the overwhelming majority of which no longer even live here.

If someone sent you a survey asking about parking restrictions that would be introduced 6 months after you have left the area would you care?

I personally think the proposed wouldn't have fixed the issue. The problem here is that there are more residents with car's than there is parking space but I was more than happy to go with restrictions or no restrictions that was originally proposed.

It has to be all or nothing, either we all have parking restrictions and permits with an equal opportunity to park or nobody does. To do otherwise is unfair and prejudice against those who cannot afford to live anywhere else.

We have lived on Wenlock Terrace for over 15 years, we work and give away most of our income for rent, bills and taxes.

We save what little is left over and live in hope that one day we will be able to buy a home and have the security to start a family.

The notion that those who have already achieved our dreams will also get half of the parking spaces is upsetting and the idea that the council promoting and encouraging the wealth divide that holds us back is offensive.

Most of the property in this area is owned by people with multiple properties and I would ask that you don't make life even more challenging for those whom are just trying to get 1 home to live and love.

In closing I would say let's keep things fair, let's keep things equal. Either put in permit parking for everyone or don't put it in for anyone.

I would like to express my extreme concern in regards to the proposal for Alma Terrace and Alma Grove being made into resident's parking, and adjoining streets including Wenlock Terrace, Frances Street and Ambrose Street being left out of the scheme

I live on Wenlock Terrace and was in full support for a resident's parking zone to encompass all streets in this area. Only Alma Terrace/ Alma Grove having permit parking is going to make the already very difficult parking situation impossible to manage.

Already, without the permits, it is virtually impossible to find a parking space on our road and surrounding roads particularly in the middle of the day and later in the evening. The streets are used regularly by contractor vans, commuters, weekend shoppers and people using the local amenities including the shops and GP surgery, which have allocated car parks! We have regularly not been able to park on the street at all, and had to park our car in the bays on Fulford Road overnight and move these first thing in the morning. I am not happy leaving my car on the main road, particularly when the streets should have ample parking.

The use of the road with contractor vans is a huge issue and my car has been damaged, nearly written off, by a contractor van speeding along the road. This was reported to the police.

I am also extremely concerned with the development of the student halls opposite Wenlock Terrace. Hundreds of student rooms will be available with very little car parking provided. Without protection for residents, I predict it will be impossible to park the car outside our own home with students using the streets for cars, as has been an issue in other parts of York near student halls or the universities.

When reviewing the results of the petition provided, I recognise that many streets did not hit the threshold for consideration. However, this also includes Alma Terrace and Alma Grove! So hence, if this is not a requirement for these streets, why should this be a requirement for others? Additionally, all streets in this area, including Wenlock Terrace, Frances Street and Ambrose Street, had a majority vote for residents parking, with 70.8%, 62.5% and 58.6% respectively. This also feels particularly unfair as these streets are often student houses, many of which will not have been occupied when the petition was put out, so of course the return would not be complete.

I would hope that the council would consider either:

- To revoke the resident permits for Alma terrace and alma grove
- Allow the surrounding streets to benefit and be included in the residents parking zone (my preferred option)

I would also hope that having a residents permit on Wenlock Terrace in particular, would reduce the risk of illegal parking on the double yellow lines at the end of the road, which reduces visibility and causes a significant hazard for pedestrians, cyclists and other motorists.

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Decision Session: Executive Member for Transport 22 March 2022

Report to the Corporate Director of Economy and Place Directorate

Consideration of representations received to the advertised Residents Priority Parking scheme for 5-11 Main Street, Fulford – R67C

Summary

1. To consider the formal representations made to a recently advertised Traffic Regulation Order to implement a new resident's priority parking scheme adjacent to 5-11 Main Street for the use of these 5 properties only.

Recommendation

2. It is recommended that option 1 be approved to uphold the objections and take no further action to formalise a residents priority parking scheme at this time.

Reason: To listen to residents' concerns whilst taking into account the number of properties against the number of objections received. Consequently not disadvantaging residents by formalising parking restrictions which in turn reduces the available on street parking amenities.

Background

3. We originally received a petition from residents in October 2018 asking for numbers 5-11 Main Street (5 properties, one of which is a guest house and would not be eligible for Guest House permits due to the existing off street car parking available) to be considered for resident's priority parking. Although the area is considerably smaller than usual zones this initiated a formal consultation which took place in February 2021.

The results of the consultation were considered at an Executive Member Decision Session on 11th May 2021, at this session it was resolved to amend the consultation proposal and to legally advertise the introduction

of residents priority parking scheme with the exemption of the one previously proposed bay located outside number 11, this was due to sight line and access/egress issues in the area and to also keep access to the bus clearway free from obstruction. Original comments received from St Oswald's Church have been included within Annex C which determined the amended advertised proposal. This decision was made to provide residents with priority parking for the limited area available whilst mitigating some concerns. The approved scheme which was legally advertised is included as Annex A.

4. The legal advertisement for the required Traffic Regulation Order to introduce the approved scheme, which provided on street parking for approximately 7 vehicles, was advertised on 22nd October 2021. This included formalising 2 bays to the front of the 5 properties which would be restricted 24 hours a day 7 days a week with a 60minute wait for non-permit holders. With double yellow lines being implemented on the remaining lengths of carriageway.

Consultation

5. The proposal was advertised in the usual manner of notices placed on street, in the local press, to the statutory consultees and delivered to the adjacent properties. Nearby properties not included within the proposed scheme boundary were also provided details along with St Oswald's Church.
6. During the advertisement period from the 4 primarily affected properties we received two formal objections, one representation in support and comments from St Oswald's Church. All representations are included in full within Annex B.

Both objections express concerns over the reduced amount of on street parking which would be provided by introducing the legal proposal and requested that all current parking availability remains as existing. Along with additionally including an existing limited waiting bay located opposite the properties as joint residents parking and limited waiting. This bay is currently limited to 3 hours parking only and can accommodate 8-9 vehicles on a first come first served basis.

St Oswald's Church have made comments that they would like the limited waiting for non-permit holders within the proposed residents parking bays located to the front of 5-11 Main Street to be increased to 90 minutes and advised that they often utilise the bay opposite especially

during usual services and events, however still struggle finding adequate parking for larger events and 60 minutes is not sufficient. They would now not like to see existing parking arrangements removed to make things more difficult for nearby residents and with caution can navigate the current parking arrangements.

7. **Options for consideration**

Option 1 (recommended option)

Uphold resident's objections and do not progress the proposals any further until such time when a larger area requests to be consulted, this could be at a time when on street parking demand may become problematic due to possible nearby school expansion.

Regulations are in place which must be followed when formalising on street parking bays this commonly reduces the number of spaces which residents may have previously been utilising. Grass verge parking cannot be formalised or condoned which is also currently taking place by residents at this location. If a scheme was to be implemented then all verge parking would have to cease or vehicles would be liable to receiving a penalty charge notice. Currently no enforcement can take place to vehicles parking on grass verges, if no restrictions are in place to the front of the verge area, however if the scheme was implemented any vehicle parking on the grass verge behind the residents parking bays or double yellow lines would be liable to receive a Penalty Charge Notice from City of York Council Civil Enforcement Officers. It has also been suggested that if progressed bollards should be provided via ward funding to prevent access to the verges. Currently no proposals have been legally advertised to include the opposite bay within the proposed residents parking scheme.

8. **Option 2:**

Implement the proposed resident's priority parking scheme as advertised providing 7 on street parking spaces for the 5 properties which are included within the zone boundary, to be enforceable 24 hours with a 60-minute wait for non-permit holders.

This option would provide a limited amount of spaces for residents whilst keeping all sightline and access requirements clear from obstruction. The bay opposite would still be available on a temporary basis for

residents and visitors alike for a three hour period.

However, if this option was progressed this would not address residents' concerns over lack of parking amenity which is being reduced from approximately 10 to 7 spaces to the front of the properties.

9. **Option 3**

Keep the consulted area on the residents parking waiting list and combine if any further petitions are received from the nearby area.

This option will retain the resident's position and enable City of York Council to look at a possible larger area which would provide additional on street parking should the time come when surrounding properties or streets request for them to be considered for resident's priority parking.

10. **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.

14. **Implications**

This report has the following implications:

Financial –If the option to progress to implementation was agreed then the £5k allocated within the core transport budget will be used. The ongoing enforcement and administrative management of the additional residents parking provision will need to be resourced from the income generated by the new measure.

Human Resources – If implemented, enforcement will fall to the Civil Enforcement Officers necessitating an extra area onto their work load. New zones/areas also impact on the Business Support Administrative services as well as Parking Services. Provision will need to be made from the income generated from new schemes to increase resources in these areas as well as within the Civil Enforcement Team.

Equalities – The impact of the proposals on protected characteristics has been considered as follows:

- Age – Neutral impact as the area would remain as existing. If implemented this would have a negative impact for other car users who will not be able to park on this section of highway for church visits if space was available;
- Disability – Neutral as residents who hold a Blue Badge and provide the relevant supporting documentation can generally apply to have a bay provided outside their homes, dependant on location. Any Blue Badge holder can park in Residents' Parking areas free of charge;
- Gender – Neutral;
- Gender reassignment – Neutral;
- Marriage and civil partnership– Neutral;
- Pregnancy and maternity – Neutral;
- Race – Neutral;
- Religion and belief – Neutral;
- Sexual orientation – Neutral;
- Other socio-economic groups including :
 - Carer – Neutral;
 - Low income groups – Positive if the order is not progressed as recommended however could have a negative impact if a scheme is implemented as low income residents who use on street parking will need to pay for a parking permit. The charge is the same for all residents in the zones regardless of their circumstances;
 - Veterans, Armed Forces Community– Neutral.

Access to the new online parking permit system – details have been agreed so that the wider Residents' Parking Service can help those that either don't have access to the internet or the skills to use the online system to access the parking system as they do with other similar ICT access requirements.

Legal – If progressed to implementation 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 – no Crime and Disorder implications identified

Information Technology – any new residents’ parking scheme will need to be included in the new online parking permit system so additional IT resources may be required to set up the proposed scheme

Property – no Property implications identified

Other –no other implications identified

Risk Management – In compliance with the Council’s risk management strategy there is an acceptable level of risk associated with the recommended option.

Contact Details

Author:

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Transport
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Chief Officer Responsible for the report:

James Gilchrist
Director for Transport, Highways and
Environment

Date: 1st February 2022

Specialist Implication Officers

Finance – Patrick Looker (Service Finance Manager)

Legal – Cathryn Moore (Legal Manager, Projects)

Wards Affected: Fulford & Heslington

For further information please contact the author of the report.

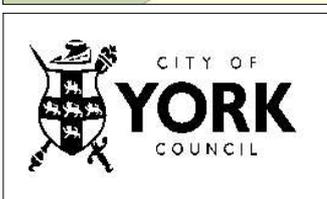
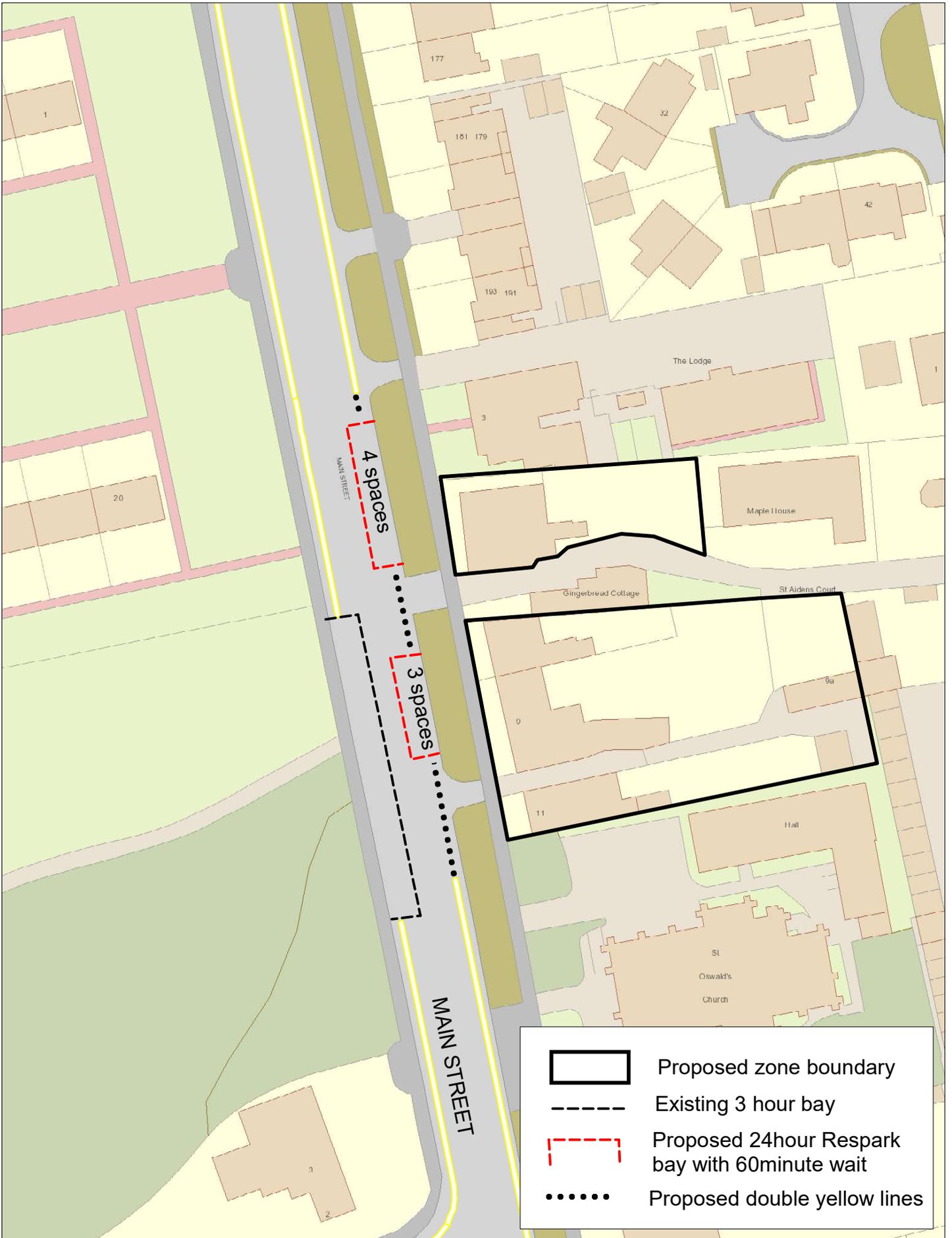
Annexes:

Annex A: Advertised residents parking scheme

Annex B: Representation made to the advertised proposal

Annex C: Original representation from St Oswald's Church. Most recent representation included within Annex B

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Annex A: Advertised residents parking scheme

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Support

The scheme is fine and should be implemented as soon as possible.
Many thanks

Officer comments

Noted, thank you

Objection

This is my formal objection to the proposals for Residents Parking Scheme as detailed in your letter dated 24th August 2021.

To be honest I was appalled by the changes made to the proposals dating back to February. In your own words the proposals sole purpose was to improve the parking situation for residents, but the scheme delivered to me does just the opposite, not only making parking for residents much more difficult, but also increasing the possibility of incidents as cars try with difficulty to insert themselves into narrow gaps in the face of two way traffic, because of the difficulties bought on by the proposed reduction in parking spaces.

I should state that I live alone, have multiple sclerosis, and am a blue badge holder. I have managed to maintain my independence, in no small part due to my ability to park outside my home. I am totally dependent on my car for food, attending appointments etc., and cannot carry items more than a short distance .The proposals as outlined will make it extremely difficult to continue to do this, that said, the primary purpose of my objection is for the common good.

As your letter states the main reason for the changes to your proposal i.e. the sight lines and reduced spaces, were bought in due to a letter sent by St Oswald's Church .On receipt of your proposals I arranged an onsite meeting with the vicar, and she was quite clear and specific in saying that you had misread their position, and that it was never the intention of the church to ask for the removal of the 2 spaces outside no. 11 .Someone has taken the issue of 'sight lines' and blown it out of proportion -The sight lines proposed will have very limited value in safety terms, but the scale of the cutback in available spaces will significantly increase the risk of an incident on the road as detailed above. The whole issue of the sight lines is to be honest a red herring, it works against the interests of the residents, not in their favour, and is based on a misreading of the views and wishes of St Oswald's. The spaces in front of no 11 should be retained, and the reduction in spaces in front of no 7-9, and no 5 bought about by the sight line issue should be reversed.

I now address the situation of the parking bays on the west side of the road, opposite no's 5-11, which are currently a 3 hour parking restriction. When some years ago the changes to main street were made with the introduction of bus lanes/cycle lanes etc., the Planning Officer at the time asked me to keep an analysis of the usage of the bays opposite, This is something I have been doing again since receipt of your proposals, checking on an hourly basis. On only 2 occasions in the last 2 weeks have there been 3 or more vehicles occupying the bays, and they coincided with an event going on in St Oswald's Church- on both these occasions there were still available spaces ,For much if not most of the 2 week period occupancy was zero or one. The situation of our 5 properties is a little unusual, in that we have no dwellings opposite us, With the huge unused capacity of the bays opposite our houses there is an opportunity for a solution to all the problems that we are trying to improve, and would vastly reduce the possibility of accidents on the road that would not be an option for most households. This could be bought about by re-assigning the bays as unlimited parking for residents, whilst retaining the parking option for non-residents. This would have the combined benefit of removing the pressure on residents trying to occupy one of the spaces outside our properties- it would greatly help with road safety as at busy times we could leave our vehicles across the road, when either all available spaces on our side were already full or by attempting a difficult parking manoeuvre in the face of ongoing traffic .This would be more beneficial than any 'improvement 'bought about by sight lines .

In summation ,

1. The first priority is to ensure the spaces available currently in front of no's 5-11 remain in their entirety, As envisaged in the original proposal from the council in February 2021. This would mean the ditching of the changes brought about by the sight lines, the whole idea of which was based on a misinterpretation of the wishes of the church, these spaces should be designated for resident's usage.

2- This will only have a major improvement for residents if the spaces opposite are also designated as full time access for those with residential permits, whilst retaining usage for non-residents as already in place.

3- the combined effect of these measures would I think get the agreement of all concerned, whereas the proposals as proposed to us 2 weeks ago seem to please no one, and would only result in what is a difficult situation becoming an untenable one .

At the beginning of this representation I talked of my personal situation and how much it could change if the current proposals went forward. I find it hard to believe that in light of the displeasure they have bought on that common sense will not eventually prevail- after all the whole purpose of the exercise is to improve the situation for residents, not to make them irate .

That said if my objections and those of others do not get a reversal of the plans of 24th August, I will, with reluctance have to make a personal plea on my own behalf. At the time of the major changes some years ago, without any prompting from me, the planning officer at the time offered to put a disabled bay on the verge outside no 11. I thought hard about it, but turned it down for on balance I thought I could cope, as indeed I have, but the new proposals throw in serious doubt my ability to maintain my independence, I am aware that a disabled space is available for any badge holder, and am not asking for the option for a bay on the verge to be reopened, but if our objections are not addressed and the proposals go ahead, I am asking that a single bay should be retained outside no 11, and designated a disabled space- whilst this would not give me a guaranteed lifeline it would considerably increase my chances of continuing an independent lifestyle.

As I say, I hope this request will not have to be looked at as it would not I think be necessary if something akin to my summation proposals is enacted.

Officer comments

When formalising on street parking areas all factors, including sight lines and visibility splays have to be reviewed. As such the recommended proposals took all safety aspects into account whilst maintaining sufficient vehicular access to the bus clearway and providing residents priority parking bays where sufficient space was available.

We are unable to formalise grass verge parking which is currently taking place by residents.

Blue badge holders are permitted to park on double yellow lines for three hours, so long as no obstruction is taking place, this could be utilised until an appropriate space was available within the proposed scheme.

Objection

Please accept this email as my objection to the scheme as it stands.

For the purpose of clarity, my wife and I are the owner occupiers of No _ Main Street, a property of this section of road. My wife, children and I are negatively affected by the current parking situation which is why we brought our needs and those of our neighbours to the Council's attention. We are frequently unable to park by our house because of non-locals parking there in order to get on a bus or to cycle into the City centre. Their cars often remain in place over night.

