

 CITY OF YORK COUNCIL	DIRECTORATE OF CITY STRATEGY	REQUEST FOR DECISION
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Decision making level	Director	Date	8 June 2015
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Heslington Lane, Broadway – Hull Road Ward and Fulford and Heslington Ward

Decision Requested

Approval is requested to advertise waiting restrictions along parts of Heslington Lane, Broadway and Heath Moor Drive.

Reason

A petition was received requesting waiting restrictions to prohibit parking. The wording from the letter received with the petition is included as Annex A.

Background Information

In October 2014 the council were alerted to the fact that vehicles had started to be parked on Heslington Lane in an area where previously little or no parking regularly took place. This change in the environment of the road lead some residents, road users and users of the local golf club to raise concerns that a collision may take place between opposing follows of vehicles.

Regular monitoring of the situation showed that some vehicles were being parking part on the footway causing a reduction in width for users. Vehicles parked wholly on the carriageway of the road at this time allowed for 2 vehicles to pass along side the parked vehicles.

Due to funding in the 2014/15 year being already committed the area was added to the next review of waiting restriction to take place in the new financial year 2015/16. The cost of taking forward individual items to prohibit parking is prohibitively high at around £1k to £1.5k due to the press advertising costs. When tackled in batches however, the cost drops to around £150 per item, hence it is current policy to deal with requests for waiting restrictions on an annual basis and the savings amount to somewhere in the region of £50k per year.

In the interim period the area has been monitored and the amount of vehicles being parked has steadily increased. Parked vehicles now cover over a 100m length of the road and with little or no breaks between the parked vehicles passing them has become a problem for larger vehicles when faced with traffic from the opposing direction.

Heslington Lane falls into one of the areas where displaced parking is

surveyed that may be attributed to the University campus development. The survey for this area by the Universities consultant was programmed to be taking place in March 2015 with the second survey in November 2015. These surveys would require a 20% increase in parking that can be attributed to the University above the base line figures of 2009 to trigger action funded by the University such as the introduction of a residents parking scheme or other parking restrictions.

However based upon the proximity to the UoY Campus it was considered by officers that the origins of the parking would be attributable to some degree to visitors to the campus. This position was put to UoY and they have agreed to fund the implementation of the traffic order and works.

Consultation Process

The scheme shown in Annex B, if agreed by the Interim Director of City and Environmental Services would be formally advertise through the legal process. Notices would be placed on street and any properties adjacent to the proposed restrictions would receive direct notification through a letter. The proposals would also be advertised in through the press.

Community Impact Assessment

Statutory Powers

Road Traffic Regulation Act Sections 1,2,3, 32, 35 and 37

Ward Members and Political Party Views

See Annex C

Financial Programme Implications

£2000 to £3000. To be funded via a contribution from the University of York.

Options

The options available are:

- A. To approve the formal advertising of waiting restrictions as per the plans
- B. Approve the formal advertising of a revised less restrictive version of the restrictions.
- C. Take no further action

Level of Risk

1-3 Acceptable	✓	16-20 Action Plan	
4-8 Regular Monitoring		21-25 Registered as a corporate risk	
9-15 Constant Monitoring			

Internal Consultation

The additional lengths of restriction will have to be included in the rounds made by the parking attendants, but this will not require additional staff. The current legal traffic regulation order would need to be amended. There are no financial, sustainability, equalities, property, crime and disorder or other implications.

Implementation Status

Advertising to commence	June 2015
Implementation if no objections are received	July 2015
If Objections are received and subsequently over ruled implementations would be delayed	September 2015

Recommendations

A. To approve the formal advertising of waiting restrictions shown in Annex B.

Contact Details

Author: Phil Irwin Traffic Engineer Network Management Tel No.	Manager Responsible for the Report: Alistair Briggs Traffic Network Manager
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**Report
Approved**

Date 08/06/2015

Wards Affected:

