



Title: **Shiphay Controlled Parking Zone – Consideration of Objections to Proposed Traffic Regulation Order**

Public Agenda Item: **Yes**

Reason for Report to be Exempt: **N/A**

Wards Affected: **Cockington with Chelston
Shiphay with the Willows**

To: **Transport Working Party** On: **2nd August 2012**

Key Decision: **No.** How soon does the **August** decision need to be **2012** implemented

Change to Budget: **No** Change to Policy Framework: **No**

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1. What we are trying to achieve and the impact on our customers

1.1 It is a requirement of the Council's Parking Policy that any amendment to parking restrictions carried out within the bay area undergoes a review within a timeframe of six months to one year of implementation. The purpose of this report is for members to consider the objections received to the changes to the Traffic Regulation Orders (TRO) made as a result of the review of the Shiphay Controlled Parking Zone.

2. Recommendation(s) for decision

2.1 It is recommended that members approve the proposals outlined under option 1 in this Issues Paper for implementation as part of the review into the Shiphay Controlled Parking Zone during the current financial year.

3. Key points and reasons for recommendations

3.1 In April 2005 the Transportation Strategy Working Party identified seven possible areas for the introduction of controlled parking zones, of which the Shiphay zone was the final area to be reviewed. Subsequently issues papers were presented to the Transportation Working Party on 2nd February 2009 (outlining the results of the

Stage 2 consultation for the Shiphay Controlled Parking Zone) and 6th November 2009 (outlining any objections received following the advertising of the proposed Traffic Regulation Orders).

- 3.2 Members recommended that the report be put before the cabinet and therefore a report was prepared and presented on the 8th December 2009. Following which the Mayor, as decision taker, made the decision to implement the Shiphay Controlled Parking Zone with effect from 1st September 2010, with the zone being enforced from the 20th October 2010.
- 3.3 It is a requirement of the Council's Parking Policy that any amendment to parking restrictions carried out within the bay area undergoes a review within a timeframe of six months to one year of implementation. The purpose of this report is for members to consider the comments / objections received following the advertisement of the proposed changes made to the Traffic Regulation Orders (TRO) as a result of the review of the Shiphay Controlled Parking Zone. .
- 3.4 Consultation with the residents of the area, stakeholders and Council Ward Members was undertaken, positive feedback received and the proposed changes were advertised both on site and in the local media (Herald Express) during the period 28th June – 19th July 2012.
- 3.5 **Appendix 1** shows the boundaries of the proposed extended traffic action zone, **Appendix 2 (plans 1 – 11)** contains plans of the advertised restriction changes, **Appendix 3** contains copies of the correspondence received via letter and email and **Appendix 4 (plan 1)** details the proposed schemes.

For more detailed information on this proposal please refer to the supporting information attached.

Patrick Carney
Group Service Manager – Street Scene and Place

Supporting information

A1. Introduction and history

A1.1 In April 2005 the Transportation Strategy Working Party identified seven possible areas for the introduction of controlled parking zones, of which the Shiphay zone was the final area to be reviewed. Subsequently issues papers were presented to the Transportation Working Party on 2nd February 2009 (outlining the results of the Stage 2 consultation for the Shiphay Controlled Parking Zone) and 6th November 2009 (outlining any objections received following the advertising of the proposed Traffic Regulation Orders).

Members recommended that the report be put before the cabinet and therefore a report was prepared and presented on the 8th December 2009. Following which the Mayor, as decision taker, made the decision to implement the Shiphay Controlled Parking Zone with effect from 1st September 2010, with the zone being enforced from the 20th October 2010.

A plan showing the boundaries of the proposed revised CPZ are attached as **Appendix 1**.

It is a requirement of the Council's Parking Policy that any amendment to parking restrictions carried out within the bay area undergoes a review within a timeframe of six months to one year of implementation. The purpose of this report is for members to consider the comments / objections received following the advertisement of the proposed changes made to the Traffic Regulation Orders (TRO) as a result of the review of the Shiphay Controlled Parking Zone. .

A1.2 Consultation with the residents of the area, stakeholders and Council Ward Members was undertaken during October 2011, with an advert and article in the local media and notices placed on site, as well as the opportunity to register comments via the council web site. Positive feedback was received and a decision to advertise the proposed changes was made by the Transport Working Party on 16th February 2012. The proposed changes were advertised both on site and in the local media (Herald Express) during the period 28th June – 19th July 2012.

The following actions were advertised:

Banbury Park (**Appendix 2 Plan No.1**)

- There is a small gap in the existing Traffic Regulation Order, which will be advertised as currently signed i.e. 'Permit Holder Bay Mon – Fri 10am-11am'
- Remove a single car 'Permit Holder' bay in the narrow section of Banbury Park to improve access / egress to the driveway of house no. 36.

Berkeley Avenue (**Appendix 2 Plan No.2**)

- Implement double yellow lines and resident parking bays Mon – Fri 10am – 11am.

Berkeley Rise (**Appendix 2 Plan No.2**)

- Implement double yellow lines and resident parking bays Mon – Fri 10am – 11am.