The need we originally defined has been forgotten through the intervening months and instead of addressing the residents' needs, the Council's proposal:

- now reduces the number of parking spaces available (at a time when the number of residents, properties and cars has remained the same);
- does so on account of improving sight lines, which is absurd. The Council is trying to address simultaneously an unrelated problem which could only be solved satisfactorily on a road of this size by removing all parking.

Let's stick to the matter in hand by maintaining the number of parking places and trying to prevent persistent non-residents from using them at the expense of those in No __, and Nos __ and __ both busy households with five children between them.

The proposal as it stands achieves nothing positive and I know will be objected to by some if not all residents.

The Church has made it clear its original objection has been taken out of context and it was certainly not its intention to reduce the number of parking places.

Following discussion amongst the residents, it seems important to:

1. ensure that the two spaces remain in front of 11;
2. ensure that the four spaces remain in front of 9 & 7;
3. ensure that the four spaces remain in front of 5 and beyond towards York;
4. reserve all of these spaces for the residents of 11, 9, 9A, 7, 5 Main Street;

5. Provide additional access for the residents to the spaces on the west side of the road (currently limited to all for three hours) on an unlimited time basis. This provides overspill for when spaces are not available on 'our' side of the road and for the use of tradesmen and visitors. It should be noted that this suggestion would not disadvantage people visiting the doctor or church as there is now always capacity here for those purposes.

We hope you can amend the proposal accordingly and bring back something that achieves our aims. It is a pity to lose further time but we believe that it is more important to get the details of the scheme correct prior to implementation even if that means a delay into 2022.

Officer comments

When formalising on street parking we are unable to implement individual bays without following DFT guidelines for the length and required visibility/access requirements which may need to be protected.

The proposal currently provides 7 spaces for 5 properties (one of which is a guest house who have confirmed no vehicles currently require on street parking) the bay opposite can already be utilised by visitors and trades people for up to three hours with no charge.

St Oswald's Church comments

In response to your letter dated 24 August 2021 but received in the last week of October, we would like to clarify a number of issues.

We understood that the proposals you put forward in the initial consultation

document, which we received for comment, were those put forward by local residents and were trying to be supportive of their wishes. We have since learned that these did not have the approval of all residents. From our point of view the current arrangements work very well and the intention of our comments was to try and lessen the impact that any restrictions would have on the users of St Oswald's Church and hall while supporting our neighbours.

The adaptations, far from making things better for us and our neighbours, appear to allow for a lot less flexibility and will certainly making matters worse.

We have discussed this at a meeting of our Parochial Church Council on Tuesday 9 November and should like to make the following points.

Until the end of this year we are having building work carried out on our church roof and so have very little parking. Once it is completed we will return to having 9

parking places available in the church car park, which includes 1 parking place for people with disabilities. This, together with the parking on the other side of main street is usually enough for regular Sunday services or events which take place in

the church hall – especially as the majority of users are able to avoid the use of cars. However, we do struggle finding adequate parking for weddings, funerals, baptisms or larger events when people are traveling to the church from outside the area. At one time we had an arrangement with Townend's on the corner of Main Street and Heslington Lane to allow us to use their car park outside office hours but this is no longer possible on a regular basis. On road parking is therefore essential for us at times. 1 hour parking is not sufficient for somebody to attend services or events so we would like to see a *minimum* of 2 hours parking available for non-residents. The 3 hours parking on the opposite side of main street is very useful. We do recognise that our neighbours wish to be able to park outside their homes and for that reason are not totally opposed to a residents' parking scheme, we would just like to have flexibility built into any scheme. Fortunately we do not need parking places overnight which certainly helps the situation.

With regard to exiting the car park we were expressing gratitude for the cooperation of our neighbours. We are helped by being between two sets of traffic lights which means traffic is often slowed or stopped. We certainly did not want to

deprive our immediate neighbour of the option to park outside his house, which we know is essential for him. With cautious driving and a bit of patience we have coped with the situation as it is for many years. We would welcome the opportunity to be part of any continuing discussion on this matter. We too are concerned for the impact on the environment of excessive use of cars, but we are also aware that in these times when many people are struggling with isolation it is particularly important that we maintain access to those who through age, infirmity, or other circumstances still have to rely on their vehicles and therefore require parking spaces near to the church and hall.

Officer comments

To increase the limited waiting within the proposed new bays would disadvantage residents, particularly on weekends, as such the bay opposite should remain as existing to give temporary overflow for residents/visitors along with church visitors when required.

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st oswald's church

Main Street, Fulford, York YO10 4HJ

Request for a Residents' Priority Parking Scheme (Respark)

Thank you for your letter of 23rd February 2021, and recent email, providing the opportunity to comment on the request for Residents' Priority Parking outside properties 5 to 11 Main Street. Whilst I appreciate our neighbours' needs and have some sympathy for their request – personally having no objection in principle to some form of residents 'priority' parking – much would depend on the extent of restrictions likely to be placed on non-resident parking. I am assuming that your use of the term 'priority' merely implies preferential conditions for residents, either generally or at certain times of day, rather than a blanket 'residents only' parking scheme.

Whilst your plan suggests only a limited number of vehicle spaces (8 or 9) being available on the carriageway outside the four properties in question (Nos. 5, 7, 9 and 11 Main Street) my experience is that – most of the time – the spaces outside 5, 7 and 9 are usually occupied and we are most grateful to our neighbours at No 11 who habitually park their vehicles off road, on the grass verge, allowing drivers a less restricted view of the approaching southbound traffic on emerging from our Church car park than they would have should the vehicles be parked on the carriageway itself.

Consequently, although I don't think that visitors to our Church events benefit greatly from the use of parking facilities outside these properties, it would be beneficial for our users to be able to continue to park there for limited periods at certain times should spaces be available.

My greater concern is that of health and safety should the residents of No 11 be required to park on the carriageway; the confluence of the shared pavement/cycle lane and bus stop/clearway along the dropped kerb driveway (incidentally, not shown on your plan) provide sufficient hazard for users of our car park without additional vehicles on the carriageway abutting our exit and obscuring vital sight lines.

Our own car park facilities remain largely unchanged since my letter of 8th January 2018 (spaces for 9 vehicles and one disabled access spot) which are generally sufficient for our *regular*, daytime, weekday activities but not for weekends or week day evenings when events necessitate the use of overspill or on street parking.

Thankfully the current conditions on the parking bay opposite Church, outside Connaught Court, are helpful here and we also have an informal understanding with Townends (the Accountants at No 1) Heslington Lane who - with prior consent - graciously allow us use of their car park, outside office hours, on weekday evenings and at weekends.

The real pinch point occurs when we have major weekday events in daylight hours (Monday to Friday, between 9am and 6pm) when a Traveller or other large funeral, Civic event, Blood donor session or conference held by hirers of our hall cannot be accommodated within our environs and forces vehicles back onto Main Street, Fulford Road or some of the side streets in the vicinity.

Taking these points into consideration, I wonder if a scheme similar to that in operation around the Bootham area of York might be beneficial for all concerned where; **Parking** is permitted for **Permit holders** (Residents?) at all times or **90 minutes** for others with **no return within one hour**. Such flexibility might allow a handful of our visitors to use any spaces that may be available - on arrival during daylight hours on weekdays – without occupying the places for excessive lengths of time or unduly denying residents access.

These, however, are just *my* initial thoughts and observations; our Parochial Church Council (PCC) would welcome the opportunity to consider and comment further once you have formulated more specific proposals and we look forward to receiving further details in due course.

Many thanks for allowing me to offer these brief comments and apologies for the delay in my response.

I hope that you will be able to address and accommodate these points in your deliberations.

Yours faithfully,

Churchwarden
Fulford Parochial Church Council (St. Oswald) York.



Decision Session: Executive Member for Transport 19 April 2021

Report to the Corporate Director of Economy and Place Directorate

Consideration of representations received to the advertised R69 Residents Priority Parking Scheme for Principal Rise, Masters Mews, Scholars Court, College Court, Ashfield House, The Beeches, Bursary Court, Teachers Close and Chancellor Grove (Revival Estate).

Summary

1. To consider the formal representations received to the legal Traffic Regulation Order, advertised on the 22 October 2021, to implement a new Residents Priority Parking Scheme to include Principal Rise, Masters Mews, Scholars Court, College Court, Ashfield House, The Beeches, Bursary Court, Teachers Close and Chancellor Grove (Revival Estate)

Recommendation

2. The Executive Member is asked to:
 - a. Recommended that, at the current time, approval be given to uphold the objections received and take no further action in relation to the advertised R69 Residents Priority Parking Scheme.

Reason: Due to the objections received and impact that this will have on a number of residents of the area combined with the survey results which show that college parking is having a limited impact on parking levels on the estate.

- b. Add the Revival Estate to the 2022 Annual Review of Traffic Restrictions.

Reason: Due to the representations made in relation to safety of pedestrian/vehicles around the estate.

Background

3. We originally received a petition from some of the residents of the Revival Estate requesting that consideration be given to introduce a Resident's Priority Parking Scheme.
4. Once the location reached the top of the waiting list we consulted with all residents of the estate, as agreed at the original petition decision session, during this time we posted consultation documentation to all properties within the proposed area requesting that residents return their questionnaires and preferences.
5. The results of the consultation were considered at a Decision Session on 9th February 2021. During this it was resolved to advertise an amendment to the Traffic Regulation Order to introduce Residents Priority Parking for Revival Estate, in order to try and get a clearer view of all residents' opinion of the scheme, based on the percentage of 71% of respondents in favour of the scheme from the 43% of residents that responded.
6. An amendment to the legal Traffic Regulation Order to implement the Residents Priority parking scheme, to be known as R69, was advertised on 22nd October 2021, a copy of the Notice of Proposal is included as Annex B. The proposed scheme was advertised as a zone entry sign style scheme, meaning minimal signs and lines are required. The operational hours would be Mon-Fri 10am to 3pm.

Legal advertisement

7. The proposal for the Revival Estate was advertised in the usual manner of notices placed on street, in the local press, letters delivered to each property within the original consultation area (outlined in Annex A) and to the statutory consultees. The letter provided an update to the residents and directed them on how to make representations on the advertised proposal.
8. During the advertisement stage we received 36 representations in objection or support of the advertised scheme. 17 of the representations received were in objection to scheme and 19 representations were in support of the scheme. One of the representations received was from Yorkshire Housing, who own 78 properties on the Revival Estate. The representation from Yorkshire Housing was in objection to the scheme. (All representations received are provided in Annex C).

9. Following the advertisement of the scheme, the representations we received in objection highlighted a varied range of reasons as to why they objected to the scheme.

Including:

- The costs or permits.
- The impact on low income households on the estate.
- The impact on apartment residents who do not have an allocated parking space within the private parking area.
- The proposed timings of the restrictions being specifically discriminatory against the students of York College.
- Being charged to park outside their properties.
- No historical issue with vehicles being able to park on the estate.
- The advertisement of the scheme following only a 43% response rate received in the first stage of the consultation.
- The volume of regulatory signs required to be placed around the estate.

10. The representations we received in support of the scheme also provided a range of reasons as to why they support the scheme.

Including:

- To prevent York College students and staff parking on the estate.
- The volume of parked vehicles restricting the free flow of traffic through the estate, potentially leading to emergency vehicles being unable to access streets on the estate.
- Pavement parking leading to pedestrians with pushchairs walking in the carriageway.
- Vehicles driving at dangerous speeds through the estate.
- A limited number of double yellow lines on the estate leading to double parking and restricting free flow of traffic.

11. The above lists in objection or support of the scheme are not exhaustive and all the responses received following the advertisement of the scheme are available in Annex C.

12. Following receipt of the representations, and the issues highlighted within them, two surveys of the estate were completed to determine a number of issues:

- volume of parked vehicles on the estate during the proposed times of operation,
- volume of parked vehicles outside the proposed times of operation,
- double or pavement parking and
- parking close to the junctions within the estate.

The two surveys produced almost identical results and as such indicate there is no further strain placed on available parking spaces during the schemes proposed times of operation, and outside the times of operation. The results of the surveys are available in Annex D

13. An estimated 35% of the properties on the Revival Estate are Low-Cost Housing. The 2011 Census shows only 50% of the households on the Revival Estate live with no deprivation, in comparison to 64% in the city as a whole. The 2011 Census also shows that 18% of the households are deprived in 2 or more of the 4 dimensions of deprivation (Employment, Education, Health & Disability and Household Overcrowding). The cost of permits would also place an additional financial pressure on low income families at a time of rising living costs.
14. Taking in to account the representations of objection received, the traffic surveys completed and the financial implications placed upon the low income households on the estate, the recommendation of this report is to take no further action in relation to the advertised R69 Residents Priority Parking Scheme. However, due to the representations received in support that highlighted the issues of pavement parking, accessing junctions and visibility when exiting them, a further recommendation to place the estate on the next Annual Review of Traffic Restrictions is also recommended with a view to implementing no waiting at any time restrictions (double yellow lines) on the junctions and other areas to prevent parking close to junctions, provide a free flow of traffic and encourage parking on the carriageways only, to provide safer access for pedestrians to use the footpaths.
15. **Options for Consideration**
 - Option 1 (Recommended Option)**
 - a) Take no further action in relation to the advertised R69 Residents Priority Parking Scheme
 - b) Add the Revival Estate to the 2022 Annual Review of Traffic Restrictions

Option 2 (not recommended)

- a) Implement the advertised R69 Residents Priority Parking Scheme

16. **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
- A Council that listens to residents

18. **Implications**

This report has the following implications

Financial –The £5k allocated within the core transport budget will be used to progress the proposed residents parking scheme, should that option be approved. The ongoing enforcement and administrative management of the additional residents parking provision will need to be resourced from the income generated by the new measures

Human Resources – If implemented, enforcement will fall to the Civil Enforcement Officers necessitating an extra area onto their work load. New zones/areas also impact on the Business Support Administrative services as well as Parking Services. Provision will need to be made from the income generated from new schemes to increase resources in these areas as well as within the Civil Enforcement Team.

Equalities – The impact of the proposals on protected characteristics has been considered as follows:

- Age – The implementation of the scheme will have a negative impact on young people attending the nearby college as it will remove available on street parking.
- Disability – Positive for Blue Badge holders as they are permitted to park on the estate. Negative for student drivers or visitors if they have anxieties about using public transport or have disabilities
- Gender – Neutral
- Gender reassignment – Neutral
- Marriage and civil partnership – Neutral
- Pregnancy and maternity - Neutral
- Race – Neutral
- Religion and belief – Neutral
- Sexual orientation – Neutral
- Other socio-economic groups including:
 - Carer – Neutral
 - Low income groups – Negative as low income residents who use on street parking will need to pay for a parking permit. The charge

is the same for all residents in the zones regardless of their circumstances.

- Veterans, Armed Forces Community– Neutral.

Access to the new online parking permit system - A 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 the online system to access the parking system as they do with other similar ICT access requirements

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 – no Crime and Disorder implications identified

Information Technology – any new residents' parking scheme will need to be included in the new online parking permit system so additional IT resources may be required to set up the proposed scheme and proposed extended scheme boundary

Property – no Property implications identified

Other –no other implications identified

Risk Management – In compliance with the Council's risk management strategy there is an acceptable level of risk associated with the recommended option.

Contact Details

Author:

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Transport
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Chief Officer Responsible for the report:

James Gilchrist
Assistant Director for Transport, Highways
and Environment

Date: 6 April 2022

Specialist Implication Officers

Finance – Patrick Looker (Service Finance Manager)

Legal – Cathryn Moore (Legal Manager, Projects)

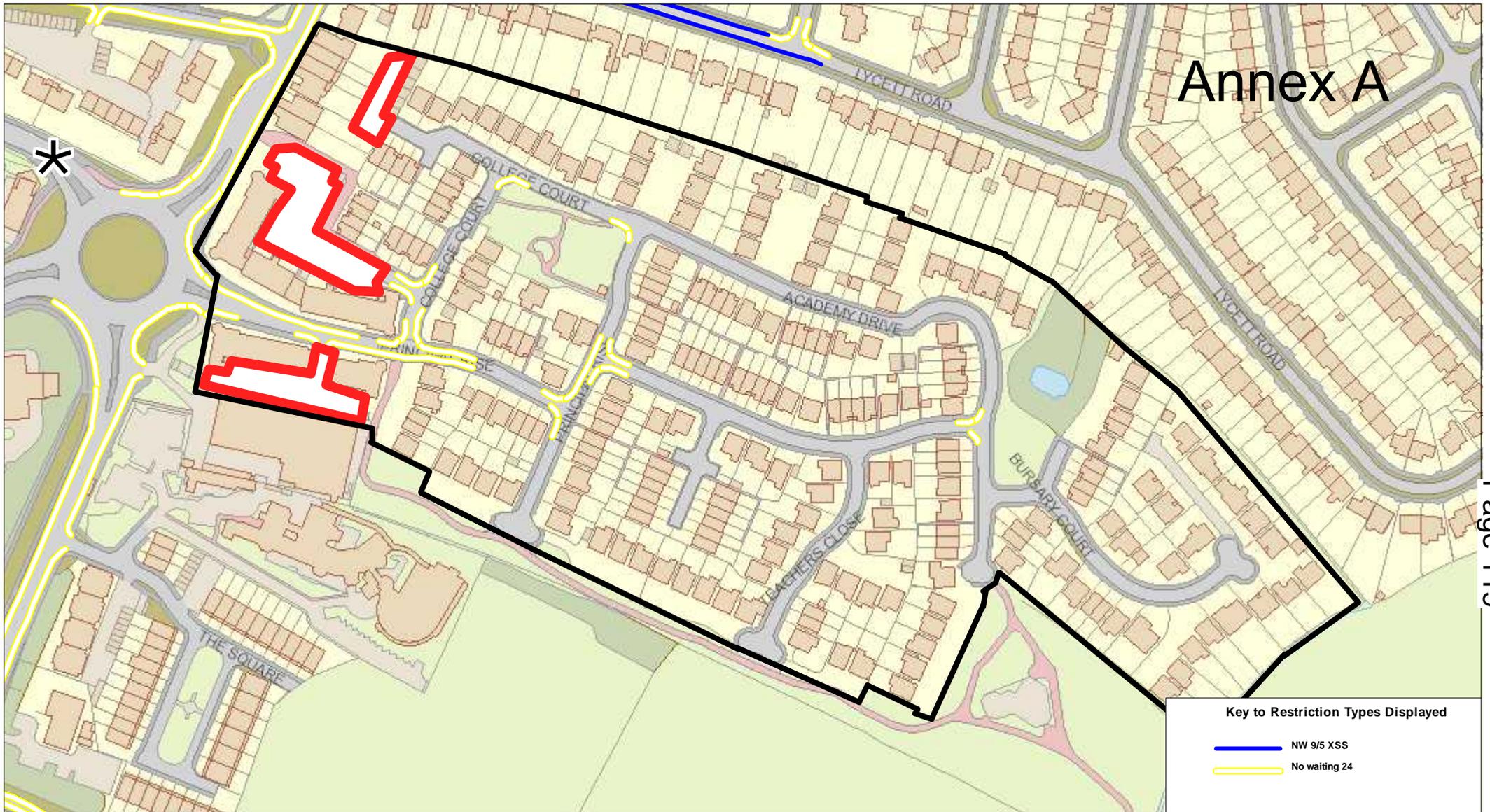
Wards Affected:

All

Dringhouses and Woodthorpe Ward

For further information please contact the author of the report.

