

TO: EXECUTIVE MEMBER FOR PLANNING & TRANSPORTATION

25th APRIL 2016

**AMENDMENT OF PARKING RESTRICTIONS – LARGES LANE & MOUNT PLEASANT,
BULLBROOK & WILDRIDINGS AND CENTRAL**

Director of Environment, Culture & Communities

1 PURPOSE OF DECISION

- 1.1 To consider the amendment of parking restrictions Larges Lane & Mount Pleasant, Bullbrook & Wildridings and Central

2 RECOMMENDATION

- 2.1 That the formal objections received during the statutory consultation process and the corresponding Officer comments are noted;
- 2.2 That the position with regard to local ward Members comments received during the informal consultation process is noted;
- 2.3 That the Borough Solicitor be authorised to make the Traffic Regulation Order in relation to the proposals detailed on the following plan numbers:

3 REASONS FOR RECOMMENDATION

- 3.1 To continue the Council's policy of introducing parking restrictions in locations where parked vehicles are causing safety and/or obstruction issues on the public highway.

4 ALTERNATIVE OPTIONS CONSIDERED

- 4.1 Not to install the proposed parking restrictions - this would result in a continuation of safety and obstruction issues outlined in this report.

5 SUPPORTING INFORMATION

Background

- 5.1 The Council has received representations from local residents who have raised concerns regarding parked vehicles on Larges Lane south of its junction with Gipsy Lane.

Observations confirmed that parking is indeed taking place in such a way that drivers are unable to see if cars are coming in the opposite direction without first committing to the manoeuvre. If drivers start to pass the vehicles from both ends there is insufficient room for them to pass when they meet and one then has to reverse. Children were also witnessed running from in between parked cars and using the

UNRESTRICTED

carriageway as a footway. The parked vehicles can also cause issues for residents in terms of accessing and exiting their driveways.

It is proposed to introduce some lengths of double yellow lines at the access points to the properties on Larges Lane. This will improve the residents ability to access and exit their driveways whilst also providing "pull-in" areas for vehicles travelling along Larges Lane to enable vehicles to pass each other without the need to reverse.

In addition it is also to introduce two small 3m extensions of double yellow lines to the north of Barnett Court on the main length of Larges Lane. This has been recommended by the Council's Highway Development Team as part of the plans to redevelop Barnett Court. The reduction in parking by a single space (6m) is required to improve visibility for vehicles exiting Barnett Court.

The advertised proposals are shown on the attached plan numbered 5095/001 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

Informal consultation

- 5.2 In accordance with the standard consultation process for transport schemes, informal comments were sought from local Ward Members at the early stage of scheme promotion. In this case, the proposals involved consultation with two Council Wards – Bullbrook and Wildridings & Central. Of the four Members consulted, all confirmed their support of the proposals.

Statutory consultation

- 5.3 The statutory consultation process for Traffic Regulation Orders requires public advertisement through the placing of public notices within the local press and on-street. It is a requirement for the Council to consider any formal objections received within the statutory advertisement period of 21 days. Formal notification of the public advertisement is given to key stakeholders including local Ward Members, Town and Parish Councils, Thames Valley Police and other affected parties.
- 5.4 The formal objections to each of the individual elements of the TRO are summarised on the attached 'Objections to Traffic Regulation Orders' tables, with corresponding Officer comments and the details of any revised proposals (Annex B).

6 ADVICE RECEIVED FROM STATUTORY AND OTHER OFFICERS

Borough Solicitor

- 6.1 The purposes for which a Traffic Regulation Order can be made include (inter alia) "for avoiding danger to person or other traffic using the road or any other road or for preventing the likelihood of any such danger arising" and " for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)".If objections are received there is a discretion but not an obligation to hold a public inquiry into the proposed order". In these instances the objections and the officer response set out the issues clearly so it is not considered that a public inquiry would be appropriate. The regulations relating to the making of Traffic Regulation Orders do permit an Order to be modified from that advertised, though if the modification is considered to be substantial further notification to permit further representations is required.

Borough Treasurer

- 6.2 The costs involved in implementing these parking restrictions can be met from within the 2016/2017 Traffic Management revenue budget.

Equalities Impact Assessment

- 6.3 The EIA screening results are attached to the report - a full EIA is not required at this time.

Strategic Risk Management Issues

- 6.4 None

7 CONSULTATION

- 7.1 Each of the individual schemes contained within the TRO have been subject to an informal and statutory consultation process in accordance with the agreed process for transport schemes.

Background Papers

None

Contact for further information

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