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**Decision Session – Executive Member for  
Planning & Transport**

**11 February 2016**

Report of the Acting Director of City and Environmental Services

**Consideration of Petitions received from Residents of Haxby and  
Wigginton Ward**

**Summary**

1. Councillor T Richardson presented two petitions in November 2015 requesting “City of York Council implement parking restrictions” (Annex D) in:

**Abelton Grove** – 18 signatures, collected in March 2015, representing 13 households all from Abelton Grove

**South Lane** – 9 signatures, collected in February 2015, representing 7 households in South Lane, Old Orchard and Orchard Paddock

No covering letter was attached to the petitions.

**Recommendation**

2. We recommend these matters are closed and no further action is taken

Reason: Both areas were included and considered earlier this year as part of the 2015 Review of Waiting Restrictions. A recommendation of no further action was confirmed by the Director of City and Environmental Services. Extracts from this report are attached as Annex A (Abelton Grove) and Annex B (South Lane).

**Background**

3. **Abelton Grove:** The carriageway width is approximately 5.5 metres which is in line with the majority of residential streets within our authority. There is sufficient width for one vehicle to park and others to pass. The only difficulty with maintaining highway rights of “pass and re-pass” would be if vehicles park on both sides, creating a chicane situation which is too narrow to get through.

Of the complaints we have on file from residents of Abelton Grove, some relate to parking sited opposite driveway entrances.

It is alleged this causes difficulty with manoeuvring a vehicle to access/egress to and from their off-street parking amenity. Existing White Bar Markings are provided across drives of 5-7 and 14-16 Abelton Grove. Any further white bar marking provision would now require an application form and the costs are recharged to the applicant (currently £120).

Councillor Richardson asked ((see comments in Annex A) for a single yellow line restriction to operate 8am to 6pm. A proposal to place this restriction on one side of the carriageway and turning-head would only alleviate the parking opposite a driveway for 50% of households. A proposal of this nature will not remove the non-resident parking as this will still occur on the unrestricted side between driveways.

A timed restriction for the full length of the road would equally apply to residents as non-residents. We have witnessed some on-street parking at the southern end of the cul-de-sac which is believed to be resident related. If this is the case, such a proposal is likely to be of detriment to some residents who are likely to raise objections.

The cost of implementing a single yellow line for both sides would be approximately £1700 which is over 10% of our total budget for new signs and lines. A one side restriction would cost approximately £1100 (7%). Any timed restriction will require additional poles on street with signs attached to enable enforcement (street light columns would be used where possible but we estimate an additional 3-5 poles would be required depending on the extent of any implemented proposal).

It is not considered justifiable to use general Council funds for the provision of restrictions in this area as there does not appear to be a road safety issue, parking is not affecting traffic flow on an arterial route and parking in the area does not affect a bus route. It may be possible that the funding of the parking restrictions could be considered from Ward Committee funds.

A Residents' Priority Parking Scheme is the most efficient way of preventing non-resident parking whilst still leaving an amenity for local residents. This could be enforced using new regulations with entry signage only and implementation would cost approximately £1200 which would be funded from the Network Management budget for Resident Parking. Ward Councillors have been made aware of this option previously.

4. **South Lane:** Waiting restrictions were proposed and advertised on South Lane in the 2014 review (Annex C) following requests and meetings with Ward Councillors and the Town Council. We received several objections to the proposal.

Consideration of the objections brought forward a decision not to implement the proposed restrictions except a short section on the north side of the carriageway to assist vehicles undertaking the right turn manoeuvre into Orchard Paddock.

Because one property owner was disappointed with the decision, the issue was referred for further consideration within the 2015 review. The officer undertaking the review recommended no further action because the highway layout had not significantly changed since the matter was fully considered the previous year (Annex B). Councillor Richardson requested we place restrictions on the South Side between Orchard Paddock and Old Orchard, leaving the area of carriageway adjacent to the property at 11 South Lane (main objector) unrestricted.

We cannot support Councillor Richardson's request to remove the recently implemented restrictions on the north side of the carriageway when approaching Orchard Paddock from the west. These provide a safe waiting area and protect the right turn into Orchard Paddock when vehicles are approaching from the East on the one-way section.

### **Options and Outline Analysis**

5. Option one: Take no further action

This is the recommended option because we consider sufficient resources and consideration has been given previously.

Option two: Undertake further consultation with residents outlining options of waiting restrictions, Residents' Priority Parking and No Action.

### **South Lane**

Option one: Take no further action

This is the recommended option because we consider sufficient resources and consideration has already been given.

Option two: Advertise the restrictions suggested by Councillor Richardson in his comments for the 2015 Review (Annex B).

This is not the recommended action because we do not, as a general rule, place waiting restrictions for the protection of access to a single private property (7 South Lane).

### **Consultation**

6. We have undertaken no formal consultation for this report.

**Council Plan** - The above proposal confirms the focus on cost efficiency to make the right decision in a challenging financial environment by providing evidence based decisions.

**Implications** - None

**Financial** – Any proposals would have to be financed from the Traffic Management budget for new signs and lines. Estimated costs have been provided in the Background Information section.

**Human Resources** – None

**Equalities** – We have not identified any detrimental impact to any specific group within the community.

**Legal** – None

**Crime and Disorder** – None

**Information Technology** - None

**Land** – None

**Other** – None

**Risk Management** - None

### **Contact Details**

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**Date:** 11/02/2016

**Specialist Implications Officer(s)**

There are no specialist implications.

**Wards Affected:**

Haxby and Wigginton

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

## **Background Papers provided as Annex A, B and C**

### **Annexes**

Annex A: Extract from the 2015 Review of Waiting Restrictions for Ableton Grove

Annex B: Extract from the 2015 Review of Waiting Restrictions for South Lane

Annex C: Details of advertised proposals on South Lane from the 2014 review

Annex D: Wording on petitions presented by Councillor Richardson