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

20 December 2018

Report of the Corporate Director of Economy and Place

**R20 Howard Street: Proposed Amendment to the Traffic Regulation  
Order, consideration of objections received**

**Summary**

1. Consideration of the representations received to the recently advertised proposal to reduce the length of two resident parking bays on Howard Street

**Recommendation (Option One)**

2. The Executive Member is asked to approve Option One:
  - i. Implement the full proposal as advertised

Reason: To introduce required measures identified within the planning process to provide better vehicle access to the development at 79 Fulford Road and to provide a better passing facility on Howard Street.

**Background**

3. Planning Application 17/02381/FUL refers. The development of 79 Fulford Road for 9 dwellings with vehicle access from Howard Street.
4. Within the planning process highway development officers identified a requirement for minor amendments to the TRO:
  - to enable vehicle access to the new development
  - to provide a better passing facility on Howard Street
  - to remove the development site from the R20 Residents' Priority Parking (Respark) Boundary. Future occupiers of the development will not be eligible for Respark permits in order to

protect the local parking amenity for existing residents.

Annex A and Annex B clarify the proposal as advertised.

5. Funding for the changes is provided through a section 106 agreement which includes:  
“Traffic Regulation Order Commuted sum..... not exceeding £5,000 (five thousand pounds)... to remove the Land from the residents parking scheme operated by the Council to the intent that no parking permits will be issued for the Occupiers of the Dwellings and to make amendments to the parking bays on Howard Street”
6. The proposal was advertised on the 23<sup>rd</sup> August 2018. Details of the proposal were hand delivered to all properties on Howard Street and 87 Fulford Road. A copy of the correspondence is attached as Annex C.
7. Because of the nature of the properties on Howard Street, where most do not have an off-street parking amenity, there is pressure for parking space. Currently there are 20 household permits issued and we estimate space for approximately 18 vehicles. The proposal will remove parking amenity for one vehicle on Howard Street.
8. When considering the R20 zone as a whole there is space availability. There are approximately 180 full-time permits issued for an estimated space availability of 280.

### **Representations Received** (with officer comments)

9. We have received
  - one representation in support
  - one representation in objection

### **Support**

#### **Resident of Howard Street**

10. We would like to offer our support for your proposals dated August 23, reference DH/AGB/TRO471. These will certainly manage the impact of new residences at 79 Fulford Road on the R20 zone, which has been a concern for many.
11. Could we also recommend that designated parking space lines are

introduced? Often the efficiency of residents' parking leaves something to be desired, especially on Howard Street, meaning that a bay which should hold three cars only has two (for example). Marking out guidelines for each car length could help residents make better use of space.

12. Also some non-permit holders make very liberal use of the '10 minute waiting time' without any repercussions. So we would suggest that the new 'no waiting at any time' rule is enforced with traffic officers to ensure it is taken seriously.

### **Officer Comments**

13. We do not mark individual parking spaces on street within our Resident Parking Bays.  
Residents can report illegally parked vehicles via our Parking Hotline if required (08001381119).

### **Objection**

14. We would like to object to the proposals:
  1. Insufficient R20 parking on Howard Street and the proposed changes will reduce the already limited parking spaces by a further two. Reducing further parking spaces worsens the amenity of qualifying permit holders.
  2. There is no indiscriminate/obstructive parking on the road as all vehicles are parked within the designated parking zones. Hence, this reason given as a ground for the proposal is not valid.
  3. 79 Fulford Road is currently uninhabited and under construction and therefore no vehicles from that address currently park in the R20 Zone. We support the part of the proposal to remove 79 Fulford Road from the zone.
15. Overall, please note that Howard Street is a short residential dead-end road of which full visibility is possible from any point within the road. There are no obstructions to reach any part of the road and vehicles are able to drive in, turn around and drive out. This includes the section of the street that turns off to what probably will be the access to the parking of 79 Fulford Road.
16. We ask you to accept our objection and not change any of the parking

bays within Howard Street as there are no benefits created with these changes and residents parking will be further limited.

### **Officer Comments**

17. There is pressure for parking space on Howard Street; however there is space availability when considering the zone as a whole. The width of carriageway on Howard Street is approximately 6.3m. Current guidelines would recommend that a formal parking scheme which allows parking on both sides of the carriageway should only be applied where the width is 6.7m or greater.
18. The vehicle access to the rear of 79 Fulford Road from Howard Street has not been in use for many years. Once the development is occupied this will change. Consequently, additional space is required to enable a vehicle to successfully access and egress the development. The current parking bay to the south is approximately 1m from the entrance and there is a significant risk that damage to vehicles will occur as vehicles accessing and leaving the access road manoeuvre into the centre of the carriageway between the parked cars.
19. The bay adjacent to 2 & 4 Howard Street is 14.5m long and gives parking for 3 vehicles. Reducing the bay to 10.5m in length will provide parking for 2 vehicles: one parking space will be lost by the current proposal.
20. The parking bay to the side elevation of 87 Fulford Road is 12.5m long providing space for 2 vehicles to be parked. The proposal will reduce the length of this bay to 10.5m: no parking space will be lost by reducing this bay.
21. The 9m length of waiting restrictions to provide a passing area will allow vehicles to enter the street from the main road (A19) and wait safely whilst other vehicles leave the street.

### **Options**

22. **Option One (Recommended Option)**
  - I. Implement the proposal as advertised to remove the development from the R20 ResPark zone.
  - II. Implement as advertised to shorten two parking bays on Howard

Street to provide better vehicle access to the development and a passing area.

Reason: This is the recommended option because:

- I. No objections have been received to removal of the development site from the R20 zone
- II. These measures, identified within the planning process, are required to ensure the safe passage highway users and enable better access to the development and the street.

### **Option Two:**

23.
  - I. Implement the proposal as advertised to remove the development from the R20 ResPark zone.
  - II. Uphold the objection and take no further action to reduce the parking bays.
24. This is not the recommended option because non-implementation of the proposal will create access difficulties for the occupiers of the new development and increases the risk of vehicle damage.

### **Consultation**

25. We notified all properties on Howard Street of the proposal, including a plan and a copy of the Notice (see Annex C). The Notice of Proposal was mounted on lamp columns on the street and advertised in The Press. Details of the proposal were sent to emergency services and haulier organisations as required to meet Highway regulations.

### **Council Plan**

26. The above proposal contributes to the City Council's Council Plan:
  - A focus on frontline services – to ensure all residents, particularly the least advantaged, can access reliable services and community facilities
  - A council that works in partnership with local communities

### **Implications**

27. This report has the following implications:

**Financial** – Funding is being provided through a section 106 agreement.

**Human Resources** – None

**Equalities** – None identified within the consultation process

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

**Crime and Disorder** – None

**Information Technology** – None

**Land** – None

**Other** – None

**Risk Management** - There is an acceptable level of risk associated with the recommended option.

## **Contact Details**

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**Chief Officer Responsible for the report:**

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

**Report  
Approved**

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Date: 28.11.18

**Specialist Officer:**

Patrick Looker, Head of Finance

**Wards Affected: Fishergate**

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

**Annexes:**

Annex A: Area to be removed from R20 Legal Boundary

Annex B: Plan of proposal for Howard Street

Annex C: Copy of the legal consultation letter delivered to Residents

**Abbreviations:**

TRO: The York, Parking, Stopping & Waiting Traffic Regulation Order 2014

ResPark: Residents' Priority Parking