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Key to Restriction Types Displayed

- NW 9/5 XSS
- No waiting 24



Revival Estate Boundary Plan

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SCALE	1 : 2399
DATE	10/09/2020
DRAWING No.	
DRAWN BY	

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CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/50)
TRAFFIC ORDER 2021

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) Burns Court, on its:
 - (i) north side, between the projected eastern and western kerblines of Burns Court,
 - (ii) east side, between the projected northern kerblines of Burns Court and a point 5.5 metres south of the said line,
 - (b) Chalfonts, on its north side, between the projected western kerblines of Tadcaster Road and a point 100 metres west of the said line,
 - (c) Moorcroft Road, on its:
 - (i) north west side, between the projected eastern property boundary of No. 27 Moorcroft Road and the projected northern property boundary of No. 29 Moorcroft Road,
 - (ii) south east side, between the projected eastern property boundary of No. 16 Moorcroft Road and the projected southern property boundary of No. 28 Moorcroft Road,
 - (d) The Square, on its:
 - (i) north side and west side, between the projected eastern kerblines of Tadcaster Road and a point 42 metres north east of the said line
 - (ii) south side, between the projected eastern kerblines of Tadcaster Road (terminal point of existing 'No Waiting at any time' restrictions) and a point 69 metres west of the said line
2. Introducing a Residents' Priority Parking Zone (Zone) for all classes of Residents' Priority Permit Holders comprising of St Edwards Close, York the said Zone to be identified as Zone 68, that Zone to include all properties adjacent to and having direct private access to the said road.
3. Designating the existing unrestricted lengths of St Edwards Close, York within the proposed Zone described in paragraph 26 as a Residents' Priority Parking Zone for use only by Zone R68 'Permit Holders' thereby providing unlimited parking for Permit Holders, the said lengths being identifiable by the placement of upright traffic signs at the Area 'entry' and 'exit' points (as opposed to the placement of Residents' Parking signs and road markings adjacent to the kerb).
4. Introducing a Residents' Priority Parking Zone (Zone) for all classes of Residents' Priority Permit Holder comprising of Academy Drive, Bursary Court, Chancellor Grove, College Court, Principal Rise and Teachers Close, York the said Zone to be identified as Zone 69, that Zone to include all properties adjacent to and having direct private access to the said roads.
5. Designating those existing unrestricted lengths of publicly maintainable highway of Academy Drive, Bursary Court, Chancellor Grove, College Court, Principal Rise and Teachers Close York within the proposed Zone described in paragraph 28 as a Residents' Priority Parking Zone for use only by Zone R69 'Permit Holders' thereby providing unlimited parking for Permit Holders, the said lengths being identifiable by the placement of upright traffic signs at the Area 'entry' and 'exit' points (as opposed to the placement of Residents' Parking signs and road markings adjacent to the kerb)

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 12th November 2021.

Dated: 22nd October 2021

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

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Annex A Representations received

Representations in objection

- We spoke on the phone a few weeks ago about a permitting system that York City Council are considering implementing on the Dringehouses estate. During this call, I informed you of Yorkshire Housings' concerns about the permitting system. Our main concerns are for our tenants, most of whom are lower income households. The permitting system will have financial ramifications on the lowest income households in our communities and risk tenant wellbeing by deterring friends, family and visitors from being able to visit their loved ones. Staff at Yorkshire Housing also use the road-sides to park and visit our tenants for activities such as:*

 - Gas and electric maintenance*
 - Repairs*
 - Managing anti-social behaviour in the area*
 - Visibility and place plans in the community*

Therefore not only does the permitting system impact our tenants in a negative way, it also impacts our ability to do our jobs and keep our communities safe. As mentioned, we are concerned that the permkking system has little to no impact on the wealthy constituents but a much larger, consequential impact on the lower income households. Should there be any further solutions to address the parking issue in the area, we would welcome you to explore them such as:

 - The use of road markings in the main problem areas.*
 - Issuing tenants affected by this with free permits*
 - Consulting with the wider community to encourage them to offer solutions to the issue.*

We appreciate your consideration of the above issues
- This is a totally unnecessary scheme borne out of some households having too many vehicles and being unwilling to walk more than a few metres between their car and front door. The cost to residents is completely out of proportion to satisfy the views of a few residents. The lack of response to the initial survey indicates most people simply do not want this and therefore going ahead would be totally against the views of the residents. The lack of respect among residents towards students parking legally on public roads is also highly embarrassing, and preventing them from using the roads as they are entitled to should not be a justification for this scheme to proceed. I hope that sense prevails and this scheme can be scrapped.*

- *I am objecting on the basis that when I purchased my flat as a result of a Parking Permit Scheme being introduced it was made clear that you could park on the public highway outside the car park boundary. This included the rest of the estate which you are now trying to change. I have parked my car throughout the day on the estate and there has never been an issue with residents not being able to park nor being a nuisance to home owners? I understand that students from the college are parking on the estate? But apart from one student parking their bicycle I haven't seen any evidence of this?*

If parking is a issue perhaps it is because people who live on the estate have more than one car? By introducing permits would only encourage people who are home owners to have more than one car as their ability to park would be far easier. At the moment they have to take pot luck if a car parking space is vacant. As we are all trying to reduce our carbon footprint, this can only be a risk if you introduce a permit system.

The system works well at the moment, and I don't see the need to change it.

Furthermore, the time period 10.00 am to 3 pm Monday to Friday makes no sense, people are mainly at work during this period and the people who will be directly affected by this change will be people who are either not working, retired, elderly people or mums (female) who need to access car parking quickly and therefore this could be seen as being indirect discrimination against these people.

- *I object to the proposal. If you need me to include my reasons please let me know.(not received but objection noted)*
- *The scheme that has been proposed is based on complaints relating to parking by students attending York College.*

The scheme proposes to operate between 10am-3pm Mon-Fri. This suggests that the scheme upholds the views of a limited (minority) of the residents, who have been campaigning for the introduction of this scheme.

This is discriminatory against the students, who need to access parking to enable them to attend college.

The incidents that residents complain about are not restricted to parking. This suggests that the parking restrictions are directed at students for reasons other than the demand for parking.

The situation was monitored and assessed prior to lockdown and there has been an easing of weekday parking and greater demand for weekend parking and parking from contractors. The

scheme will not affect the demand for free leisure and contractor parking as the hours are directed at students.

To conclude, I submit that the scheme is discriminatory, unnecessary and out of date.

I sincerely hope that the council will reverse their decision.

- *I have only lived on the estate since June this year. I was surprised to get the recent communication concerning the proposal as I have not had any issues with parking. After talking to people I understand this is because of student parking. I wanted to find out for myself whether there was a problem that I've not noticed. So since receiving the communication I have done a number of walks round the entirety of the estate noting where vehicles were parked on the road (or quite often half on the pavement)*

This is summarised in the following table:

	Sun 11:30am	3:30p m	6pm	8am	5p m	1pm	1pm	Sat 6pm	Sat 1:30pm	Sat 8am
Principal Rise	25	28	29	21	20	40	26	35	30	24
Academy Drive	8	11	6	6		6	8	12	5	17
College Court	17	22	19	18		19	11	20	9	12
Teachers Close	3	1	2	4		1	5	10	5	3
Bursary Court	1	2	1	1		0	2	1	1	2
Total	54	64	57	50		66	52	78	50	58

As will be obvious to anyone on the estate, most cars, parked on the road, are on Principal Rise, College Court and Academy Drive.

The highest and third highest totals occurred outside the proposed restricted hours. The actual variation for day / time of day is not huge.

The second highest, which included 40 parked on Principal Rise with several trade vehicles included, was a Monday.

The section of Principle Rise from the entrance to the estate through to the T - junction has enough parking for 12/13 vehicles and it is unusual for there to be fewer than 8 vehicles (this did not

occur on any of my visits). This parking significantly reduces the speed of vehicles along this section which is good - arguably the estate should have a 20 mph speed limit and the parking along the three key roads certainly acts to reduce speeds. In fact, it is probably more effective than 20 mph speed limits which are hardly ever actually imposed.

College Court 'feels' the most congested but my observations are that most cars belong to residents. I suspect that during the day the section at the top of Academy Drive adjacent to the play area also contains students' cars. Even so, there is still room for parking on Academy Drive.

The entrance to the estate is squeezed by the (currently) allowed parking on both sides of the road - personally I would like the double-yellow lines to be extended here although doing this would probably increase vehicle speeds.

Comment Related to the Consultation Results provided by the Council

I have not seen the original consultation document as it predated my arrival on the estate, but the structure and numbers suggest that there was no requirement for there to be one response per household. This means that if there were only one response per household then only $111/359 = 31\%$ of properties were in favour of a scheme. If there were two or more respondents from some properties then, of course, this percentage decreases. Given that there does not appear to be a parking problem on Bursary Court (see my table, many houses there have quite large drives) I'm surprised that the Council Consultation shows such a large number of Bursary Court responses in favour - perhaps their objection is based on having to drive slowly along Principal Rise when entering / exiting the estate.

Summary

I don't think the proposal will reduce the parking 'problem' significantly. If residents can live with the parking in the early morning / evening which they cause and won't go away with the proposed system then it seems perverse to penalise a few students parking on the public road during the day. It sort of feels that some people want the roads to be 'private' and more upmarket. If implemented the proposal will just move any students to other nearby roads.

For the record we don't park on the road but visitors need to do so. We used to live in Osbaldwick so do have experience of UoY student parking.

If the scheme is implemented I will probably buy a permit (perhaps that is what the Council wants - cash cow) and park one vehicle on the road permanently so a visitor can park on the drive and I don't have to use the online system to book a visitor in and risk making a mistake which results in them getting a £70 or £50 fine. This will not improve the parking situation! The lack of a physical /visual permit for residents / visitors is a very negative aspect of the recent change to an online system.

- *I moved out of York centre for many reasons but one of them was a residents scheme. I have 2 cars and my wife and I are both teachers and our schools are not possible to get to by public transport.*

I have one driveway space but I cannot put another one because of a tree in front of the house. The lack of consideration during holidays not term time for people is not fair.

Furthermore, I don't feel it is fair for the people in the flats who are in similar situations to us. I not the responses and see that in bursary court where the large houses are with double driveways and more are voting for the scheme. I was the one against!

I would rather give my drive to a student during the drive than have this. How about working together rather than against each other.

- *Whilst I appreciate the efforts of my fellow residents in relation to this scheme and can understand why some people might have strong feelings in favour of the scheme, I don't feel the proposal is fair outcome for everyone on the estate and in my opinion this is reflected in the results of the consultation, you kindly provided. Whilst across the entire estate 71% were in favour on the scheme. I'd like to make the following points regard the results:*
 1. *The total response of 156 was from a possible representation of 359 and therefore the total returned representation was just 43%.*
 2. *Those streets which were especially in favour of the scheme (70% or more for in favour) made up 67% of the returned representation, but only 52% of the overall possible representation. This in my view suggests a particular localised bias of opinion, that should be considered.*
 3. *29% of those who responded clearly have an objection to the scheme which I'd argue suggests the issues for which the*

scheme is designed to address, can't be seen in general opinion to be causing significant inconvenience to residents overall.

4. The street with the highest percentage returned representation were actually against the scheme.

It would seem to me, that the introduction of the scheme would result, in the residents of the estate are being charged for what are some sporadic occurrences of bad parking through the day of 'non-residents'.

I feel the charges for the permit are unjust to give me, as a resident of the estate, the freedom to park on the road, and those adjoining, where we live, for 5 hours of the day, for 5 days a week.

We are a two-car household, but only have off road parking for one car. It would be very rare that both cars are at the property between the hours of 10am and 3pm (the hours the permit would cover), yet I'd have to buy two permits for the freedom to park on the estate roads through the week at any time, ie, not be limited for parking between the hours of 10am and 3pm.

This would be a significant additional cost, especially given this would be at most 10 days or so a year for our household, when the restrictions would apply. It also adds additional cost to have guests, who have the need to park between those hours.

I am all for democracy and as I stated earlier, I appreciate the efforts of those on the estate who have worked hard to ensure this scheme is given proper and fair consideration. For me, the results just aren't strong enough to give a clear-cut final conclusion. Had the returned representation been higher and those for the scheme been better distributed throughout the estate, I'd have backed the majority decision, despite my personal opinion and objections.

- *Clearly I am in the minority as I object strongly to the possibility of being charged to park outside of my own house. If the charges were nominal and simply covered the cost of administering the scheme I would be more likely to agree. I assume that the most expense is associated with the installation of signage?*

As there is little to no policing of current parking restrictions, perhaps you can let us know what to expect once the scheme is up and running?

Can you also tell me if the section of road across my driveway access would be included in the scheme?

I think the whole concept of residents parking is flawed. the real problem is that you as the local authority failed to provide for sufficient parking when approving the planning consent for both

the flats on the Revival estate and for the new college. If this had been better thought through, you would not be asking us now to pay to resolve a problem of your making!

I am very disappointed with York City Council, this shows where there is a lack of professional planning on your behalf.

- *I am not sure what the reasons are for introducing a Residents' Priority Parking Scheme as my guess is that most properties on the estate have at least one parking space on their property or in a designated car park.*

The proposal for a scheme that restricts parking between 10 am and 3pm suggests to me that the purpose is to stop people parking during the school/college day, and whilst I have observed some young people parking here during the day, my observation is that most of the cars parked on the road (or more commonly on the road/pavement) are there beyond those hours and are more likely to belong to a household that does not have enough space on their property.

Most of the cars that are parked on the estate roads are there outside college hours and a 10-3 permit system would not resolve the problem, and would just make life more difficult for residents.

In particular there would be difficulties for residents when tradesmen are working in their house - it is not clear how this would work, as the CYC website states that Visitor Permits "can only be used by the permit holder, or a friend or family member visiting the property where the permit is registered."

A move to digital permits may also cause difficulties for some residents who do not have ready access to the internet and to buy visitors permit (and this issue is not particular to Revival of course).

I would suggest that the bigger parking issues are that cars park too close to the junctions, and also on the footpath, making it difficult for pedestrians, particularly those pushing pushchairs or in wheelchairs. I would propose that to improve safety the double yellow lines are extended at each the junctions, going further round the corners, particularly around the 'dog leg' in Principal Rise around nos 9, 33, 54 and 20 and also along the full length of the first section of Principal Rise after the Tadcaster Road junction.

- *I am objecting towards the parking permits as I regularly have family come over to help me with my 1 year old daughter & the cost of me paying for 2 permits is disgusting. I have a vehicle and have to park it far away from my front door which is*

ridiculous & hard work carrying everything, inc. my daughter from the car to my door - and to pay for such an inconvenience is just disgusting and quite insulting.

- *I do not feel that this warranted or fair that we have to pay for a permit to park outside our own property.*

The residents completed a ballot and it was clear that this was not wanted by the majority however on the back of a handful of residents they disputed this. I do not see how this is correct or justified.

A lot of people are going through a tough time at the moment and the concerns of additional costs when we are all still trying to make a living is worrying.

Whilst the permits will only be Mon to Fri 10 to 3 the cost of the permit is still for a 24/7 cost.

- *We personally have experienced no issues with parking in our area of the development and while we are sympathetic to some residents we don't see the need for permits in the area.*

It worries me in general that so many of our roads are becoming permitted in general in the country as it sends quite the message about our ability as a society to share and all use what used to be public space. I have also seen no recent examples of dangerous parking that could prevent emergency vehicles accessing homes, and otherwise poor parking (such as blocking pavements) is simply a fact of life.

Following a particularly difficult two years economically and rising bills we are already struggling to accommodate the new normal financially and adding permits to outgoings further exacerbates that. I also see it as unfair that some households who simply can't afford permits will have to get one to have visitors on top of existing costs for living here such as Greenbelt and council tax, again on the rise.

- *Whilst I am in favour of the need for residents priority parking, I do not agree that the best way to do this is to charge residents for the privilege.*

Council tax and an annual estate fee to live on the estate are already high. The parking issue is not something the residents should have to be responsible for, particularly as the main issue is students from the college.

If permits are now digital it seems there must be a way for residents to digitally register vehicles to their property to advise that we pay to live here and as such do not face parking charges. Yes there does need to be non resident parking systems in place but not at the expense of residents.

- *I live in the Masters Mews flats, and do not have an allocated parking space. I wish to object to the proposal to introduce Resident's Priority Parking on the Revival Estate. My reasons are as follows:*

As I don't have an allocated parking space I always have to park on the council maintained roads, unless I am lucky to find a vacant visitors' bay. I come and go at various times of the day and have never failed to find somewhere to park on the Estate. The proposals seem to be designed to stop college students from parking on the estate. I think this is wrong as some students live in the outlying villages and public transport is not always a viable option for them. Also, many of the residents who live in the houses with a single drive but have two cars, one of which is parked on the road, have gone to work when the students arrive, freeing up spaces for them.

Any difficulty in finding a space only exists at the Tadcaster Road end of the estate. It is not an issue affecting the whole of the estate.

The need to purchase a residents' parking permit would be unnecessary expense at time when other costs faced by owners of the flats are rising eg. Ground rent, service charges, electricity and no doubt council tax.

- *I am a resident on the Revival estate in Dringhouses and have 4 children still at home. We have lived here since August 2013, all though we have a small issue regarding the college students using the estate to park whilst attending college this very minimal and only effects the estate in term time (34 weeks a year) and not every day is the same. I object to having a residents parking scheme on the estate due to there been no option to offer a term time permit only yearly and this would create a further £949.10 outgoing for us as a family due to having 3 cars at the moment with my son now becoming of age to drive this could lead to 4 car at the address. The down side on the estate is that the larger homes like ours 5 bed has only a single drive with smaller homes having a double. Not only am I objecting due to the high cost and not needing for the whole year, I am a Tenant with Yorkshire housing along with many other residents, we are on low incomes, and some not working at all due to ill health or other reasons. There are also tees valley homes managed by York city council on the estate and I am not sure the associations have been contacted regards this and how it will effect their tenants. People are already struggling due to the pandemic and high rises in the costs of living (fuel etc) this is going to make vulnerable*

families struggle further and don't think it is fair that they should be pushed from their homes due to not being able to afford to park their vehicles or have friends and families call due to not being able to cover the extra costs of visitors.

- *We objected to this scheme based on several concerns which are found in Annex F-residents comments. We were very disappointed with the lazy cut and paste response from the council that did not address our concerns. The council response was:*

'This request for a residents priority parking scheme is driven by the local residents and permit prices are set at full council committee within a budget report on an annual basis'.

An analysis of the figures shown in the 'Revival Estate Consultation Results' clearly shows that anyone with a basic understanding of numeracy and democracy can obtain that is 'not' a scheme driven by the majority residents of the Revival Estate, but a scheme driven only by a small minority of residents. The council sought the opinion of 359 residents on the Revival Estate, only 156 residents returned (43%). Of this number, 111 residents supported the scheme and 45 residents did not. This shows that only 31% of residents support the resident parking scheme on the original number of 359, so I reiterate, this is not a scheme driven by the residents of the Revival Estates, only a small minority. The lack of responses from residents on the initial consultation clearly shows that this is not a priority need of the residents on the Revival Estate.

The Executive Member for Transport and Planning, Councillor Andy D'Agorne's decision to advertise an amendment to the Traffic Regulation Order to include a Residents' Priority Parking Area for the Revival Estate to operate Mon- Fri 10am to 3pm, ignores the outcomes of the original consultation and wishes of the majority of the residents on the estate, and is based on the support of only 31% of residents. I strongly object to this amendment as it is not a priority for the estate. This amendment shows a lack of democracy and is flawed.

I am a resident on one of the most affected roads in the proposed resident parking scheme area, 'Principal Rise'. Yes there is a small number of students who park on the street, but this is only during the day and in term time when the vast majority of residents are at work and do not need the parking spaces on the road. There are always parking places free on the road, so it is disingenuous to suggest the issue and problem is due to York College students.

The real issue with parking comes from the poor planning permission granted by York City Council to allow the construction of apartments on entry to the Revival Estate without sufficient parking spaces. On an evening residents of the apartments use the parking spaces available on Principal Rise. I do not begrudge these residents using the spaces on Principal Rise as they need a place to park. Many of these residents are hardworking people who should not have to spend hard earned money on a Residents Parking Scheme driven by a minority of residents who have a garage and a driveway. There are always spaces available for residents to park on Revival Estate during the day and on an evening and I object to Councillor Andy D'Agorne's decision to advertise an amendment to the proposed Residents Parking Scheme. This scheme is not needed.

Residents also chose to live on the Revival Estate on the outskirts of York to avoid resident parking fees and permits. These fees/permits are yet another financial burdens to hard working people during uncertain times and with the rise in the cost of living. York has become an expensive city to live in, local people are pushed out and struggle to get on the housing market and don't need to be financially punished anymore by the council.

I also strongly object to the installation of more unnecessary 'street furniture', road signs displaying information on the proposed resident parking scheme on the entry to Principal Rise. These signs will be an eyesore and could cause an accident on the entry/exit road on the corner of Principal Rise. This is due to the poor planning of double yellow lines. There is a lack of yellow lines on the entry/exit to Principal Rise. This is a blind corner which is not fully protected by double yellow lines. Due to cars parked where double yellow lines are needed, residents are forced to drive on the opposite side of the road into oncoming traffic on a blind corner. At times, to avoid an accident residents must mount the dropped curb pavement to avoid a head-on collision, the signage for the proposed resident parking scheme is in this very spot and could cause injury to both drivers and pedestrians alike.