Hull Road Ward

Fulford and Heslington Ward

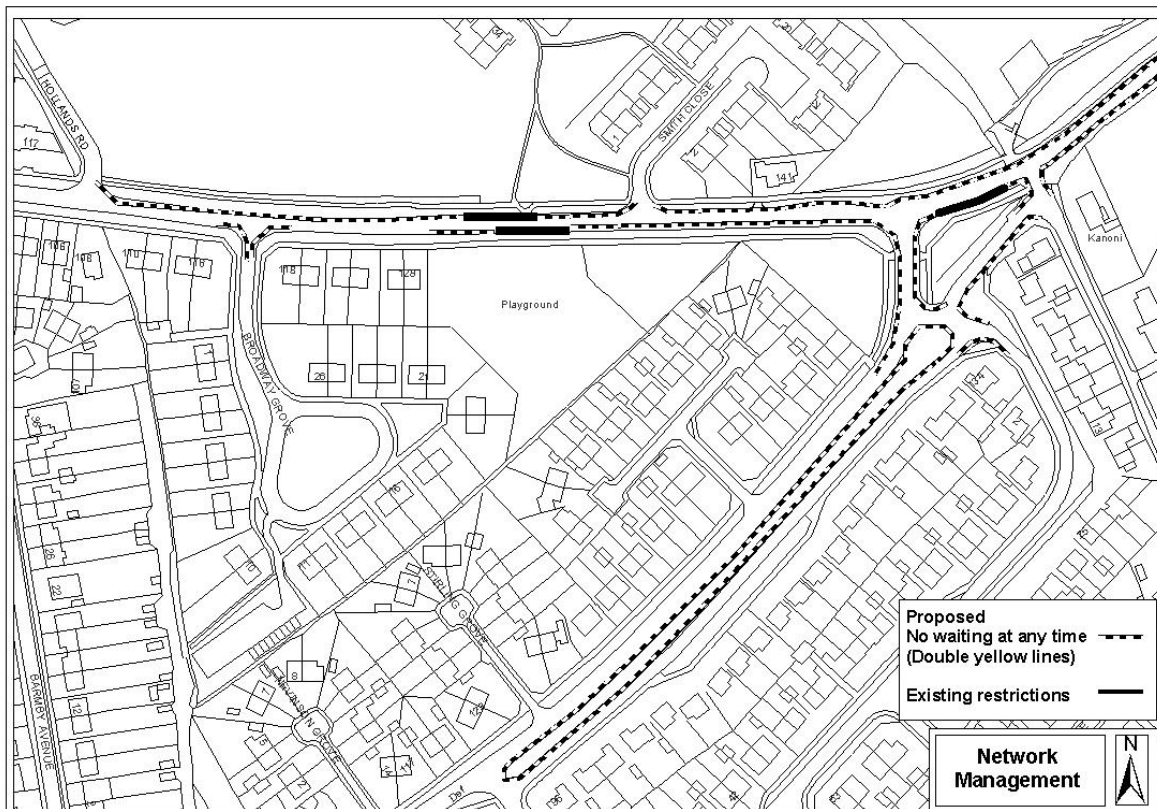
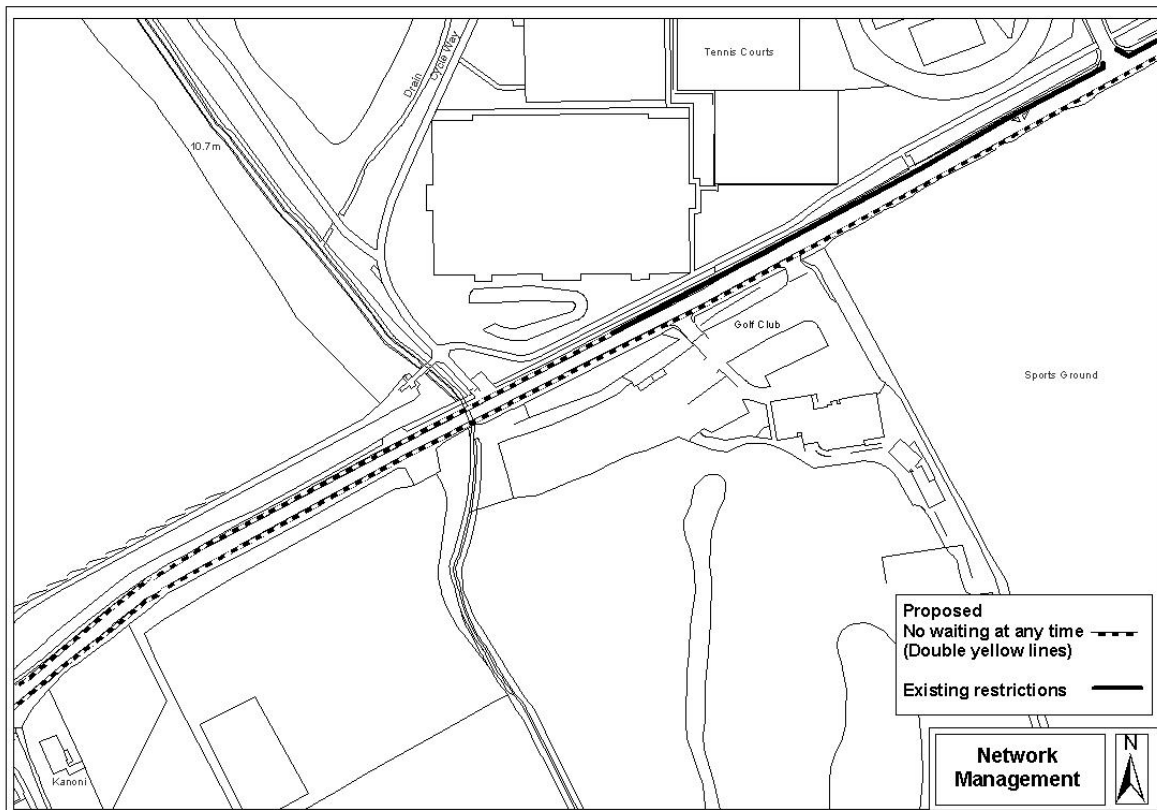
For further information please contact the author of the report

Annex A: Copy of petition letter

Annex B: Plans of proposed restrictions

Annex C: Ward Councillors and Political party comments

Annex B



Annex C

Ward Councillors and Political party comments

Hull Rd Ward

Cllr Neil Barnes
Cllr David Levene
Cllr Hilary Shepherd

Fulford and Heslington Ward

Cllr Keith Aspden

Political party comments

Conservatives
Green Party
Labour
Liberal Democrats