

**DIRECTORATE OF CITY
& ENVIRONMENTAL
SERVICES**

**REQUEST FOR
DECISION**

Decision making level

Acting Director

Date: 22 Sept 2015

Title: Monkgate Parking Changes

Decision Requested

The Acting Director is requested to consider the results of the consultation and:

- approve the advertising of the Traffic Regulation Order (TRO) to support the measures shown in **Annex B**,
- if no objections to the TRO are received, authorise Officers to make the Order, and approve the implementation of measures as shown in **Annex B**.
- If there are objections, to receive a report from Officers highlighting these.

Reason

To improve road safety by improving visibility from side accesses, whilst rationalising local parking provision.

Background Information

The decision to install cycle lanes on both sides of Monkgate was made in December 2014 and the measures have now been implemented. Some changes to the existing parking regime were suggested at that time. These included the removal of a parking space on the south side (from the “Guest House and House in Multiple Occupancy” (GMO) parking bay) at the gated entrance adjacent to No42, along with modifications to the resident parking bay on the north side.

Residents and businesses along Monkgate and adjacent streets were consulted on the proposed parking changes, and the TRO was formally advertised. No objections were received to the proposed extension to the resident parking bay on the north side. However, objections were received regarding the loss of the GMO space on the south side. No compensatory space was being offered for this space in the proposal at the time.

Two responses were received from residents who felt that a parking space at the junction of Agar Street should also be removed due to poor visibility

when exiting the side road.

The results of the consultation and TRO advertisement were reported to Director Decision Session on 22nd April 2015. The Director gave approval for officers to:

- implement the change to the parking on the north side, thus creating one additional parking space.
- consult on the removal of a GMO parking space on Monkgate to improve visibility for vehicles emerging from the gated entrance at No42 (with compensatory space being provided on the north side), and
- consult on the removal of a resident parking space on the south side of Monkgate to improve visibility for drivers emerging from Agar Street.

The changes to the parking on the north side have been carried out.

Residents and businesses along Monkgate and Agar Street, Ward Members and interested external organisations have been consulted on the proposed parking changes at No 42 and the Agar Street junction, as shown on **Annex A**. This report presents feedback from the consultation and seeks approval to proceed to advertising the TRO with a view to the changes then being implemented if no objections are received.

It should be noted that there have been no accidents at either of these locations where parking changes are proposed over the past three years, although some residents of Agar Street referred to a number of near misses.

Consultation Results

The main results are summarised below.

Residents

There have been **ten supportive comments** received from local residents who feel that the parking spaces should be removed on Monkgate to improve visibility for drivers entering the street. Some of these people supported the removal of both of the spaces, while others only supported the removal of one of them. In total, **seven respondents supported** the removal of the space at Agar Street, while **eight supported** the removal of the space outside no. 42.

The response in favour of removal of the space at Agar St includes one from the Orchard Court Management Company. The main points they

make are summarised below.

- It is currently necessary to move the front of a vehicle 2 to 3 metres out into the street before proceeding to allow the driver to see any oncoming traffic.
- They have personal knowledge of 5 near misses between residents of Orchard Court and cyclists at this junction within the last 2 years.
- They have been monitoring parking availability in Monkgate since the beginning of the year and that it is rarely fully occupied.
- They suggest that to maximise parking capacity, the limits of each parking space should be shown by white line marking,
- They suggest that to control parking, bollards should be installed where parking is prohibited.

One of the residents sent in a photograph she had taken from her car while trying to exit Agar Street on to Monkgate. See **Annex C**.

There were **nine objections** to the proposed removal of the residents parking space near Agar Street. Of these, four respondents were of the opinion that visibility when exiting Agar Street is not a problem, while five suggested that replacement parking be found on Agar Street.

There were **four objections** to the proposed removal of the Guest House and House in Multiple Occupancy (GM) space near the gated access at no. 42.

Organisations

North Yorkshire Fire and Rescue and North Yorkshire Police had no comment to make.

The CTC representative asked how the scheme complies with Department for Transport guidelines regarding gradients of the buffer zone leading into cycle lanes. The scheme does not comply with the guidelines as we have incorporated a safety feature to assist cyclists wanting to turn right up Penley's Grove Street.