I would be in support of a 20 mile an hour speed limit covering the estate.

Again, I object to Councillor Andy D'Agorne's decision to advertise an amendment to the proposed Residents Parking Scheme. This resident parking scheme is not needed and is only driven by a minority of residents who have driveways and

garages to park their cars, but choose not to do so. Parking on Revival Estate is adequate for the needs of the estates residents. A Residents Parking Scheme with permits would not guarantee or make more spaces available on the Revival Estate.

Representations in support

- *This will be a welcome attempt to reduce the parking problems we face which make it difficult to reach our homes and access our drives.*
- *I live on the revival estate and would support the introduction of the residents priority parking scheme.*
- *I live on Principal Rise with my family and would support the introduction of a ResPark scheme to allow residents priority parking on the estate.
I frequently struggle to negotiate around parked cars on the estate which do not belong to residents when walking and cycling with my children during the day and when my elderly parents visit there is often nowhere close to our house for them to park due to the on street parking being used by non residents.*
- *I myself did vote in favour of this, however, I wonder if you could take into account the residents of the flats on the estate?
The vast majority of residents of the flats (I personally live in Scholars Court) have designated parking spaces for which, I am informed by other residents, they pay a monthly fee of £10. However, there are a few flats - mine included - that, for some reason, don't have a space allocated to them.
Could this please be taken into account when deciding the pricing structure for the on-street permits? It will seem a little unfair to charge the residents of the flats more than their neighbours are paying for their designated spaces right outside their homes. After all, it's through no fault of our own that we have to park on the street (and often at the other end of the estate).
It would be greatly appreciated if this could be taken into account for the unlucky minority of flat residents who were deemed unworthy of designated parking!*
- *I have lived on the estate, on Principal Rise, for 10 years. During that time access problems due to parking have steadily worsened. We have had occasions when the bins could not be collected due to lack of access and delivery firms telling us that they could not get their vehicles down the road. I have seen one occasion when a fire engine struggled to pass, with firefighters slowly guiding it between parked cars. Neighbours on the lower part of the estate have complained about sometimes having to use Academy Drive to get to their homes because Principal Rise was blocked, or vice-versa.*

The problems are not only caused by York College students/staff because, as I walk the dog each morning, I always see a few adults driving onto the estate, parking up, and walking straight out to Tadcaster Road. However, the vast majority of the problem is caused by students/college staff, evidenced by the fact that major problems rarely occur during college holidays. The problems ceased when the college was closed due to the pandemic but they are now building back up.

The Revival Residents Community Association (RRCA) was in fact originally formed as a group trying to sort out the parking problems. The scope of the group has widened but it continues to receive many complaints from residents about parking and for not yet "having sorted it out". Parking has been a continual agenda item on the RRCA committee meetings for about 7 years.

When I moved to this estate 10 years ago, the reasons for the choice included the excellent public transport links and cycle path. One can quickly reach York centre or Leeds by bus from the entrance of the estate. A spur to the York/Selby cycle path runs actually through the estate. We now even have electric scooters and bicycles to hire at the old Park and Ride site, across the road. Few households really need to run multiple cars if they would only take advantage of the other readily available options. I believe we need City of York Council's help in encouraging the city's residents and students to stop running multiple vehicle and to take more to foot, bike and bus. A side effect of the ResPark will be to encourage this.

Finally, the additional cost of ResPark permits is only a small fraction of the cost of running a car. Visitor permits will be also available and I will quite willingly pay the miniscule cost of these, when needed.

- I am a property owner/landlord in Master Mews and wish to submit my proposal IN SUPPORT of the Priority Parking Scheme (ResPark)*
- I am homeowner and reside in Academy Drive within the Revival Estate and have lived at this address since May 2019. My home is located on a cul-de-sac on Academy Drive at the top of the Revival Estate. On a daily basis students from the nearby York College park in a manner which is illegal (parking fully across a dropped curb) and poses an obstruction impairing the ability of residents to safely enter and leave the private road within the cul-de-sac. There are at least six children who reside in this cul-de-sac, not to mention many other children who reside in the*

surrounding households and impairing pedestrians and road users' ability to safely enter and leave the cul-de-sac is inconsiderate, dangerous and unacceptable.

I have attached photographic evidence of the dangerous and illegal parking encountered on a daily basis, which is entirely attributable to the College students using the Estate to park their cars, when in fact the College operates a permit parking scheme of their own (at a cost of £1 per day of parking) and has a large open plan car park available for the students to use. I have reported the issues raised above on several occasions directly to Mr Probert, Principal at York College and I have not received a direct response from him to date. I have received responses from his colleagues, however the situation has never improved and the College have been unable to offer any constructive solution to alleviate the volume of their students' parked cars on the Revival Estate since at least 2019. It has also been brought to my attention that the College has actively encouraged students to park on the Revival Estate (when students have asked where they can park without having to pay for permit parking at the College) and this has led to an increased flow of traffic through the Revival Estate which is dangerous and entirely avoidable. I take no pleasure in asking the Council to introduce a Residents' Priority Parking Scheme as this will lead to additional expense for householders across the estate. However no alternative solution has been proposed by York College and it would seem the only method of discouraging their students from parking dangerously and frequently illegally on the estate is to have a scheme in place which will preclude them from using the estate as a car park.

I hope that the request for a Residents' Priority Parking Scheme will be met favourably and approved.

- I would like to register my full support for the Residents Parking Scheme as outlined in your letter of 21 October*
- I am in support of the proposed ResPark Scheme on the estate that you recently proposed.*

It will make the estate safer for all, but avoiding lots of people parking here who do not live here and therefore will provide better visibility on the roads.

- Having lived on the estate for many year I wanted to register my support for the proposal communicated in the letter dated 21st October.*

As someone who drives regularly in and out of the estate in the times being proposed I have lost count of the times I have had

near misses with cars such is the volume of traffic and impact of parking on the estate especially from the college in the week. On many occasions I have been forced to turn around due to cars being parked as to make it impossible to continue down the road, this would pose a significant risk in the case of emergency vehicles.

The proposal for 10-3 seems very reasonable to me and has a reduced impact on residents who on the whole there is more than enough capacity on the roads.

- *Given that that only limited double yellow lines were introduced some time ago, double parking continued to be a significant issue, and the parking scheme will hopefully reduce that problem.*

I attach a photo of the type of situation encountered on Principal Rise. On this occasion I was delayed in getting to a hospital appointment, and there would be little chance of an ambulance or fire engine getting down the street in event of an emergency.

- *I am a property owner/landlord of Scholars Court and wish to submit my proposal IN SUPPORT of the Priority Parking Scheme (ResPark)*
- *My wife and I are in full support of the proposed changes to parking regulations.*
- *I originally voted No to the proposed parking scheme however my circumstances have since changed and I would now vote Yes*
- *What a fantastic idea! Our development has been over crowded by cars belonging to students for far too long.*

These extra cars not only make it difficult for us and our visitors to come and go from the estate (I have to weave carefully around all the cars) but also make access for emergency service or delivery vehicles very difficult and in some cases impossible. Many of the students park badly or up on the pavement which makes it dangerous for people with pushchairs who are forced to walk out into the road.

I have seen students chucking their litter onto the road before leaving, and when I have politely asked them to pick up their rubbish, I have received an earful of abusive language. Students turn their cars around on our drive and when we have pointed out that this is not a considerate thing to do, again we are faced with a rude and indignant response.

York is a green city which I am very proud to be part of, so let's encourage students to ditch their cars and catch the bus or cycle or use the electric scooters instead.

I think the timing is perfect (Monday to Friday 10am to 3pm) as it still lets our visitors park on the road in the evenings or at weekends, which is usually when they are with us anyway. Many thanks for taking our concerns seriously and for hopefully, turning priority parking for residents living on the Revival Estate into a long awaited reality.

- We moved here in May 2019 and have noticed an ever increasing problem with erratic parking on the streets, often related to the nearby York College. Often getting in and out of our drive is an issue due to how cars are parked in the surrounding vicinity. We are both Doctors who perform emergency on-call work, and so being able to get out at short notice is imperative. We feel that the proposed scheme will limit the amount of traffic on the estate in general, which is also a bonus with a young family and lack of footpaths. For us, the need to purchase occasional visitor permits is a very small price to pay for the intended benefits and we would welcome this.*
- I'm absolutely fed up with the students parking here. They drive far too fast, park irresponsibly and cause a significant increase in the volume of traffic at times of the day when children are walking to and from school. They drop litter and are aggressive/unhelpful when confronted.*
- I live in Bursary Court on the Revival Estate and I wish to offer my unqualified support for the amendment to the Traffic Regulation Order to include a Residents' Priority Parking Area for the estate to operate Mon-Fri 10am to 3pm.*

My reasons are as follows:

- 1. Students who use the estate as a free car park often park in a dangerous manner by blocking the narrow roads which could prevent emergency vehicles from accessing residents in times of need.*
- 2. Students often park on the footpaths and block the walkways for wheelchair users and those pushing prams, pushchairs and buggies.*
- 3. Students often drive at dangerous speeds around the estate without due care for the residents and small children - and have caused several accidents as a result of bad driving.*
- 4. Students often throw litter out of their cars and leave litter behind when they leave the estate.*
- 5. When politely asked to pick up their litter or park more considerately, students often become aggressive and abusive.*

6. *People of all ages should be encouraged to use public transport and bicycles rather than cars - York has an excellent rail, bus and cycle lane infrastructure that will serve students extremely well.*

Furthermore, the proposed Priority Parking schedule will cause the least inconvenience to Revival Residents.

- *Further to the receipt of your letter dated 21st October 2021, I would like put forward my support for the residents parking scheme. I live in Principal Rise and have 'parking spaces' directly opposite my house. Inconsiderate (bad) parking by students and staff at the college often restricts my access to and from my driveway.
I FULLY support the scheme!*

Annex D Traffic Survey Results

Survey 1, completed on 22/03/22 between 1pm and 3pm

Parking spaces occupied	Parking spaces available	Pavement parking	Parking close to a junction
62	63	14	4

Survey 2, completed on 03/04/22 between 12pm and 2pm

Parking spaces occupied	Parking spaces available	Pavement parking	Parking close to a junction
60	61	14	3

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Decision Session
Executive Member for Transport

19 April 2022

Report to the Corporate Director of Economy and Place Directorate

Consideration of Representations received in response to advertised amendments to the Traffic Regulation Order for St.Oswald's Road.

Summary

1. Consideration of representations received, in support and objection, to advertised proposals to amend the Traffic Regulation Order for St. Oswald's Road, Connaught Court and Love Lane junction.

Recommendation

2. It is recommended that the Executive Member give approval to implement a lesser restriction to the advertised proposal on St. Oswald Road and its junctions with Connaught Court and Love Lane. It is recommended to implement no waiting at any time restrictions to the junctions of Connaught Court and Love Lane

Reason: Following receipt of the objections, further site visits were completed and found no obstruction issues between the junction of Connaught Court and Atcherley Close.

Background

3. Requests for waiting restrictions or other changes to the TRO for minor traffic management issues are placed on a waiting list to be considered at the same time. We received a request from a resident who raised an issue of vehicles parking on both sides of the carriageway between the junctions of Connaught Court and Atcherley Close leading to a chicane of parked vehicles and larger vehicles having difficulties proceeding along St.Oswalds Road. The resident also raised an issue of restricted visibility when exiting Love Lane due to vehicles parking close to the junction.
4. We advertised the proposal to amend the Traffic Regulation Order on 22nd October 2021 (The advertised plan and an extract of the formal advertised proposal is included as Annex A).

5. Following the advertisement we received 3 representations in objection to the proposed restrictions (the representations are included in Annex B).

The issues raised in the representations in objection to the proposal, Included:

- Problems for residents of the Fulford lngs being able to park during times of flood
- Potential conflict between neighbouring residents due to a reduction in available parking spaces
- Displacement of parked vehicles to Atcherley Close
- No historic issue of obstruction of the carriageway

Consultation

6. The advertised proposals for amendment of the Traffic Regulation Orders were advertised in the local press and notices put up on street. Properties adjacent to the proposals were posted details as they are the most likely to be affected.

Options and Recommendations

7. The options available are:

- a) Uphold the objections in part and implement a lesser restriction that advertised(Recommended and plan below)
- b) Implement as advertised
- c) Uphold the objections and take no further action



8. Highway Regulations will only permit us to implement the restriction as advertised or a lesser restriction. We are unable to implement a more restrictive restriction through this process without re-advertising.

Council Plan

9. Considering this matter contributes to the Council Plan; An open and effective council.

10. Implications

Financial There are costs associated with the advertising and implementation of any proposal. These will be met by the budget allocation within the department for “New signs and lines”

Human Resources (HR) Any proposals which are implemented will become enforceable by the Council’s Civil Enforcement Officers in the same way as existing waiting restrictions. This will have an impact on the available resources of this department.

Equalities There are no Equalities implications identified

Legal The proposals require amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014: Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply

Crime and Disorder There are no Crime and Disorder implications

Information Technology (IT) There are no IT implications

Property There are no Property implications

Other There are no other implications identified

Risk Management

14 In compliance with the Council’s risk management strategy there is a low risk associated with the recommendations in this report.

Contact Details

Author:

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Traffic Management

Tel No. 01904 551497

Chief Officer Responsible for the report:

James Gilchrist

Assistant Director for Transport,
Highways and Environment

Report Approved

Date 7 April 2022

All

Specialist Implication Officers

Finance – Patrick Looker (Service Finance Manager)

Legal – Cathryn Moore (Legal Manager, Projects)

Wards Affected

Fishergate Ward and Fulford and Heslington Ward

For further information please contact the author of the report

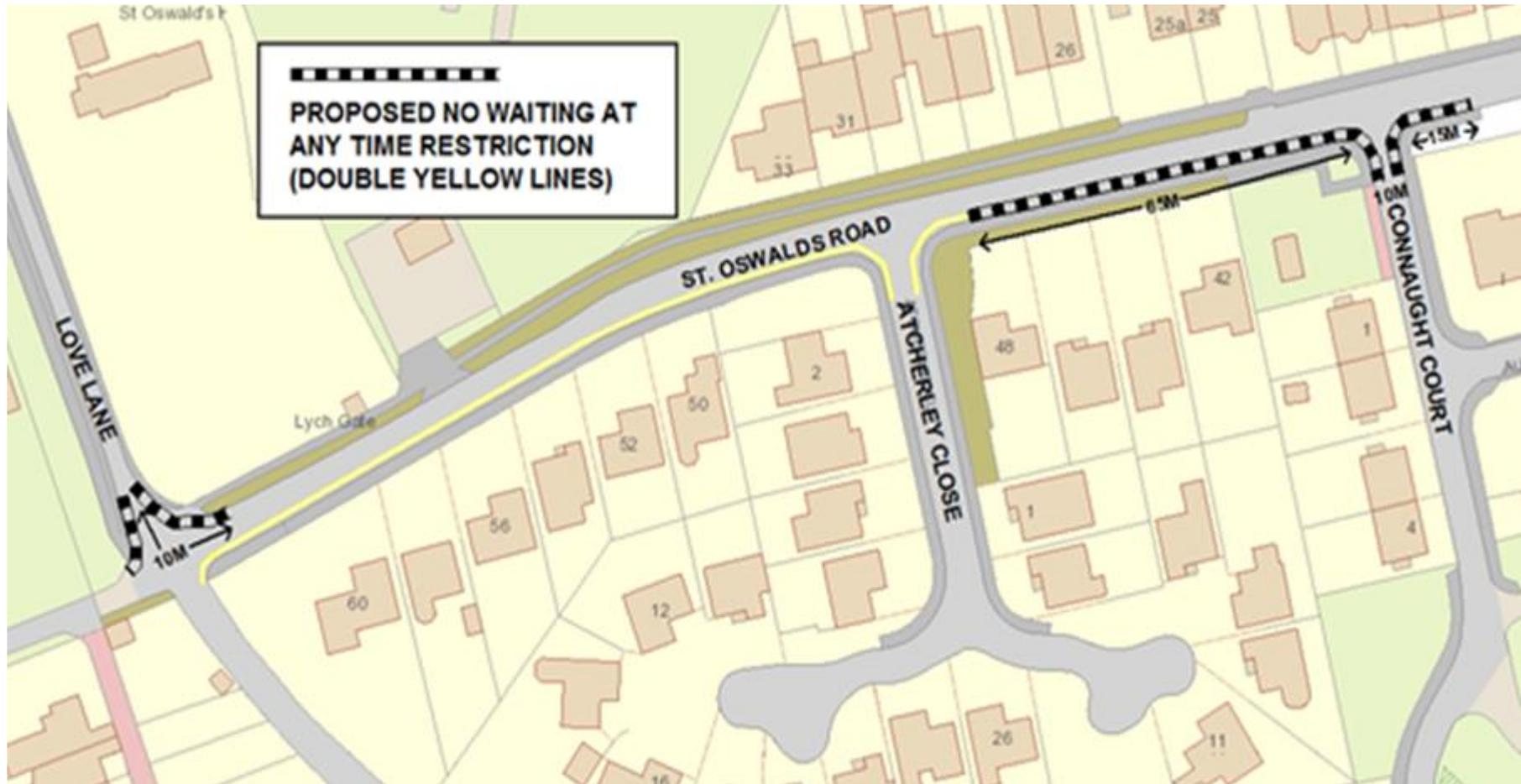
Background Papers: N/A

Annexes:

Annex A: St. Oswald's Road Advertised Plan & Legal Notice,

Annex B: St. Oswald's Road representations received

Annex A Advertised Plan and Extract of Legal Notice



- (a) St Oswald's Road, on its:
- (i) north side, between the projected eastern kerbline Love Lane and a point 10 metres east from the said line,
 - (ii) south side, between points 15 metres east and 65 metres west (terminal point of existing 'No Waiting at any time' restrictions) from the projected centreline of Connaught Court

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Annex B Representations Received

Objections received

- I am asking you to consider amending the parking restrictions proposed at the bottom of St Oswalds Rd (leading to Love Lane) from 'no waiting' to 'residents only/permit parking'. My request is on the grounds of health and safety for the (council tax paying) residents of Fulford Ings during floods. We have our own parking for the rest of the time. When the Ings floods we need to park our cars at the bottom of St Oswalds. We then wade or row across the Ings and store our waders and oars in the car at the bottom. Parking there also enables us to still get food supplies and transfer them from the car to row boat to get home.*

Without this parking we have nowhere to put our cars when the Ings floods, and subsequently nowhere to then change out of waders, transfer shopping etc.

There is no parking along the rest of St Oswalds as many residents park their own cars outside their houses. This, like I say is only when the Ings is flooded (usually for a few weeks between Nov-Mar).

I hope that you will consider this reasonable request or enable an exception to us when the Ings is flooded.
- I am writing to object to the proposal to extend "No Waiting At Any Time" to a small section of St Oswald's Road which includes the area outside my property. Unfortunately the information received by post about this proposal failed to include any information about the reasons for your plan. Following an email request, I have now received a copy of your "Statement of Reasons" and I am disappointed to see that this is simply a general statement of Council policy and does not include any reference to the proposal for St Oswald's Road.*

However, the Statement indicates that the Council has a policy of "minimising obstruction and congestion and improving road safety and local amenities whilst at the

same time balancing residential and commercial considerations”

I am not aware of any specific issues of obstruction or congestion with regard to this small section of St Oswald’s Road. If there were significant problems relating to obstruction or congestion on St Oswald’s Road then clearly extending double yellow lines along the whole length of the road from Fulford Road to Love Lane might be considered, if traffic statistics indicated a serious problem. As a resident for 15 years, I am not aware of serious traffic problems on this relatively quiet side street.

Furthermore, your policy does require you to balance issues of obstruction or congestion with residential and commercial considerations and prior to receipt of your proposal I have not received any communication from the council identifying any issues, suggesting possible improvements or inviting residents to contribute to the debate.

It is very disappointing to receive your proposal, seeking support without any attempt to explain the rationale or involve local residents directly affected in the decision making.

It is difficult to see any benefits from your plan to make this small section a no waiting area but I can see significant disadvantages for local residents living around this part of St Oswald’s Road.

