



Author/Lead Officer of Report: *Brian Hey*
Senior Engineer Traffic Regulations Group

Tel: 2736086

Report of: *Executive Director Place*

Report to: *Cabinet Member for Transport and Sustainability*

Date of Decision: *15 January 2018*

Subject: *Report of the objections to the proposed introduction of waiting restrictions in the Lennox Road area.*

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
- Expenditure and/or savings over £500,000	<input type="checkbox"/>	
- Affects 2 or more Wards	<input type="checkbox"/>	
Which Cabinet Member Portfolio does this relate to? <i>Transport & Sustainability</i>		
Which Scrutiny and Policy Development Committee does this relate to? <i>Economic and Environmental Wellbeing</i>		
Has an Equality Impact Assessment (EIA) been undertaken?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If YES, what EIA reference number has it been given? 1193		
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-		

Purpose of Report:

This report describes measures which have been advertised to deal with parking issues at junctions in the Lennox Road area. When formally advertised the proposals received objections. These are detailed within the report together with officers' responses to the objections.

RECOMMENDATIONS

The Traffic Regulation Order, as amended, be made in accordance with the Road Traffic Regulation Act 1984;

The amended proposals are introduced as shown on Drawing No TR-20-07-LRV2 at Appendix B.

The objectors be informed accordingly.

Lead Officer to complete:-	
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.
	Finance: Julie Currey
	Legal: Deborah Eaton
	Equalities: Annemarie Johnston
<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	EMT member who approved submission: Laraine Manley
3	Cabinet Member consulted: Councillor Jack Scott
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.
	Lead Officer Name: Brian Hey
	Job Title: Senior Engineer Traffic Regulations Group
Date: 14 th December 2017	

1.	PROPOSALS
1.1	The City Council receives many requests for the introduction of waiting restrictions. In recent years these have been added to a list awaiting the opportunity to assess, select and progress them as resources allow.
1.2	In 2015 a number of requests were selected including some relating to parking issues at junctions in the Lennox Road area.
1.3	The requests for this location cited inappropriate parking close to junctions, obstructing visibility for drivers and creating an unsafe situation.
1.4	When a Traffic Regulation Order (TRO) for the Lennox Road proposals was formally advertised objections were received. Unfortunately due to resourcing issues at that time the proposals were not progressed and the deadline for completing the TRO process expired.

2.	HOW DO THESE DECISIONS CONTRIBUTE?
2.1	The proposed waiting restrictions will improve both safety and access at several junctions in the area, thus positively contributing to the neighbourhood. Accessibility for pedestrians will be also improved by keeping the junctions clear of parked vehicles, enabling them to use lowered kerbs.
2.2	There is no anticipated impact on climate change and there is no anticipated economic impact. The situation will, however, be improved for pedestrians and motorists. Vehicle owners in the habit of parking in the problem areas will be faced with finding alternative parking. On balance the proposals are considered to improve the residential environment.

3.	HAS THERE BEEN ANY CONSULTATION?
3.1	Complaints regarding parking in the Lennox Road area continued to be received via local ward councillors and officers were asked to pursue the original proposals and in November 2017 the TRO was re-advertised. The proposed waiting restrictions are shown on the TRO plan at Appendix A.
3.2	Formal consultation on the proposals was carried out as part of the TRO process. Letters explaining the proposals were sent to local residents, street notices were erected in the area and a press advert appeared in the Star.
	<u>Objections/Comments Received</u>
3.3	The consultation resulted in the receipt of two formal objections, one

	informal objection, one formal observation and one submission of support
	<u>Objection 1</u>
3.4	A resident from Lennox Road considered that the proposals would have an adverse effect on residents' ability to park near their properties by reducing the number of parking spaces available. There already exists problems parking in the area and the proposals would considerably worsen that situation.
	<u>Objection 2</u>
3.5	A second resident from Lennox Road was concerned the double yellow lines proposed for outside that property would cause difficulties when transporting a family member with special needs.
	<u>Informal Objection</u>
3.6	One local resident suggested that the double yellow line proposed between No 43 Lennox Road and the junction with Upwood Road could be reduced from 10 metres to 5 metres as that junction is little used and the wide pavement affords drivers good visibility. This would retain one parking space that would otherwise be lost.
	<u>Formal Observation</u>
3.7	A local resident questioned the wisdom on introducing additional waiting restrictions when there is no enforcement carried out on the existing restrictions in the area.
	<u>Submission Of Support</u>
3.8	A resident of Dixon Road fully supports the proposals. There have been several accidents and damage to vehicles and property boundary walls as a result of vehicles parking on and around junctions. The parking situation is particularly bad on match days and the rules of the Highway Code should be upheld.
	<u>Response To Objections/Comments</u>
3.9	It is suggested that the double yellow lines proposed for adjacent to Nos 43 and 50 Lennox Road could be reduced to 5 metres, in line with the requests received from residents, without unduly compromising the proposals. See Appendix B.
3.10	In view of continuing complaints and parking issues caused by vehicles being parked immediately adjacent to junctions in this area, particularly but not exclusively on match days, the area would benefit from the introduction of short lengths of double yellow lines at junctions.
3.11	The city council's parking enforcement officers will not be able to maintain a constant presence here but will visit the area from time to time and increased enforcement can be considered should problems persist.
3.12	Alternative options, as suggested by the objectors, have been considered and in some cases changes to proposals have been made as detailed within this report.

4.	<u>RISK ANALYSIS AND IMPLICATIONS OF THE DECISION</u>
	<u>Equality of Opportunity Implications</u>
4.1	Overall there are not significant differential, positive or negative, equality impacts. The proposed measures benefit everyone, but in particular pedestrians with restricted mobility, their carers and pushchairs users. The measures will improve visibility and improve safety at junctions through removal of obstructive and inconsiderate parking and deterring parking on pavements
	<u>Financial and Commercial Implications</u>
4.2	The total cost of implementing the proposals is estimated to be £1500 including a commuted sum payment for ongoing maintenance costs of £900. It is to be funded from the allocated capital budget for 'loading and waiting schemes' within the Local Transport Plan. In line with the Council's capital approval process the initial business case was approved by the Thriving Neighbourhoods and Communities Board on 13th July 2016 and the CAF for the capital budget including 2017/18 was endorsed by the Capital Programme Group (CPG) on 25th July 2016. The final business case, which had no changes to the costs, was then approved by the Thriving Neighbourhoods and Communities Board in September 2016.
	<u>Legal Implications</u>
4.3	The Council has the power under the Road Traffic Regulation Act 1984 to make a Traffic Regulation Order (TRO) where it appears to the Council that it would be expedient to make it for, inter alia, avoiding danger to pedestrians and other road users or for preserving or improving the amenities of the area through which the road runs. Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. Where objections are received Regulation 13 places a duty on the Council to ensure that these objections are duly considered. These requirements have been complied with. In making its decision the Council must also be satisfied that the approved scheme will secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). Provided the Council is so satisfied it is acting lawfully and within its powers.
7	<u>ALTERNATIVE OPTIONS CONSIDERED</u>
7.1	Alternative options, as suggested by the objectors, have been considered and in some cases changes to proposals have been made as detailed within this report.

8 **REASONS FOR RECOMMENDATIONS**

- 8.1 The proposed amended measures will address complaints received regarding inconsiderate and obstructive parking at junctions in the Lennox Road area. The reduction in length of the proposed restriction will minimise the reduction in parking without impacting adversely on road safety.