Ward Members

Cllr Looker supports the removal of the parking space to improve visibility at the Agar Street junction. She didn't offer any comment on the space at No42.

Cllr Craghill made no comment on the proposals and Cllr Flinders has no objection to the proposals.

Discussion

Officers have reviewed the comments received from residents and make the following comments.

The suggestion to provide additional parking on Agar Street is not considered feasible. This is because one side of the street is already marked out for parking and when this scheme was set up, the emergency services' view was that, to maintain emergency access, parking on both sides of the street should be ruled out.

The suggestion made by Orchard Court Management Company to introduce a bollard at each of the two locations in order to physically prevent illegal parking is considered to be a good idea by Officers. However, while Officers felt that a bollard would fulfil the objective, an alternative feature might offer an additional benefit. The matter was discussed with the Walking and Cycling Officer who agreed that a cycle stand would also provide a cycling parking facility. A parked bicycle would not have a significant effect on visibility. See **Annex B** for the revised layout.

Statutory Powers

The City of York Council, as Highways Authority of the area, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984 to implement the measures proposed.

Financial Programme Implications

The estimated cost of consulting on the new proposals, further amending the TRO and changing the signs and lines, is about £4K.

This scheme has an allocation of £10K within the 2015/16 Transport Capital Programme.

Options

The options for the Acting Director to consider are:

- Option 1: remove spaces at both no. 42 and Agar Street and change the extra space created on the north side to GMO. This was the

option we sent out for consultation.

- Option 2 (a): remove the parking space at no. 42, leave the space at the Agar Street junction, and change the extra space created on the north side to GMO.
- Option 2 (b): leave the existing parking space at no.42, remove the existing parking space at Agar Street, and leave the extra space on the north side as residents only.
- Option 3: do nothing

Option 1 would improve visibility for motorists exiting Agar Street and the gated entrance at no. 42, thereby improving safety at these locations for motorists and cyclists. It would not produce a net change in the number of GMO spaces, but would result in one fewer resident parking space.

Option 2 (a) would improve the visibility for motorists emerging from the gated entrance at no. 42, but would not improve it for those exiting Agar Street. It would not produce a net change in either type of parking spaces.

Option 2 (b) would not improve visibility for motorists emerging from the gated access at no. 42, but would help those emerging from Agar Street. It would not produce a net change in either type of parking spaces.

Option 3 would not improve visibility at either location and so there would be no improvement in the safety at either location. It would not produce a net change in either type of parking spaces.

In addition, the Acting Director is asked to consider the option of adding cycle stands where the parking spaces would be removed as shown on **Annex B**.

Analysis

Based on the consultation feedback and the need to prioritise road safety over parking provision, it is recommended that both parking spaces are removed (i.e. Option 1). In addition, it is recommended that the cycle stands are installed in the areas where the spaces would be removed as shown on **Annex B**.

Level of Risk

In compliance with the Council's risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points and set out in the table below.

Health and Safety: the risk associated with this is in connection with the construction phase and has been assessed at 2.

Authority reputation: this risk is in connection with the possibility of poor public perception of the Council's handling of the site works and has been assessed at 4.

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

Implementation Status

The cycle lane scheme has already been implemented. The concerns about the visibility were highlighted during the consultation processes for the main scheme. Assuming no objections to the TRO advertisement, the changes to the parking could be implemented during the current financial year.

Recommendations

Officers recommend that the Acting Director approves the removal of these two spaces with the provision of a compensatory GMO space subject to the advertisement of the Traffic Regulation Order, and the installation of two cycle stands.

If objections are received during the advertisement, these will be reported back to the Acting Director for a further decision. If no objections are received, Officers recommend that the alterations be implemented without the need to report back.

Contact Details

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Report ☒ **Date** 11th Sept 2015
Approved

Wards Affected: Guildhall

All ☐

For further information please contact the author of the report

Annexes

- Annex A: Drawing showing proposed parking changes.
Annex B: Drawing showing proposed parking changes (with proposed cycle stand).
Annex C: Photograph at Agar St junction showing view towards Monkgate Roundabout