The other main part of St Oswald’s which currently has been designated a no waiting area only has housing on one side of the road and therefore there is no competition from residents on each side for parking spots. At weekends this area is often full of non-residents who park there to walk or cycle along the river via Love Lane.

*If St Oswald’s Road was a busy thoroughfare, I can imagine a case might be made for double yellow **lines***

for the whole length of the road, but this is not the case and clearly an extra small section of the no waiting as proposed would do nothing for traffic flow on this quiet street.

Although every house on this section of St Oswald's Road has a driveway for off street parking and some properties have converted front gardens for extra parking spaces, some growing families with adult children may now have 3 or 4 vehicles which are difficult to manage for most properties without the access to street parking. At present the spaces available on either side of the road are shared on a first come first served basis and there rarely seems to be a problem. People are generally considerate and do not park opposite one another.

My concern is that your plan would raise the tension between families competing for parking spaces and that those residents on the side of the road without a yellow line would see the space outside their homes as their space and be unhappy if others parked outside their homes.

On the rare occasions that we have a family get together we park our two cars outside our house to leave our drive free for our visitors, as do our neighbours. I could continue to do this but park on the opposite side of the road.

Finally, this proposal might cause some consternation for some residents and I cannot see any benefits for anyone. The number of cars owned by residents requiring a parking space will not change.

If you go ahead, I can see that you may succeed in moving the vehicles denied parking on St Oswald's Road

around the corner to Atcherley Close which might not go down well with those residents.

In summary, I strongly object to the proposal which, to my knowledge, has not involved any consultation with local residents, has no shared data to recommend it and appears to have no benefits.

I will be forwarding a copy of this response to my local councillor, Keith Aspden.

- *After receiving notice of proposal to extend traffic restrictions, "No waiting at any time" to a small section of road
(e) (ii) Connaught 65m west to Atcherley Close, which extends across the frontage of my property. I feel compelled to object to this proposal!*

Presently residents and visitors to St Oswalds road, are able to sensibility and safely park on this section of road, where they choose, and in the 14 years at this address I have observed no issues whatsoever! And I can see no benefits to your proposal!

My Concern is if you go ahead with the planned "no waiting at anytime restrictions" you will create a problem where vehicles will be parked with less choice, thought and courtesy, to my neighbours on the opposite side of the road to the proposed restrictions.

Parking will be squeezed tightly in the only immediately available spaces between the dropped kerb driveways of numbers- 25, 25A, 26, 27,29 and 30 St Oswalds road. Some of the vehicles that regularly park down this street often at weekends are MPV's small vans/campervans. And the drivers are often visiting millennium bridge amenities near the river. These parked vehicles will hinder the safe and unrestricted view my neighbours presenty enjoy, when reversing out of their driveways.

St Oswalds road is a very popular route with cyclists and their children to access the river and cycle path. I believe the inevitable increased parking of these vehicles outside my neighbours properties and restricted view your proposals will create for residents, is a safety issue for cyclists, motorcyclists, residents and all road users.

I propose that 10 metres to the east and 10 metres to the west from the projected centre line of Connaught Court on to St Oswalds road is sufficient, with regards to double yellow no waiting restrictions.

This will enable residents and visitors to continue parking safely rather than the problematic and stressful safety issues your proposal will create.

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Executive Member Decision Session**19/04/2022**

Report of the Corporate Director of Place
Portfolio of the Executive Member for Transport

TSAR Traffic Signal Refurbishment – Junction of Barbican Road/Paragon Street**Summary**

1. The traffic signalling equipment at this site is life expired, has become difficult and costly to maintain and needs to be replaced.
2. The TSAR (Traffic Signal Asset Renewal) programme is the means by which life expired traffic signal assets across the city are refurbished.
3. Although the programme is primarily about asset renewal, there is scope to take advantage of 'easy wins' whilst refurbishing the equipment. To that end, a design option which looks to include new signal controlled pedestrian and cyclist crossing facilities across the junction providing links with existing off carriage way pedestrian and cycling provision to the West of the junction has been put forward.

A decision is required to approve the proposed alterations.

Recommendations

4. The Executive Member is asked to:

Approve the proposed design option presented in Annexe A of this document

Reason:

This option achieves the core aim of replacing the life-expired traffic signal asset to established TSAR programme standards such that it can

continue operate and be repaired economically before it becomes unmaintainable.

Additionally, the formalisation of the existing uncontrolled crossing facility over Barbican Road and the introduction of a new crossing of Paragon Street provides a significant improvement to pedestrian and cyclist safety at the junction and will assist in reducing existing levels of pedestrian/cyclist conflict at the south western corner of the junction which have previously been highlighted as an issue.

Background

5. The TSAR (Traffic Signal Asset Renewal) programme has been in place since 2015 and is responsible for the replacement of life expired traffic signal assets around York.
6. The focus is on replacing equipment that is liable to imminent failure, rather than seeking to improve congestion or achieve a similar transport improvement goal. However, where 'easy wins' can be achieved at the same time as replacing obsolete equipment, these will be taken advantage of.
7. To date, 42 sets of signals have been refurbished and a further 7 are proposed for completion in the 22/23 financial year.
8. Recent maintenance checks of the site indicate that some of the infrastructure is now classed as failing with the traffic signal controller and the majority of the signal poles being in excess of 20 years old. The junction also has no functioning vehicle detection capabilities as the loops previously installed in the carriageway have deteriorated significantly.
9. The junction lies on the York inner ring road and currently offers no controlled pedestrian crossing facilities at the site. An uncontrolled pedestrian refuge exists on the southern arm of Barbican Road however its size makes it problematic for users with pushchairs/cycles/wheelchairs etc.
10. Cycle provision at the junction is disjointed and this is particularly notable on the south-west corner of the site between Barbican Road south and Paragon Street where conflict between pedestrians and cyclists entering and exiting defined off road facilities has been highlighted as an issue.

11. A ward funded study was established in January 2020 to investigate potential pedestrian and cyclist improvements running along the extent of Paragon Street. This followed a request for removal of the drop cycle kerb at the south west corner of the junction to prevent cycle/pedestrian conflicts as cyclists transitioned from the carriageway at speed onto a defined section of off carriageway cycle path. The immediate removal of the drop kerb was not supported as an alternative access point for the off carriageway cycle facility could not be established however this is now possible under the design proposals put forward under this TSAR scheme.
12. The ward study has identified that parts of the existing off carriageway cycling infrastructure running along Paragon Street are situated on property outside of the adopted highway boundary thus removing the potential for large scale revision of this existing infrastructure, primarily the swapping of the current position of the footway and cycle track.
13. It is understood that the cycle track in this area of Paragon Street has been established for more than 20 years therefore potential for the current land owner to significantly alter or entirely remove the public use of this section of land would be unlikely to receive permission through the relevant planning process.
14. The ward study has identified a number of signage and lining revisions to the west of the junction site which it is believed could aid in the reduction of conflict between pedestrians and cyclists moving through these areas. It is proposed that such works could be undertaken in coordination with any TSAR scheme to be delivered at the location, subject to the relevant approvals for these changes being granted through the required channels.

Options

15. The following options are available:
16. Option A – Approve the proposed design option presented in Annexe A of this document
17. Option B – Reject the proposed design and stipulate further preliminary design is undertaken before submission for decision. It is not considered an option to do nothing and leave the signal equipment in its current operational state.

Analysis

Option A

Description of Changes

18. A full replacement of all traffic signalling technology, including signal heads, poles, cabling, cabinets, detectors and communication links across all arms of the junction.
19. Provision of a new signal controlled pedestrian crossing over Paragon Street including near side red/green man crossing displays
20. Provision of separate new signal controlled pedestrian and cyclist crossings over Barbican Road which link with existing off carriageway cycling infrastructure to the West of the junction. Both crossing points to use near side crossing displays.
21. Alterations to the operation of the junction to allow for the inclusion of these new signal controlled pedestrian / cyclist crossings.
22. Realignment of the kerb lines to provide more space for pedestrians and cyclists and resulting in a more compact junction.
23. Construction of a separated, off carriageway cycle link from Barbican Road North to Barbican Road South.
24. Changes to the alignment of the junction to bring the entrance/exit point of the car park to the rear of 16 Barbican Road (currently the Regency Chinese Restaurant) into the controlled area of the junction
25. A yellow box road marking to be installed in the centre of the junction
26. Installation of north and southbound advisory cycle lanes on Barbican Road South.
27. An early start signal for cyclists on Barbican Road travelling northbound
28. Full resurfacing of the carriageway in the area of the junction

29. The estimated cost of the work to the Traffic Signal at the junction of Paragon Street / Barbican Road detailed in Annex A is £350,000.00 which comprises of £200,000.00 of construction and signal equipment costs and £150,000.00 for carriageway resurfacing and lining.

30. Construction of this design is estimated to take 7 weeks.

Reasoning

31. Replacement of the traffic signal technology is the fundamental purpose of this project, as per item 6.

32. The upgrade of all traffic signalling equipment on site allows for communications to be established between this junction and the junction of Walmgate Bar/Lawrence Street/Foss Islands Road to the North East which will allow for more effective coordination of the two sites to aid with the control of traffic flow.

33. The build out of the kerb line at the south of the junction amends the geometry to a more compact “T” style layout in comparison with the “Y” arrangement which is currently at the site. This is introduced both as a measure to reduce vehicle speeds proceeding between the Northern and Southern sections of Barbican Road and also to generate additional space to allow for the creation of new separated pedestrian and off carriageway cycling provision to the east of the junction.

34. Signal controlled crossings for pedestrians and cyclists are introduced across the junction to enhance safety over carriageway crossing points and provide certainty for users. Separated provision for these active travel users has been adopted in preference to shared space to reduce previously identified instances of conflict between the two user groups and to clarify the use of the space for those users with sight related equalities considerations.

35. Vehicles exiting the car park to the rear of 16 Barbican Road and wishing to proceed west currently do so without signal control into the centre of the junction. This manoeuvre currently has the potential to put vehicles into direct conflict with all other users of the junction who may be unaware of this movement. The repositioning of the stop line to the west of the car park entry/exit point therefore offers potential road safety benefit for those exiting the car park and turning left as well as providing

additional vehicle stacking space along this length of Barbican Road leading back to its junction with Walmgate/Lawrence Street.

36. Yellow box markings are provided to prevent vehicles blocking the centre of the junction during busy periods. At present the blocking of these markings is considered a moving traffic offence and enforcement is only possible by North Yorkshire Police. The suitability of using these markings at the junction will be discussed with NYP as part of the Road Safety Audit process which any scheme will be subject to prior to delivery.
37. Preliminary assessment of the carriageway surface has been undertaken as part of these preliminary works, identifying that the junction is in a poor state of repair with significant degradation to the surfaces on each approach. This, combined with the proposal for realignment of kerb and drainage provision at the junction leads to a need for a large scale resurfacing programme following the intended signal works.

Impact on vehicular traffic

38. It is recognised that the provision of the controlled separated pedestrian and cycle crossings will have some detrimental impact on junction capacity to motor vehicles. This will see queues and delays to traffic increase generally.
39. The preliminary design has been subject to operational transport modelling (LINSIG) which indicates that vehicle capacity at the junction would decrease however, this decrease does not place the junction over its operational capacity and it will continue to operate acceptably. The network critical junction of Walmgate Bar, directly north of the Paragon Street / Barbican Road junction, restricts traffic in this section of the network. As such, reduction of capacity at Paragon Street / Barbican Road has little overall impact on network efficiency.
40. Renewal of the traffic signals equipment will allow traffic detection to be reinstated at the junction leading to significant improvements in delay during quieter trafficked times. The renewal will also allow for the coordination of the traffic signals at peak periods allowing for better management of traffic through this section of the inner ring road.
41. The introduction of signal controlled pedestrian/cyclist crossing phases across the junction has the potential to increase vehicle wait times at the

junction however, it should be noted that these signal phases will only be generated on demand and will therefore not appear in every cycle of the traffic signals if not required.

42. The build out of kerb lines at the south east and south west extents of the junction produces a more compact junction for vehicles entering Barbican Road south, potentially reducing the speed of vehicles moving through this area.
43. The repositioning of the stop line on Barbican Road west bound provides additional vehicle stacking capacity between this junction and the junction of Walmgate/Lawrence Street to the North East.
44. The changes to kerb lines and stop line position have been subject to swept path analysis to ensure that HGV's moving through this important arterial section of the IRR are not restricted from using this junction.
45. Vehicles exiting the car park to the rear of 16 Barbican Road and turning left will now be entering an area of signal control.

Impact on Pedestrians

46. The introduction of signal controlled crossings at two separate locations across the junction are seen as significant improvements at a site where no provision currently exists. The new crossing point for Paragon Street establishes an additional option for pedestrians moving through this location from either Walmgate or Fishergate bars.
47. The positioning of the pedestrian crossing of Barbican Road is closely aligned with the desire line for movements between the Northern section of Barbican Road and Paragon Street pedestrian facilities which are currently located in an area of shared space. Pedestrian movements from Barbican Mews to Paragon Street are slightly off the desire line for this movement, however the movement is supported.
48. The proposed design option widens the eastern footway and provides an improved environment for pedestrians in an area of separated space which is further set back from the carriageway edge. As informed by the previous ward scheme, pedestrian movements at the west of the junction are supported by an area of separated space which aims to reduce

conflict between pedestrians and cyclists at the site by clearly defining where each user group should be positioned.

49. All areas of separated space around the junction are to be identified using level differentiation and kerbing to provide tactile indication of the differentiation between the two uses of space. Other provision for the differentiation of these spaces (such as the use of contrasting material colours) could be considered as part of the detailed design process for any scheme taken forward for delivery.
50. Near Side pedestrian crossing signals will be installed at the site in line with previous TSAR works with an intention to provide uniformity to how pedestrians utilise pedestrian crossing infrastructure across the city. Red and Green Man indicator units will be installed at two different heights to increase the visibility of the displays from a range of positions within the area of the crossing. On crossing detection will be used to monitor pedestrians in the carriageway and provide flexible clearance periods which are extended automatically based on the speed at which pedestrians are crossing the carriageway. Slower pedestrians or larger groups will therefore benefit from vehicular traffic being held at a red signal until their crossing is completed.

Impact on Cyclists

51. The cycle crossing point on Barbican Road south will provide a connection from Barbican Mews to the existing off carriageway cycle facilities adjacent to Paragon Street. Though this is not directly on the desire line to connect Paragon Street to Barbican Mews the facility is positioned to maximise the space available for pedestrians and cyclists to safely move through this area using defined separated space.
52. Repositioning of the crossing to provide a more direct desire line between it and Barbican Mews could be achieved however, this would require the area around the eastern extent of the crossing to be an area of shared rather than separated space which may cause increased pedestrian / cyclist conflict.
53. Provision for the desire line for movements from Barbican Road North to Barbican Road South/Barbican Mews are improved in this design by providing separated, off carriageway facilities which allow cyclists to bypass the junction and also limit interaction with pedestrian movements prior to the crossing point.

54. The Existing drop kerb located at the western extent of the junction, which provides a transition point for on carriageway cyclists proceeding westbound and intending to join the off carriageway provision which extends along Paragon Street, is removed under this design option for two reasons. Firstly to remove pedestrian/cyclist conflict which has been previously identified in the area and secondly to promote adoption of the separated, off carriageway facility which is to be introduced.
55. An off carriageway solution for this westbound movement from Barbican Road to Paragon Street is considered to provide a safer alternative as it removes the requirement for cyclists to be positioned in the central lane of the carriageway and also removes the potential for cyclists to be in the left turn lane but proceed straight ahead which could result in vehicle strike from the cyclists right as motor vehicles proceed from Barbican Road North into Barbican Road South.
56. ASLs are provided on Paragon Street and the Northern section of Barbican Road but there is no cycle lane provision leading into these ASLs due to insufficient carriageway width and therefore cyclists would be required to travel with traffic approaching the junction. The potential reallocation of carriageway space for the creation of cycle lanes on this section of the Inner Ring Road is outside of the scope for this project.
57. Advisory, on carriageway cycle lanes running in both directions of Barbican Road South are proposed with transition points to and from off carriageway cycle provision provided at both sides of the carriageway. Although it is acknowledged that LTN 1/20 indicates that cycle lanes less than 1.5 metres wide should not normally be used, the available carriageway space at this location does not allow for the inclusion of lanes of this size and standard size two way traffic lanes therefore the proposal is for 1.2 metre wide lanes to be included. If this is deemed unsuitable then the cycle lane provision would need to be provided in only one direction. Alternative options such as removing the centre line of the carriageway in this location is not deemed suitable due to the traffic flow on the section being greater than the maximum two way vehicle flow volume of 500 vehicles per hour at peak times indicated at para 6.4.16 of LTN1/20.
58. The JAT score for this option, presented in Appendix B and based upon the LTN 1/20 criteria, is 38%. This provides a substantial improvement to the existing provision. Further significant improvements to the JAT score

would require major changes to provision for cyclists on the inner ring road which is excluded from the scope of this project.

Impact on Air Quality

59. This option has a negligible impact on Air Quality in the immediate area of the junction given that traffic levels are estimated to remain largely the same as no major changes to operation of the junction are included.

Safety Considerations

60. Accident data for a 10-year period between 1st September 2011 and 31st August 2021 has been assessed as part of the preliminary works for this project. Over this period, a total of seven incidents occurred: two involved a serious casualty and the remaining five involved slight injuries.
61. Both serious incidents involved cars turning right from Paragon Street onto Barbican Road into the path of a motorcyclist travelling ahead towards Paragon Street. Of the slight incidents:
- two involved vehicles passing through a red signal
 - one involved cars colliding by misjudging the alignment of the ahead movements on the mainline
 - one involved a pedestrian crossing away from the junction who fell avoiding a car
 - one involved a cyclist being clipped by a wing mirror again away from the junction.
62. Over the 10-year period, this is not considered statistically significant, and therefore safety improvements targeting the reduction of incidents similar to these in the future are not considered to be key to the delivery of this project
63. A further Road Safety Audit will be carried out after detailed design and before construction. This is the means by which the design safety will be controlled.

Consultation

64. Compilation of the preliminary design was informed by a series of meetings held between officers representing the TSAR project team, the Sustainable Transport Service and the authority's Travel Planners.
65. An electronic consultation has been carried out with local ward councillors for Fishergate and Guildhall, CoYC officers from a range of service areas and external stakeholders representing a range of transport and equalities groups to offer an opportunity to comment on the proposed TSAR scheme design put forward for consideration in this report.
66. A summary of the consultation feedback and associated CoYC Engineer response can be found in Annex C.

Other options not presented for consideration

67. A number of alternative preliminary drawings were produced as part of the feasibility works for this project. These included:
68. Refurbishment of the existing traffic signals with new segregated pedestrian and cycle crossings over Barbican Road south (in line with the through route to Barbican Mews), including a new southbound exit stop line on approach to the new crossing. The design did not support the desire line for pedestrian movements from Barbican Road North to Paragon Street. The requirement for an additional stop line to prevent vehicles turning left out of the car park to the rear of 16 Barbican Road proceeding through a red light would be confusing for all road users. The proposal had no impact on the existing conflict between pedestrians and cyclists at the west of the junction where on carriageway cyclists join the Paragon Street off carriageway cycle path.
69. Refurbishment of the existing traffic signals with new segregated pedestrian and cycle crossings over Barbican Road south (north of the through route to Barbican Mews), including a new southbound exit stop line on approach to the new crossing. This revision looked to reduce the potential speed at which cyclists would approach the crossing of Barbican Road from the link with Barbican Mews. Issues around the need for a stop line and continued pedestrian/cyclist conflict to the west of the junction is still present.

70. Removal of signal control from the junction and introduction of a priority-controlled mini-roundabout with uncontrolled segregated pedestrian and cycle crossings over Barbican Road south (in line with Barbican Mews). The geometry of a roundabout would allow for the expansion of footways to the North and East of the junction however with no signal control of the crossing, inadequate pedestrian and cyclist refuges in the centre of the carriageway would be required due to available carriageway space. The removal of traffic signal control would eliminate some of the general traffic delays especially during the off peak, however the more dominant traffic movements could cause blocking back especially in conjunction with traffic movements from the Walmgate junction. The lack of cycle lane provision around the arms of the junction could also lead to conflict between cyclists and motorists when leaving the roundabout.
71. Refurbishment of existing traffic signals within a more compact junction mouth, with a new segregated one-way cycle track from Barbican Road North travelling southbound into shared space towards a new Toucan crossing over Barbican Road south (north of Barbican Mews). Introduction of new separated pedestrian and cycle crossings over Paragon Street. Largely similar to the final design put forward for consultation, this revision saw the utilisation of shared space in the areas around the crossing locations rather than separated space for pedestrians and cyclists. The authority's active travel planners indicated that the preference is for the adoption of separated space and this approach also provides the potential for pedestrian/cyclist conflict to be reduced by clearly defining where each user group should be. The cyclist crossing provision over Paragon Street would allow for cyclists to join the carriageway and proceed west bound along Barbican Road at this point but only using existing carriageway lanes.

Council Plan

72. Replacing life-expired traffic signalling assets allows the Authority to continue to manage the traffic on its highway network, minimising congestion and ensuring user safety. Therefore carrying out these works fulfils the 'Getting around sustainably' key outcome of the Council Plan.

Implications

- 73. Financial**

This TSAR scheme will be delivered using additional funding awarded to CoYC by the Department for Transport as part of their 2021 Traffic Signals Maintenance (TSM) Funding Grant Award. The stipulations of this award mean that available funding must be spent before the end of financial year 2022/23.

74. Human Resources (HR)

There are no HR implications

75. One Planet Council / Equalities

All junctions are designed with equalities in mind. An equalities impact assessment can be found at Annex D. The recommended designs follow the most up to date guidance with respect to disability access. The technology included in all designs includes aids to persons with visual and mobility impairment.

76. Legal

Liability and Risk

City of York Council has a general duty of care to maintain traffic signal infrastructure for which it is responsible and failure to do so could result in potential breach of Section 3 of the Health and Safety at work Act 1974. This section places general duties on employers and the self-employed to conduct their undertakings in such a way as to ensure, so far as is reasonably practicable, that persons other than themselves or their employees are not exposed to risks to their health and safety.

As the decision to take action at the junction is being made by Council members as a whole and not by an individual as such, this is likely to lead to corporate rather than individual liability in the event of a claim. Corporate liability can result in substantial fines based as a starting point on turnover, culpability and the injury sustained.

Procurement

CoYC Highways will be used as the principal contractor on this scheme. If this is not the case and an external contractor is to be used, any proposed works will need to be commissioned via compliant procurement route under the Council's Contract Procedure Rules and the Public Contract Regulations 2015.

77. Crime and Disorder

There are no Crime and Disorder implications

78. Information Technology (IT)

The Information Technology implications of constructing the proposed designs has been considered and are included in the Project Plan. No issues are envisaged.

79. Property

Existing off carriageway cycle infrastructure running along the south of Paragon Street is currently located in an area outside of the adopted highway boundary. There is no intention for the works proposed under this design option to extend into areas outside of the adopted highway boundary. The frontages of commercial and residential properties across all arms of the junction may be impacted dependent on the design taken forward. Impacted parties will be consulted as part of any future construction process.

80. Other

Disruption during construction – Constructing the TSAR schemes inevitably means a certain level of work on the Highway, with an associated level of delay and disruption to pedestrians and vehicular traffic. Such works will be scheduled and planned to minimise this disruption, and sufficient information and notice will be given to affected parties.

Risk Management

81. Project Risks are recorded in the Project Risk Register and are handled by the Project Team and monitored by the Transport Board.

Contact Details

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Chief Officer Responsible for the report:

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Transport
01904 551508

James Gilchrist
Director Environment, Transport and
Planning

Report **Date** 07/04/2022
Approved

Specialist Implication
Officers

Finance - Patrick Looker
Service Finance Manager

Legal - Cathryn Moore
(Legal Manager, Projects)

Wards Affected: List wards or tick box to indicate all **All**

Guildhall, Fishergate

For further information please contact the author of the report

Background Papers:

All relevant background papers must be listed here. A 'background paper' is any document which, in the Chief Officer's opinion, discloses any facts on which the report is based and which has been relied on to a material extent in preparing the report (see page 5:3:2 of the Constitution).

Annexes

All annexes to the report must be listed here.

Annex A – Preliminary Design Option A
Annex B – LTN1/20 Junction Assessment Tool
Annex C – Consultation Details and CoYC Engineer Response
Annex D – Equalities Impact Assessment

List of Abbreviations Used in this Report

TSAR - Traffic Signal Asset Renewal
CoYC – City of York Council

DfT – Department for Transport
ASL – Advanced Stop Line
NYP – North Yorkshire Police

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- NOTES**
- DO NOT SCALE FROM THIS DRAWING.
 - ROAD MARKINGS ADJUSTED TO SUIT AMENDED DESIGN.

- KEY**
- PROPOSED WHITE MARKINGS
 - EXISTING WHITE MARKINGS
 - PROPOSED YELLOW MARKING
 - PROPOSED RED TACTILES
 - PROPOSED BUFF TACTILES
 - PROPOSED TRAMLINE / LADDE TACTILES
 - PROPOSED CONTROLLER
 - PROPOSED TRAFFIC SIGNAL POLE
 - PROPOSED KERB
 - PROPOSED DROPPED KERB
 - PROPOSED VERGE
 - PROPOSED GREEN SURFACING
 - HIGHWAY BOUNDARY

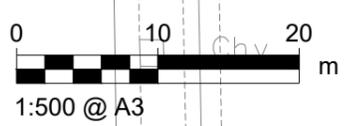
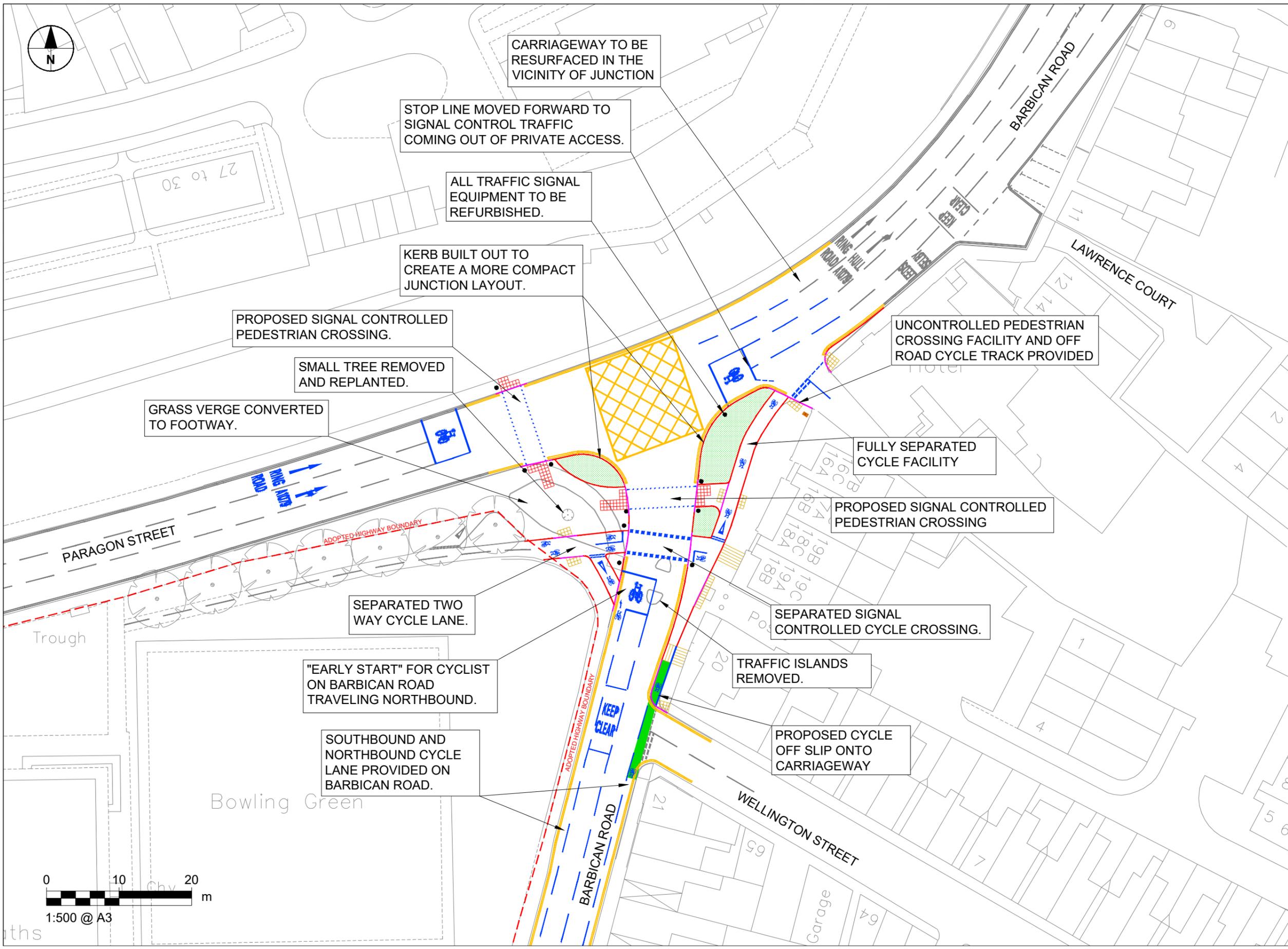
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ISSUE/REVISION

NO	DATE	DESCRIPTION
P01	16/02/2022	FOR CONSULTATION
I/R	DATE	DESCRIPTION

SHEET TITLE
 YK2230
 BARBICAN ROAD / PARAGON STREET
 GENERAL ARRANGEMENT
 CONSULTATION DRAWING

DRAWING NUMBER
 CYC_TST-YK2230-P-001



Page 171

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TSAR - Paragon Street / Barbican Road - Existing Layout

LTN 1/20 - Cycling Design Guidance Junction Assessment Tool

From	To	Score	Notes
Barbican Road Southbound	Barbican Mews	0	Cycle movement in potential conflict with heavy motor traffic
	Barbican Road Northbound	0	Cycle movement in potential conflict with heavy motor traffic
	Paragon Street	0	Cycle movement in potential conflict with heavy motor traffic
Barbican Mews	Barbican Road Southbound	0	Cycle movement in potential conflict with heavy motor traffic
	Barbican Road Northbound	0	Cycle movement in potential conflict with heavy motor traffic
	Paragon Street	1	Cycle movement made by transitioning onto section of shared use footway.
Barbican Road Northbound	Barbican Road Southbound	0	Cycle movement in potential conflict with heavy motor traffic
	Barbican Mews	0	Cycle movement in potential conflict with heavy motor traffic
	Paragon Street	0	Cycle movement in potential conflict with heavy motor traffic
Paragon Street	Barbican Road Southbound	0	Cycle movement in potential conflict with heavy motor traffic
	Barbican Mews	0	Cycle movement in potential conflict with heavy motor traffic
	Barbican Road Northbound	0	Cycle movement in potential conflict with heavy motor traffic
Score			4%

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Type of junction	Cycle movement being assessed	Suitable only for confident existing cyclists, and may be avoided by some experienced cyclists Conditions are most likely to give rise to the most common collision types Score = 0	Likely to be more acceptable to most cyclists, but may still pose problems for less confident or new cyclists The risk of collisions has been reduced by design layout or traffic management interventions Score = 1	Suitable for all potential and existing cyclists The potential for collisions has been removed, or managed to a high standard of safety for cyclists Score = 2
Any type of junction	Any movement	<ul style="list-style-type: none"> ▶ Cycle movement in potential conflict⁵⁷ with heavy motor traffic flow.⁵⁸ ▶ Cycle movement mixed with or crossing traffic with 85th percentile speed exceeding 60kph, or where vehicles accelerate rapidly. ▶ Necessary to cross more than one traffic lane (without refuge or protection) to complete cycle movement unless traffic flows are low. ▶ Cycle movement crosses wide junction entry or exit: e.g. with merge or diverge taper or slip lane. ▶ Pinch points on junction entry or exit (lane width 3.2m-3.9m). ▶ Cycle movement affected by very poor surface quality utility reinstatement, gully positioning, debris. 	<ul style="list-style-type: none"> ▶ Cycle movement in potential conflict with moderate traffic flow.⁵⁹ ▶ Cycle lanes through junction meeting appropriate desirable minimum width requirements for the movement under consideration. ▶ Raised table at junction crossed by traffic in potential conflict with cycle movement. ▶ Cycle movement made by transiting onto section of shared use footway. 	<ul style="list-style-type: none"> ▶ Low⁶⁰ traffic speed and volume in mixed traffic environment (e.g. access-only streets in a residential area). ▶ Cycle movement separated physically and/or in time from motor traffic and also separated from pedestrians. ▶ Cycle movement bypasses junction completely, including via good quality grade separation.

Type of junction	Cycle movement being assessed	Suitable only for confident existing cyclists, and may be avoided by some experienced cyclists Conditions are most likely to give rise to the most common collision types Score = 0	Likely to be more acceptable to most cyclists, but may still pose problems for less confident or new cyclists The risk of collisions has been reduced by design layout or traffic management interventions Score = 1	Suitable for all potential and existing cyclists The potential for collisions has been removed, or managed to a high standard of safety for cyclists Score = 2
Crossroads – as T junction plus: In addition to and notwithstanding any of the above "any junction" conditions Traffic Signals <i>In addition to and notwithstanding any of the above "any junction" conditions</i>	Ahead from minor arm	▶ Heavy opposing traffic movements with no physical refuge (including ghost island junction). ⁶³	▶ Protected pocket refuge for ahead cycles allowing two stage movement, crossing one lane at a time.	▶ Cycle movement made via crossing of major arm via dedicated cycle signals or cycle priority.
	All movements	<ul style="list-style-type: none"> ▶ Single or multiple queuing lanes with no cycle lanes or tracks on approaches. ▶ Junctions with unsignalled left turn merge/diverge and signalised ahead lanes. 	<ul style="list-style-type: none"> ▶ Advance Cycle Stop lines, at least 5m deep⁶⁴ and where the signals on the approach are on green for <30% of the cycle time. ▶ Signal timings adjusted to provide extended intergreen to suit cycle movement under consideration. ▶ Cycle/pedestrian scramble (toucan crossings with all-red stage). ▶ Early release for cycles, with enough time to clear junction for cycle movement being considered. 	▶ Cycle movement has no potential conflict with motor traffic, e.g. dedicated cycle stage, conflicting traffic movement held or banned.
	Right turn		▶ Two-stage right turn via ASL or marked area in front of stop line.	▶ Two-stage right turn with physically protected waiting area.

57 'In potential conflict with' means where heavy motor traffic movements cross or run alongside cycle movements without being separated physically and/or in time

58 Heavy traffic flow = > 5000 motor vehicles per day and/or HGV and bus flow > 500 per day

59 Moderate traffic flow = 2500-5000 motor vehicles per day and/or HGV and bus flow 250-500 per day

60 Low traffic flow – < 2500 motor vehicles per day and/or HGV and bus flow < 250 per day

63 Where there is a continuous gap of at least 10s in both major road traffic streams every 60s, a score of 1 will be appropriate

64 7.5m deep ASLs are preferred

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TSAR - Paragon Street / Barbican Road - Option A

LTN 1/20 - Cycling Design Guidance Junction Assessment Tool

From	To	Score	Notes
Barbican Road Southbound	Barbican Mews	0	Single or multiple queuing lanes with no cycle lanes or tracks on approaches.
	Barbican Road Northbound	0	Single or multiple queuing lanes with no cycle lanes or tracks on approaches.
	Paragon Street	0	Single or multiple queuing lanes with no cycle lanes or tracks on approaches.
Barbican Mews	Barbican Road Southbound	1	Cycle movement made by transitioning onto section of shared use footway.
	Barbican Road Northbound	1	Cycle movement made by transitioning onto section of shared use footway.
	Paragon Street	1	Cycle movement made by transitioning onto section of shared use footway.
Barbican Road Northbound	Barbican Road Southbound	0	Cycle movement in potential conflict with heavy motor vehicles
	Barbican Mews	1	Cycle movement made by transitioning onto section of shared use footway.
	Paragon Street	2	Cycle movement separated physically and/or in time from motor traffic and also separated from pedestrians.
Paragon Street	Barbican Road Southbound	2	Cycle movement separated physically and/or in time from motor traffic and also separated from pedestrians.
	Barbican Mews	1	Cycle movement made by transitioning onto section of shared use footway.
	Barbican Road Northbound	0	Single or multiple queuing lanes with no cycle lanes or tracks on approaches.
Score		38%	

Main Conclusions:

- Multiple queuing lanes without approach cycle lane or track score 0 on Barbican Road Southbound approach.
- All movements to/from Barbican Mews use shared footway so can only score a maximum of 1.
- Southbound transition back to carriageway on Barbican Road Northbound arm results in potential conflict.

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Type of junction	Cycle movement being assessed	Suitable only for confident existing cyclists, and may be avoided by some experienced cyclists Conditions are most likely to give rise to the most common collision types Score = 0	Likely to be more acceptable to most cyclists, but may still pose problems for less confident or new cyclists The risk of collisions has been reduced by design layout or traffic management interventions Score = 1	Suitable for all potential and existing cyclists The potential for collisions has been removed, or managed to a high standard of safety for cyclists Score = 2
Any type of junction	Any movement	<ul style="list-style-type: none"> › Cycle movement in potential conflict⁵⁷ with heavy motor traffic flow.⁵⁸ › Cycle movement mixed with or crossing traffic with 85th percentile speed exceeding 60kph, or where vehicles accelerate rapidly. › Necessary to cross more than one traffic lane (without refuge or protection) to complete cycle movement unless traffic flows are low. › Cycle movement crosses wide junction entry or exit: e.g. with merge or diverge taper or slip lane. › Pinch points on junction entry or exit (lane width 3.2m-3.9m). › Cycle movement affected by very poor surface quality utility reinstatement, gully positioning, debris. 	<ul style="list-style-type: none"> › Cycle movement in potential conflict with moderate traffic flow.⁵⁹ › Cycle lanes through junction meeting appropriate desirable minimum width requirements for the movement under consideration. › Raised table at junction crossed by traffic in potential conflict with cycle movement. › Cycle movement made by transiting onto section of shared use footway. 	<ul style="list-style-type: none"> › Low⁶⁰ traffic speed and volume in mixed traffic environment (e.g. access-only streets in a residential area). › Cycle movement separated physically and/or in time from motor traffic and also separated from pedestrians. › Cycle movement bypasses junction completely, including via good quality grade separation.

Type of junction	Cycle movement being assessed	Suitable only for confident existing cyclists, and may be avoided by some experienced cyclists Conditions are most likely to give rise to the most common collision types Score = 0	Likely to be more acceptable to most cyclists, but may still pose problems for less confident or new cyclists The risk of collisions has been reduced by design layout or traffic management interventions Score = 1	Suitable for all potential and existing cyclists The potential for collisions has been removed, or managed to a high standard of safety for cyclists Score = 2
Crossroads – as T junction plus: In addition to and notwithstanding any of the above "any junction" conditions	Ahead from minor arm	› Heavy opposing traffic movements with no physical refuge (including ghost island junction). ⁶³	› Protected pocket refuge for ahead cycles allowing two stage movement, crossing one lane at a time.	› Cycle movement made via crossing of major arm via dedicated cycle signals or cycle priority.
	Traffic Signals In addition to and notwithstanding any of the above "any junction" conditions	<ul style="list-style-type: none"> › Single or multiple queuing lanes with no cycle lanes or tracks on approaches. › Junctions with unsignalled left turn merge/diverge and signalled ahead lanes. 	<ul style="list-style-type: none"> › Advance Cycle Stop lines, at least 5m deep⁶⁴ and where the signals on the approach are on green for <30% of the cycle time. › Signal timings adjusted to provide extended intergreen to suit cycle movement under consideration. › Cycle/pedestrian scramble (toucan crossings with all-red stage). › Early release for cycles, with enough time to clear junction for cycle movement being considered. 	› Cycle movement has no potential conflict with motor traffic, e.g. dedicated cycle stage, conflicting traffic movement held or banned.
	Right turn		› Two-stage right turn via ASL or marked area in front of stop line.	› Two-stage right turn with physically protected waiting area.

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63 Where there is a continuous gap of at least 10s in both major road traffic streams every 60s, a score of 1 will be appropriate

64 7.5m deep ASLs are preferred

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**Executive Member Decision Session
TSAR Traffic Signal Refurbishment – YK2230 Barbican Road /
Paragon Street**

Annex C

This list shows the extents of the external consultation undertaken for the Barbican Road / Paragon Street Scheme. The consultation was also distributed to officers working across multiple CYC services and local ward councillors representing the Fishergate and Guildhall Wards

Connexions Buses
Arriva Buses
Pullman Buses
Stephensons of Easingwold
Transdev
Sustrans
Reliance Buses
First Group
Harrogate Coach
Ghost Bus Tours
Glenn Coaches
East Yorkshire Motor Services
North Yorkshire Police
NHS
North Yorkshire Fire Service
Age UK
York Blind and Partially Sighted Society
Be independent
Resource Centre for Deafened People York
Walk York
York Environmental Forum Transport Group
York Assembly
York Archaeological Trust
York Cycling Campaign
York Civic Trust
York Environment Forum
York People First
Visit York

A copy of the consultation text is included below. The drawing referred to in this consultation can be found at Annex A of this report.

TSAR Consultation: YK2230 – Barbican Road / Paragon Street

Good Morning,

As part of the Traffic Signal Asset Renewal (TSAR) programme we're looking to refurbish the traffic signal controlled junction at Barbican Road / Paragon Street. During our preliminary design stage, we have worked closely with the authority's active travel and sustainable transport officers to discuss existing issues with the junction and identify how the facilities can be improved for pedestrians and cyclists.

The main changes that we are proposing at the site are as follows:

- Full refurbishment of the traffic signal equipment
- Provision of a new signal controlled pedestrian crossing over Paragon Street including near side crossing displays
- Provision of new signal controlled pedestrian and separate cyclist crossings over Barbican Road which link with existing off carriageway cycling infrastructure to the West of the junction. Both crossing points to use near side displays.
- Alterations to the operation of the junction to allow for the inclusion of these new signal controlled pedestrian / cyclist crossings.
- Realignment of the kerb lines to provide more space for pedestrians and cyclists and resulting in a more compact junction.
- Construction of a separated, off carriageway cycle link from Barbican Road Northeast to Barbican Road South.
- Changes to the alignment of the junction to bring the entrance/exit point of the Chinese restaurant car park into the controlled area of the junction
- A yellow box road marking to be installed in the centre of the junction
- Installation of north and southbound advisory cycle lanes on Barbican Road South.
- An early start signal for cyclists on Barbican Road heading north
- Full resurfacing of the carriageway of the junction.

I would appreciate if you could review the drawing attached and send any comments to the TSAR mailbox (tsar@york.gov.uk) by the **7th March 2022**. If you have any questions on the proposal please do get in touch. All feedback received will be included in an Executive Member Decision report which will go before the Executive Member for Transport before any design options are taken forward.

Summary of Consultation Replies

1. Public Right of Way - CYC

No comment regarding scheme

CYC Engineer Response

None Required

2. Arboricultural Manager / Landscaping Architect – CYC

Concern raised around the removal of the redwood in the South West corner of the junction due to the trees established nature and future intention to support developments in the area.

CYC Engineer Response

The tree will need to be removed to allow the pedestrian and cyclist facilities to be installed. Options are to be considered at detailed design for new tree planting and increased areas of green space. Further discussions to be held to consider proposed mitigation options.

3. City Archaeologist - CYC

Concern raised regarding excavation below current surfaces should it be required. If excavation is below any current depths, a watching brief will be required.

CYC Engineer Response

Agreed. An archaeological watching brief will be in place for the construction period.

4. Cllr A D'Agorne on behalf of Fishergate ward / Capacity as Exec Member for Transport

Broadly it is very welcome in terms of benefits for cyclists and pedestrians and I'm sure the crossing over Paragon St will be preferable to the two stage crossing at the Bar.

A couple of questions – **(1)**Active Travel officers have met with us to look at the option for switching the cycle route on Paragon St onto the foot path nearest the road rather than its current alignment which is where most pedestrians walk! This would change your proposed alignment on the corner. **(2)** Also removing the raised grass verge could be useful but a seat/ planter/ scooter location/ bollards here would prevent it becoming a new 'car parking' area on this busy corner!

(3)Could the cycle lane across the mouth of the private access to the Regency Car Park be marked fully to raise awareness for drivers? Cycle lanes on Barbican Road South are also welcome.

CYC Engineer Response

(1)The Existing cycle route at the southern extent of Paragon Street is currently on land outside of the adopted highway boundary. Although the route has been established for many years, dialogue with the current land owner has indicated they have no desire to give up the land to CYC for formal adoption or give up additional land to expand the facility at this point. Therefore no changes to the arrangement of the cycleway and footway are to be made. This was identified during our early preliminary work and therefore a specific exclusion in our PID for the scheme was included – “Works that would require land outside of the highway boundary to be secured to deliver the scheme. (In line with preliminary findings of the Ward scheme study.)” Under a ward committee scheme, some additional signage/lining works could be undertaken to clarify the use of these footway / cycle paths. The TSAR team is in discussions with the Officers responsible for these potential works and will look to deliver these at the same time as the TSAR works.

(2)This topic has been discussed with active travel officers/sustainable transport colleagues and will be considered further at the detailed design stage. We have already had feedback from the arboriculture officers regarding their concern for the proposed repositioning of the tree from this area which will require further consideration.

- (3) These comments are noted and will be reviewed at detailed design.

5. WalkYork

Thank you for consulting WalkYork.

These proposals are very welcome in principle.

There are three concerns:

- (1) First, that the box junction will only work when drivers believe that CCTV is in operation. Are dummy cameras permitted as a deterrent?
- (2) Second, we strongly object to the installation of nearside pedestrian indicators which are often obscured and where the clustering by pedestrians prevents severely partially-sighted people from reaching the indicator cones.
- (3) Thirdly, the loss of farside pedestrian indicator lights at this complex junction means that many people may be uncertain of the direction in which they can walk safely. Mistakes are inevitable.

WalkYork

CYC Engineer Response

- (1) Yellow box junctions are currently enforced by the police as a moving traffic offence. CYC does not have the powers to enforce yellow boxes and it is thus not appropriate to install CCTV for this purpose at the junction. The Designer will consult with CYC Road Safety officers and North Yorkshire Police regarding the potential implementation of the yellow box during the detailed design stage.
- (2) The CYC position is to use near sided Puffin pedestrian signals across the estate unless design issues dictate an alternative should be considered. This was set out at the EMDS in February 2022 and officers have received no instruction to change this position. This location is identified as generally having ample footway widths, low pedestrian flows and a simple crossing layout.

High level repeater units will be installed, as is now standard across all TSAR sites and audible signals will be included as a further assistance for visually impaired users.

- (3) Current site arrangements do not provide any pedestrian indicator lights, these will be introduced during the installation of the scheme.

6. Principal Development Control Engineer - CYC

Comment made requesting consideration of replacement of removed grass verge within design. This is to support the development of sustainable urban drainage which supports highway drainage.

CYC Engineer Response

Comment noted. The area of grass verge across the site is increased as part of the design.

7. Sustrans

Please find comments from Sustrans below on the Barbican Road / Paragon Street signal proposals. We would be happy to discuss these further – to answer any queries or revise in light of further information.

- (1) Sustrans support the proposed principle to create signalised pedestrian and cycle crossings with junction bypasses for left-turning cyclists at the Barbican and Paragon Street. The comments below identify design issues which we believe could be resolved or opportunities to improve the junction design for pedestrians and cyclists.
- (2) The onwards cycle route to the west is narrow and lacks clear segregation from the footway. We would like to see this improved as part of a wider scheme of works to ensure these proposals are successfully used by cyclists and pedestrians although appreciate this is outside scope of works for this project.
- (3) The Regency car park access is limited to a 2.4m x 10m visibility splay to the right for vehicles waiting to exit, and no visibility for pedestrians crossing. This is well below standard – maintaining existing risk for pedestrians crossing here, while the

design encourages cycles to pass close to the access creating new hazards. We would like to see the access visibility brought up to LTN 1/20 (for cycles) and Manual for Streets (for pedestrians and motor vehicles) standards. We suggest this may be improved by bringing the access give way line to the Barbican Road kerb line, moving the cycle track access towards the advance stop line area, and narrowing the access with footway build outs to improve pedestrian visibility.

- (4) Cyclists and pedestrians should be kept separate to adhere to LTN 1/20 design principles. We would like to see mini-zebras used at pedestrian crossing points over the cycle tracks to make pedestrian priority clear, and the shared use route to Barbican Mews segregated.
- (5) The cycle track and cycle lane widths (1.3m) on Barbican Road (south) are below LTN 1/20 absolute minimum widths. This creates safety concerns for all users and particularly on the cycle track blocks use by adapted cycle users, which is an accessibility issue. Unprotected cycle lanes are unsuitable for Barbican Road and will exclude most potential users from cycling (DfT A19 traffic count is 9,900 AADT - 2018 count point on Cemetery Road, see LTN 1/20 table 4.1).
- (6) The proposals make no provision for north-westbound cyclists from Wellington Street, requiring them to cross Barbican Road with no protection from heavy traffic. This would exclude most potential users (LTN 1/20 Appendix B) from cycling at this junction.
- (7) We note that the proposals make no specific provision for northbound cyclists from the Paragon Street cycle track requiring them to cross in conflict with the (presumably concurrently running) pedestrian crossing. We assume that consideration has been made to judge this an unlikely movement where any conflict is relatively low hazard and manageable between cyclists giving way to pedestrians.
- (8) Many of the cycle manoeuvres proposed require extremely tight turns which may be difficult for all cyclists and impossible for adapted cycle users. We would like to see these manoeuvres simplified – with consideration made to using angled sparrow crossings (as set out in the Greater Manchester Interim Active Travel Design Guide) and aligning the cycle crossing directly to Barbican Mews.
- (9) We would like to see the Wellington Street junction closed to motor vehicles by relocating the existing adjacent modal filter. This

would remove the junction hazard to pedestrians and cyclist here with minimal change to the highway network.

- (10) We suggest that replacing the one-way cycle lanes with a two-way protected cycle track between Wellington Street and the cycle crossing may resolve many of the issues raised above and provide a better link into the York Orbital cycle route. However Sustrans do not know the wider future context within which the cycle lanes are planned, and consideration should be made whether the reduction in service for northbound cyclists on Barbican Road is acceptable.
- (11) We note that the advance stop lines without feeder lanes will be difficult to reach when busy with queuing traffic, but that physical constraints would make provision of these difficult. The western ASL should have a taper entry to match the eastern ASL if a lane cannot be provided.

CYC Engineer Response

- (1) The Design team notes Sustrans support for the scheme and appreciates the comments made.
- (2) The Existing cycle route at the southern extent of Paragon Street is currently on land outside of the adopted highway boundary. Although the route has been established for many years, dialogue with the current land owner has indicated they have no desire to give up the land to CYC for formal adoption or give up additional land to expand the facility at this point. Therefore no changes to the arrangement of the cycleway and footway are to be made. This was identified during our early preliminary work and therefore a specific exclusion in our PID for the scheme was included – “Works that would require land outside of the highway boundary to be secured to deliver the scheme. (In line with preliminary findings of the Ward scheme study.)” Under a ward committee scheme some additional signage/lining works to be undertaken to clarify the use of the footway / cycle paths. The TSAR team is in discussions with the Officers responsible for these works and will look to deliver these at the same time as the TSAR works.
- (3) The give way junction marking exiting the Chinese Restaurant access will be considered further as part of the detailed design process in line with current guidance.
- (4) The use of mini-zebras for pedestrian crossings will be considered as part of the detailed design process in line with

current guidance. The design does not look to include separated space for active travel modes connecting through to Barbican Mews.

- (5) Available carriageway width does not allow for 1.5m cycle lanes to be introduced in both directions and retain suitable width traffic lanes. An alternative would be to provide cycle lanes (1.7m min) in one direction only and this will be considered as the design progresses.
- (6) The proposal looks to prioritise the route using Barbican Mews rather than Wellington Street. Barbican Mews is a more direct route linking into the Orbital Cycle route. Consideration will be given to options for improving the links into Wellington Street as part of the detail detailed process.
- (7) Options to support this route were considered but, due to demand for this manoeuvre being low, they were not taken forward as part of the preferred option as it increased pedestrian / cyclist conflict.
- (8) Amendments to the alignment of the cyclist crossing are to be considered by the TSAR design team as part of the detailed design process. However, given space constrains a sparrow crossing is not seen as possible in this location.
- (9) Changing the Traffic Regulation Orders to relocate the modal filter on Wellington Street is outside of the scope of the TSAR project.
- (10) See Point 6.
- (11) The western ASL shall have a taper entry added.

8. York Civic Trust

Thank you for your email of 18th February seeking comments on your proposals under the TSAR programme for the junction of Paragon Street and Barbican Road. This is an important junction on the inner ring road, which currently has a number of less than satisfactory features. We therefore welcome the Council's decision to seek improvements. We have set out our comments below in turn for each mode affected.

Pedestrians

We welcome the provision of continuous pedestrian crossings over the western and southern arms. There is at present no protected crossing of the western arm, and that over the southern arm only provides protection against traffic from the south, which makes it particularly unsafe.

However, we argue strongly that near-side signals should not be used at this location, or at others close to the city centre. As we argued at the EMDS on 14th February, near-side signals are unsafe at many city centre junctions, where pavements are constrained and the majority of pedestrians as a result are not able to see the signal. We remain very concerned that officers have failed to respond to this point, or the concerns of visually impaired groups that near-side signals are unsafe for them or, indeed, the response to last year's Our Big Conversation, in which two thirds of those expressing a view preferred far-side signals. We argued that the Council in its policy needs to consider signalised junctions separately from signalised crossings and to be prepared to treat them differently if appropriate, but that it does then need to be consistent in its treatment of each. We will be pressing for the use of far-side signals at all inner city junctions where space is constrained, and would therefore wish to see the same approach applied at this and neighbouring junctions. **(1)**

Cyclists

We welcome the proposal to provide a signalised crossing of the southern arm of the junction. We suggest, however, that it be slightly realigned to link with Barbican Mews, which offers a safe route from the orbital cycle route.

We also welcome the proposal to provide cycle lanes on both sides of Barbican Road south. However, we suspect that the widths shown are too narrow. It is clear from LTN1/20 (Table 5.2) that the minimum width must be 1.5m. If the overall carriageway width is too small to permit two 3.0m lanes, the Council should adopt LTN1/20 (Table 7.2) guidance and provide a single two-way traffic lane of 5.5m. The transition from off-road to on-road is shown as immediately north of Wellington Street. The footway at this point is only 1.8m wide, which would make this facility sub-standard and unsafe. We recommend that the transition is provided immediately south of the signalised cycle crossing. The southbound cycle lane should be continued across the mouth of Wellington St to reinforce the provisions of the new Highway Code. **(2)**

Our main concern with design for cyclists, however, is the lack of any provision between this junction and Walmgate Bar. There is little point in providing facilities for safe cycling at this junction or in Paragon Street and Barbican Road south if cyclists cannot reach them safely from the north. For cyclists heading towards Walmgate Bar, we recommend widening the footway below the Bar Walls to provide at least a 1.5m width cycle lane alongside the pedestrian route. Cyclists from Barbican Road south could simply cross with the lights and access it. Those from the Paragon Street cycleway, however, have no means of accessing it. We recommend therefore that consideration is given to providing for cyclists to use the proposed crossing of Paragon Street. **(3)**

For cyclists travelling southwards safe provision is more challenging. At present cyclists cycle with traffic, which is often changing lanes, and are exposed to conflicts with the six on-street parking bays (one of which is painted into the traffic lane), the entrance to Lawrence Court and the entrance to the Chinese restaurant car park. As far as we can judge, there appears to be sufficient width throughout this length to provide for two 2.75m traffic lanes and a 2.2m shared cycle lane and footway; the only obvious alternative would be to reduce the roadway at this point to a single lane. In either case, cyclists and pedestrians should be given priority across the entrances to Lawrence Court and the car park (the latter giving direct access to the welcome new fully separated cycle facility) and the existing on-street parking should be reduced and redesigned accordingly. **(4)**

Other traffic

We welcome the provision of a box junction. At present this junction, and the approach to the right turn to Lawrence St, are often blocked by vehicles entering the junction late in the stage for Barbican Road south, even though they cannot exit from it. However, it will be important to ensure that this provision is effectively enforced. **(5)**

This junction interacts closely with that at Walmgate Bar, and we recommend that they operate on the same cycle length, and are linked so that traffic on Paragon Street can clear the two junctions as efficiently as possible, thus giving priority to inner ring road traffic over that joining it. **(6)**

As an extension of that, we recommend that the signals operate so that traffic entering from Barbican Road south is held (gated) when demand exceeds the capacity of these two junctions. **(7)**

CYC Engineer Response

- (1) The CYC position is to use near sided Puffin pedestrian signals across the estate unless design issues dictate an alternative should be considered. This was set out at the EMDS in February 2022 and officers have received no instruction to change this position. This location is identified as generally having ample footway widths, low pedestrian flows and a simple crossing layout. High level repeater units will be installed, as is now standard across all TSAR sites and audible signals will be included as a further assistance for visually impaired users.
- (2) Available carriageway width at the location does not allow for 1.5m cycle lanes to be introduced and retain suitable width traffic lanes. The removal of centre lines is for quieter roads and not the A19 arterial into the city – traffic flow figures highlighted in LTN1/20 guidance to support removal of centre lines set out a max of 4.5k movements a day which this location exceeds significantly (around 10k per day) . A 1.2m lane is proposed based on discussion with our active travel colleagues or the provision could be removed entirely (though provision currently starting outside 30 Barbican Road would remain.) A further alternative would be to provide cycle lanes (1.7m min) in one direction. Any proposal for cycle lanes across the junction will be subject to a full safety audit and review at detailed design.
- (3) The suggestion is beyond the scope of this specific TSAR scheme. Expansion of footway into the “moat” of the bar walls would be of significant cost and also produce issues with loss of green space / trees and would need full and considered consultation. Cyclist crossing of Paragon Street was considered during preliminary feasibility works but low numbers of cyclists wishing to make the manoeuvre and issues regarding pedestrian cyclist conflict in this area meant the option was not carried forward to a preferred option.
- (4) This suggestion is beyond the scope of the existing TSAR scheme which stipulates reductions to IRR capacity are not to be considered. Carriageway lanes in this location are already narrow and carry large volumes of traffic (including large vehicles) along this arterial route. Expansion of the footway space would require removal of parking bay locations for residential properties and a 2.2 metre wide shared space would be regarded as substandard

(an absolute 3m minimum would be recommended to cater for both pedestrians and cyclists).

- (5) Yellow box junctions are currently enforced by the police as a moving traffic offence. CYC does not have the powers to enforce yellow boxes and it is thus not appropriate to install CCTV for this purpose at the junction. The Designer will consult with CYC Road Safety officers and North Yorkshire Police regarding the potential implementation of the yellow box during the detailed design stage.
- (6) A TSAR upgrade of this site allows for communications to be established between the 2 junction locations which will allow for more effective coordination of the 2 sites.
- (7) Gating provision will be possible following an upgrade of the on site signalling equipment.

9. York Cycle Campaign

The Campaign has consulted with its members on the Traffic Signal Asset Renewal (TSAR) proposals for the junction of Barbican Road and Paragon Street, as shown in drawing CYC_TST-YK2230-P-001 revision (P01), which was shared to the Campaign for consultation.

The proposal to introduce a more compact junction with dedicated cycle facilities is generally welcomed and seen as an improvement on the current arrangement. Members have raised some comments regarding concerns with parts of the proposal, and suggestions as to how the proposal could further be improved. We have summarised the comments received below, organised by the arms of the junction.

Paragon Street (western arm)

Cyclepath

Whilst only included within the TSAR scheme at junction end, a number of the comments related to the cyclepath along Paragon Road in its entirety.

A concern of members was the quality of the cycle path along Paragon Road. They reported issues with the maintenance of the vegetation alongside encroaching onto the track, and that it needs to be better maintained to make the path attractive to use.

Another concern was that whilst the path is marked as a cycle path along its length to the crossing at Lendal gyratory, it is often used by

pedestrians which then causes conflict and confusion when they aren't aware that cycles will be using it. There was understanding as to why people might think that the route is a footpath rather than a cycle path, due to its location further away from the road and the paving style also matching the pedestrianised area in front of the hotel and theatre, whilst the footpath is plain asphalt.

The suggestion is made that the allocation along the route is swapped, so the cycle path follows the road edge and footpath is set further in. This will benefit any future development on the vacant site that will likely have an active frontage onto Paragon Street which would currently conflict with the cycle path. This allocation would mean a redesign of the currently proposed junction layout. **(1)**

Going straight ahead onto Barbican Road (eastbound)

It's been raised by members that the current junction layout doesn't provide facility for cyclists who have been cycling along the Paragon Street cyclepath to carry straight ahead onto Barbican Road heading towards Walmgate Bar.

It is feasible they could leave the path at the crossing and cut left across the junction on a green cycle light phase, which should be kept clear with the introduction of the hatched box. The delay between a green cycle stage and a green traffic stage should be long enough to allow this. This manoeuvre could put cyclists in conflict with pedestrians crossing the pedestrian crossing, which it is assumed will be green at the same time.

If the cyclepath and footpath were swapped as suggested in the previous section, this would help remove this conflict, and reduce the amount of time needed in the delay for cyclists to cross the hatched area. **(2)**

Slipway from Barbican Road

The slipway provided for use by cyclists turning left from Barbican Road onto the Paragon Street cyclepath shows a dropped kerb following running parallel to Barbican Road. Concerns are raised that the dropped kerb will not be installed fully flush between the two surfaces, but have a slight height difference which can upset a cycle's wheel when approached at an acute angle. Examples of installations where this is a case are reported at Lilac Avenue and Scarcroft Road.

It is suggested that this kerb line is adjusted so that the kerb is brought in so it runs perpendicular to the slipway, and a cycle's wheel will hit it head-on. **(3)**

Barbican Road (southern arm)

Cycle Lanes

The proposal shows new advisory lanes either side of Barbican Road on the Southern Arm. These are not annotated with a dimension, however, scaling from the drawing the Campaign understands that they are around 1.2m in width either side. LTN 1/20 paragraph 6.4.3 explains that lanes should be no less than 1.5m in order to be inclusive to all cyclists, and that substandard width lanes lead to close-passes as motorists tend to use the nearside marking to judge road positioning.

Paragraphs 6.4.14 to 6.4.17 of LTN 1/20 give recommendations on centre line removal, which would allow traffic lanes to safely be reduced in width enough to allow the minimum cycle lane widths to be provided on Barbican Road. It also references a trial which found a 3mph reduction in speeds when centre lines are removed, increasing road safety. **(4)**

Access to Orbital Route

A number of members raised that they view Barbican Mews a convenient and attractive route to access the Orbital cycle route from Barbican Road. The existing traffic island lines up directly between the Paragon Street cycle path and the entrance into Barbican Mews providing for this, however this is lost with the proposed layout. It is suggested that instead the crossing is realigned, or widened at the eastern end, so that this connection can still be made with ease without a series of sharp turns that would be difficult for longer, wider or towing cycles. **(5)**

Barbican Road (eastern arm)

Regency Chinese Carpark

Members commented that it would be useful to introduce green surfacing across the entrance of the car park to Regency Chinese, in the same way as is proposed for Wellington Street, to highlight the cycle lane running towards the bypass. This would help prevent cars pulling in/out on cycles carrying along the lane, and also help prevent cars edging out of the junction trying to join Barbican Road.

The same is suggested for the entrance to the Lawrence Court car park. **(6)**

Connection to Walmgate Bar Junction

The connection from the junction towards Walmgate Bar is an important one, however there is no safe cycle infrastructure to allow for this; instead cyclists are left to try and filter through the traffic that is often waiting along the route.

It's been suggested that a cycle path could be provided by widening the current footpath on the northern side of the road into the current grass verge, making space to provide a cyclepath between the footpath and carriageway.

It's understood that the TSAR schemes can have limiting briefs and boundaries, however this can lead to piecemeal designs. The suggestion is that even if the cycle path couldn't be delivered, the design is considered to future-proof its layout should such a route be able to be provided in the near future through other means. **(7)**

CYC Engineer Response

- (1) The Existing cycle route at the southern extent of Paragon Street is currently on land outside of the adopted highway boundary. Although the route has been established for many years, dialogue with the current land owner has indicated they have no desire to give up the land to CYC for formal adoption or give up additional land to expand the facility at this point. Therefore no changes to the arrangement of the cycleway and footway are to be made. This was identified during our early preliminary work and therefore a specific exclusion in our PID for the scheme was included – “Works that would require land outside of the highway boundary to be secured to deliver the scheme. (In line with preliminary findings of the Ward scheme study.)” Under a ward committee scheme some additional signage/lining works to be undertaken to clarify the use of the footway / cycle paths. The TSAR team is in discussions with the Officers responsible for these works and will look to deliver these at the same time as the TSAR works.
- (2) Options to support this route were considered but due to demand for this manoeuvre being low, they were not taken forward as part of the preferred option as it increased pedestrian / cyclist conflict.
- (3) The design of the slipway from Barbican Road will be considered as part of the detailed design process in line with current guidance.

- (4) Available carriageway width does not allow for 1.5m cycle lanes to be introduced in both directions and retain suitable width traffic lanes. Removal of centre lines is for quieter roads and not the A19 arterial into the city – traffic flow figures highlighted in LTN1/20 guidance to support removal of centre lines set out a max of 4.5k movements a day which this location exceeds significantly (around 10k per day) . A 1.2m lane is proposed based on discussion with our active travel colleagues or the provision could be removed entirely (though provision currently starting outside 30 Barbican Road would remain.) A further alternative would be to provide cycle lanes (1.7m min) in one direction.
- (5) Amendments to the alignment of the cyclist crossing are to be considered by the TSAR design team as part of the detailed design process.
- (6) The use of green surfacing over accesses is to be considered by the TSAR design team as part of the detailed design process.
- (7) The suggestion is beyond the scope of this specific TSAR scheme. Expansion of footway into the “moat” of the bar walls would be of significant cost and also produce issues with loss of green space / trees and would need full and considered consultation.

10. Cllr D Taylor on behalf of Fishergate ward

I am in favour of making these changes, however, it is likely that the landowner of the Barbican site is going to be coming forward with a planning application for general housing on the site in the near future. A large number of flats is likely to be proposed. I hope that this has been taken into consideration.

CYC Engineer Response

Comment noted

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City of York Council
Equalities Impact Assessment

Who is submitting the proposal?

Directorate:	Place		
Service Area:	Transport Systems		
Name of the proposal :	Traffic Signal Asset Renewal (TSAR) Programme junction of Barbican Road and Paragon Street		
Lead officer:	James Williams		
Date assessment completed:	10/03/2022		
Names of those who contributed to the assessment :			
Name	Job title	Organisation	Area of expertise
James Williams	Project Manager	CoYC	Project Management
Michael Banham	Assistant Engineer	CoYC	Traffic Signal Design

Step 1 – Aims and intended outcomes

1.1	<p>What is the purpose of the proposal? Please explain your proposal in Plain English avoiding acronyms and jargon.</p>
	<p>To refurbish life expired, on-street traffic signalling assets at the junction such that they are reliable, cost effective to maintain and function correctly. The location currently offers no signal controlled pedestrian or cyclist crossing facilities which this project aims to deliver to improve safety for all users.</p>
1.2	<p>Are there any external considerations? (Legislation/government directive/codes of practice etc.)</p>
	<p>Legislation for the design and use of traffic signals is documented in The Traffic Sign Regulations and General Directions 2016 (TSRGD.) The guidance prescribes the designs and conditions of use for traffic signs including road markings, traffic signals and pedestrian, cycle and equestrian crossings used on or near roads.</p> <p>Additionally the principal designer of the scheme considers the guidance provided in the following documents to inform design decisions regarding the further adaptation of areas in and around the traffic signal controlled junction:</p> <ul style="list-style-type: none"> Traffic Signs Manual – Chapter 6 Local Transport Notes e.g. LTN 1/20 Guidance on the use of Tactile Paving surfaces Dec 2021 – DfT publication Inclusive Mobility – Unidentified Author Puffin Crossings Good Practice Guide Release 1 2006 – DfT and County Surveyors Society

1.3	Who are the stakeholders and what are their interests?
	<p>CYC Internal stakeholders – Interests include Maintaining the effectiveness of the authorities existing highways infrastructure, Preparing the network for changing future demand, Raising public awareness of upcoming changes, Utilisation of the network during construction periods.</p> <p>Transport Planning , Sustainable Transport Service, Road Safety, Network Management, Network Monitoring, Streetworks , Public Protection – Air Quality, Development Management, Communications, Highways, Major Transport Projects, Design, Conservation and Sustainable Development, Parks and Open Spaces, Waste Services, Finance</p> <p>External stakeholders – Interests include User experience of junction and crossing sites, Impact of works on network operation, Heritage impact of junction/crossing installations.</p> <p>General Public</p> <p>Transport Operators - York Pullman Bus, First Bus, Transdev, East Yorkshire Buses, Connexions Buses, Arriva Buses, Glenn Coaches, Reliance Buses, Stephenson's of Easingwold, The Ghost Bus Tours, York Pullman Bus, East Yorkshire Motor Services, Utopia Coaches</p> <p>Emergency Services - North Yorkshire Police, Yorkshire Ambulance Service, North Yorkshire Fire Service, York Hospital</p> <p>Transport Groups - York Civic Trust, Sustrans, WalkYork, York Environment Forum Transport Group, York Bike Belles, York Cycling Campaign</p> <p>Equalities Groups - Age UK York, Mysight York, Be Independent, Pocklington Trust, York Blind and Partially Sighted Society, Wilberforce Trust, York Disability Rights Forum, York People First</p>

	Industry Body's - York Archaeological Trust, Visit York, Road Haulage Association
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1.4	<p>What results/outcomes do we want to achieve and for whom? This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.</p>
	<p>Continued operation of this signal controlled junction and associated pedestrian crossing assets contribute towards the Council Plan's key priorities for 'getting around sustainably' and 'Creating a greener and cleaner city.'</p> <p>The increased technological efficiency of the traffic signal equipment leads to:</p> <ul style="list-style-type: none"> • opportunity for real time operational timing changes in an effort to reduce congestion, journey times and tail pipe emissions from vehicles • reduction in energy consumption and maintenance costs • enhanced pedestrian crossing facilities which provide adaptable crossing times based on the individual using the crossing • improved user experience of crossing facilities with appropriate surrounding footway infrastructure

Step 2 – Gathering the information and feedback

2.1	<p>What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights? Please consider a range of sources, including: consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.</p>
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Source of data/supporting evidence	Reason for using
<p>Preliminary Stakeholder Consultation with the groups indicated at section 1.3 completed from the 18th February to the 7th March 2022. Stakeholders were contacted via email and provided with details of the proposed changes to the junction along with an annotated preliminary design drawing. Feedback was requested for inclusion in an upcoming Executive Member for Transport Decision Session Report.</p>	<p>Direct response to preliminary design option from a range of groups who may have existing knowledge of specific issues at the location for their organisation/members.</p> <p>Feedback is used to inform potential further revision of the preliminary design before permissions are sought through either the executive member for transport or Transport Board to move the project forward into a detailed design stage.</p>
<p>Road Safety Assessment and Local Accident Data</p>	<p>Preliminary and detailed designs for the scheme are assessed by Highways Safety Engineers to ensure recommended guidance is adhered to and that considerations have been made for existing safety concerns recorded in location Accident Data.</p>
<p>On site meeting with representatives from groups representing members of the public with Visual Impairments.</p>	<p>To identify issues which arise from the use of pedestrian crossing technology in a wider context across the city, clarify how existing technology works and gather opinion on potential for further technological adoptions.</p>

Step 3 – Gaps in data and knowledge

3.1	What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.		
Gaps in data or knowledge		Action to deal with this	
Stakeholder groups focus on the Age and Disability characteristics noted in the Equality Act 2010		Identification of potential local groups/organisations representing members of the public with additional protected characteristics who may be interested in becoming stakeholders for future TSAR consultations.	

Step 4 – Analysing the impacts or effects.

4.1	Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments? Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.		
Equality Groups and Human Rights.	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
Age	<p>The Near Side Puffin pedestrian crossing technology introduced as part of the proposal provides adaptable crossing times for all pedestrians moving across the junction and removes the ambiguity of flashing green man symbols.</p> <p>Under this technology type, carriageway traffic will be held at a red signal until the detection equipment identifies that no pedestrians remain on the crossing, extending the red light which holds traffic as required. This provides reassurance to</p>	Positive	High

	<p>crossing users that their individual circumstances can be accommodated.</p> <p>The evidence obtained during consultation suggests adoption of these new pedestrian crossing technologies can be confusing for users who have grown used to previous technology styles therefore this should be taken into consideration and provisions made for better understanding of the new equipment – e.g. provision of information materials on the CYC website/handouts to be shared with stakeholder groups/road safety training offered etc.</p>		
Disability	<p>The comments made above for the Age characteristic are equally applicable here.</p> <p>Interactions with several groups have indicated that the adoption of near side pedestrian signals can cause issues with users crowding around signal poles which makes it difficult for those impacted by sight loss or reduced mobility to see the signal or utilise tactile cones which are located on the demand button unit.</p> <p>The TSAR programme has taken steps to reduce this issue by providing high level secondary signals at 2 metres at all sites, increasing the visibility of the green man symbol and by also installing tactile cone devices on all push button demand units across a site.</p>	Positive	High

	<p>The introduction of separated space for pedestrians and cyclists around the junction produces potential impacts and conflicts for members of the public with visual impairment or mobility issues. Although this separated provision is considered a better option than the use of shared space, clear differentiation of the areas using split levels or contrasting surfacing materials can prove difficult to navigate for some disabled members of the public.</p> <p>The project will have to be clear in the delineation of this shared space and provide appropriate indication to all users by the use of appropriate visual and tactile indicators around the site.</p> <p>Consideration should also be made during any construction phase of the project for the impact diversion routes or temporary structures may have on the ability of those moving through the site to proceed safely. Safe set out of a site should be discussed with both the principal contractor and the Traffic Management contractor to ensure movement across the site is not impeded for those members of the public who may require assistance or use of adapted vehicles.</p>		
Gender	Street lighting provision across the junction should be assessed to provide an environment in which all users moving through the location feel safe regardless of the time	Positive	High

	of day. This can be further supported by the adoption of CCTV coverage of the location.		
Gender Reassignment	No reference to this characteristic was made as part of our information gathering process	Neutral	High
Marriage and civil partnership	No reference to this characteristic was made as part of our information gathering process	Neutral	High
Pregnancy and maternity	<p>Consideration should be made regarding the impact which the layout of crossings and the use of pedestrian railings has on members of the general public who use pushchairs or are attempting to traverse junction sites with small children. The provision of central islands/refuge's and offset waiting areas in carriageways between crossing points can leave members of this group in precarious situations as they try and manoeuvre pushchairs through crowded areas.</p> <p>The TSAR programme looks to reduce the use of in carriage way islands/refuges wherever possible and in this scheme all crossing points are included as single stage removing the need for users to pause in the centre of the carriageway.</p>	Positive	High
Race	No reference to this characteristic was made as part of our information gathering process	Neutral	High
Religion and belief	No reference to this characteristic was made as part of our information gathering process	Neutral	High
Sexual orientation	No reference to this characteristic was made as part of our information gathering process	Neutral	High
Other Socio-economic groups including :	Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?		

Carer	No reference to this characteristic was made as part of our information gathering process	Neutral	High
Low income groups	No reference to this characteristic was made as part of our information gathering process	Neutral	High
Veterans, Armed Forces Community	No reference to this characteristic was made as part of our information gathering process	Neutral	High
Other			
Impact on human rights:			
List any human rights impacted.			

Use the following guidance to inform your responses:

Indicate:

- Where you think that the proposal could have a **POSITIVE** impact on any of the equality groups like promoting equality and equal opportunities or improving relations within equality groups
- Where you think that the proposal could have a **NEGATIVE** impact on any of the equality groups, i.e. it could disadvantage them
- Where you think that this proposal has a **NEUTRAL** effect on any of the equality groups listed below i.e. it has no effect currently on equality groups.

It is important to remember that a proposal may be highly relevant to one aspect of equality and not relevant to another.

<p>High impact (The proposal or process is very equality relevant)</p>	<p>There is significant potential for or evidence of adverse impact The proposal is institution wide or public facing The proposal has consequences for or affects significant numbers of people The proposal has the potential to make a significant contribution to promoting equality and the exercise of human rights.</p>
<p>Medium impact (The proposal or process is somewhat equality relevant)</p>	<p>There is some evidence to suggest potential for or evidence of adverse impact The proposal is institution wide or across services, but mainly internal The proposal has consequences for or affects some people The proposal has the potential to make a contribution to promoting equality and the exercise of human rights</p>
<p>Low impact (The proposal or process might be equality relevant)</p>	<p>There is little evidence to suggest that the proposal could result in adverse impact The proposal operates in a limited way The proposal has consequences for or affects few people The proposal may have the potential to contribute to promoting equality and the exercise of human rights</p>

Step 5 - Mitigating adverse impacts and maximising positive impacts

5.1	Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?
<p>Continue to adopt best practice guidance in the design, installation and application of all traffic signal and pedestrian crossing technologies across the authority.</p> <p>Enhance/Increase the availability of information regarding the operation of Puffin Crossing technology through CYC channels so that users are fully aware of how they operate and the benefits provided. Make this information available to stakeholders to share with their members/customers.</p> <p>Organise further site meetings with other impacted stakeholder groups to gather further feedback on user experience of traffic signal sites and identify suggestions for possible adaptations which would make pedestrian crossings easier for those with protected characteristics to use.</p> <p>Further investigation into the potential for adoption of smart signal demand options which allow for touchless/remote operation through smart button/phone app/smart watch technology.</p>	

Step 6 – Recommendations and conclusions of the assessment

6.1	<p>Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:</p>	
	<ul style="list-style-type: none"> - No major change to the proposal – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review. 	
	<ul style="list-style-type: none"> - Adjust the proposal – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance equality or to foster good relations. 	
	<ul style="list-style-type: none"> - Continue with the proposal (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty 	
	<ul style="list-style-type: none"> - Stop and remove the proposal – if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed. 	
	<p>Important: If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.</p>	
	Option selected	Conclusions/justification
	No major change to the proposal	The project demonstrates that suitable consideration has been taken into account with regards the junction design and its impact on those users who share a protected characteristic and does not lead to unlawful discrimination. The project is part of a wider programme of traffic signal renewal which will continually monitor developments in available technology

	<p>which could further enhance the user experience of crossing users. This will also be informed by continued interaction with stakeholders representing equalities groups and the establishment of new feedback gathering methods including site visits with these groups. Each project proposed for construction is subject to road safety assessment and where recommended, Road Safety Audit which will lead to further considerations as part of the design and installation process.</p>
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Step 7 – Summary of agreed actions resulting from the assessment

7.1 What action, by whom, will be undertaken as a result of the impact assessment.			
Impact/issue	Action to be taken	Person responsible	Timescale
Additional Stakeholder Identification	Appropriate groups/individuals representing protected characteristics other than Age and Disability to be identified and added to our established stakeholder consultation address book	James Williams working in conjunction with the CYC Communications Team	ASAP

<p>Further investigation of pedestrian crossing smart technology</p>	<p>Identify examples of other local authorities who are adopting these kind of technologies to assess their effectiveness. Speak to technology manufacturers to gather first hand experience of their operation. Speak to potential user groups about their opinions on these technologies and identify potential audience for trial of use.</p>	<p>The TSAR programme team.</p>	<p>ASAP</p>
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Step 8 - Monitor, review and improve

8. 1	How will the impact of your proposal be monitored and improved upon going forward? Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?
	Traffic Signal replacement across the authority is a rolling programme and therefore consultation at the feasibility stage of each proposed scheme is a key requirement. This allows our stakeholder groups to inform us of experience of previous installations and how further adaptations may be considered both retrospectively and on future schemes.

	<p>Members of the general public who are users of the traffic signal equipment installed on site are free to provide feedback through any of the authority's communication channels and where required and possible, officers will undertake further steps to improve user experience of these sites.</p>
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