Cadewell Lane / Cadewell Park Road junction (**Appendix 2 Plan No.3**)

- Remove 11m of 'Limited waiting 2 hours no return in 3 hours Resident Permit Holders Exempt Mon – Fri 8am – 6pm' and implement double yellow lines, to improve the movement of vehicles turning right out of Cadewell Park Road.

Collaton Road / Exe Hill (**Appendix 2 Plan No.4**)

- Parking restrictions will be implemented to allow the free passage of traffic and to reduce both congestion on Collaton Road and the conflict between vehicles turning into Exe Hill, especially during the morning commuter period and school times.
- Change the restrictions in the existing parking bays fronting property no's 3 – 9 Shiphay Lane from 'Limited Waiting 1 hour return prohibited within 2 hours' to 'Limited Waiting 1 hour return prohibited within 2 hours, Mon-Fri 8am-6pm'.

Crosspark Avenue (**Appendix 2 Plan No.5**)

- Implement the minimum parking restrictions required to allow the free passage of traffic (especially buses), create passing places, reduce congestion and maintain access to properties.

Grosvenor Close (**Appendix 2 Plan No.6**)

- Implement double yellow lines and resident parking bays Mon – Fri 10am – 11am.

Grosvenor Avenue (**Appendix 2 Plan No.6**)

- The double yellow lines are to be extended further in to the junction with Higher Cadewell Lane, to prevent vehicles parking on the apex of the corner and therefore improve the visibility for drivers exiting Grosvenor Avenue.
- There is a gap in the existing Traffic Regulation Order (outside house no's 2 – 64), which will be advertised as currently signed i.e. 'Permit Holder Bay Mon – Fri 10am-11am'.

Higher Cadewell Lane (**Appendix 2 Plan No.7**)

- Implement the parking restrictions required to allow the free passage of traffic (especially buses), create passing places, reduce congestion and maintain access to properties. Implement resident parking bays Mon – Fri 10am – 11am.

Lloyd Avenue (**Appendix 2 Plan No.8**)

- Remove the Permit holder only bay outside house no's 2 – 4 Lloyd Avenue and replace with double yellow lines, to reduce the risk of 'uphill' and 'downhill' traffic coming into conflict.

Queensway (**Appendix 2 Plan No.9**)

- Parking restrictions will be implemented to allow the free passage of traffic and to reduce both congestion and the conflict between vehicles turning into Queensway and those travelling downhill.

Rougemont Avenue (**Appendix 2 Plan No.6**)

- There is a gap in the existing Traffic Regulation Order (outside house no's 49 – 51), which will be advertised as currently signed i.e. 'Permit Holder Bay Mon – Fri 10am-11am'.
- There is a gap in the existing Traffic Regulation Order (outside house no's 21 – 31), which will be advertised as currently signed i.e. 'Permit Holder Bay Mon – Fri 10am-11am'.

Shiphay Lane (**Appendix 2 Plan No.10 & 11**)

- Change the existing restrictions in the parking bay fronting house no's 39 – 45 Shiphay Lane from 'limited waiting 2 hours no return in 3 hours, resident permit holders exempt Monday – Friday' to 'limited waiting 3 hours no return in 4 hours, resident permit holders exempt Monday – Friday'. As per appendix 3 plan no.11.
- Change the existing restrictions in the parking bay fronting house no's 112 – 114 and opposite house no's 111 - 115 Shiphay Lane from 'limited waiting 1 hour no return in 2 hours', to 'limited waiting 2 hours no return in 3 hours, Monday to Friday 8am – 6pm.' As per appendix 3 plan no.12.

Wallace Avenue (**Appendix 2 Plan No.5**)

- Implement the minimum parking restrictions required to allow the free passage of traffic, create passing places and maintain access to properties.

A1.3 Comments / objections received as a result of advertising the proposed changes to the Traffic Regulation Orders (attached as **Appendix 3**) can be summarised as follows:

General

- One letter was received regarding the operation of the proposed extension to the CPZ.
- One letter was received objecting to the extension of the CPZ on a procedural point.
- A 14 signature petition was received from the residents of Centenary and Plantation Way's with regard to the displaced parking of vehicles which is now causing a hazard to residents / other road users and requesting the implementation of parking restrictions.

Berkeley Avenue

- One letter was received objecting to the extension of the CPZ into Berkeley Avenue.

- Four letters were received requesting that the proposals for Berkeley Avenue were reworked in accordance with the wishes of the residents.

Collaton Road / Exe Hill

- One letter was received objecting to the changes to the parking restrictions in Collaton Road and asking for these bays to include resident permit parking.
- One letter was received asking for the bays outside the flats to be resident permit parking and for the verges to be removed to create parking bays.
- One letter was received requesting the verges to be removed to create parking bays.

Higher Cadewell Lane

- One letter was received objecting to the extension of the CPZ and recommending the council and hospital work together to create a multi-storey car park for the staff and visitors.
- Two letters were received asking for the parking bay fronting property no. 19 to be cut back and replaced with double yellow lines.

Queensway

- One letter was received from a local company objecting to the implementation of traffic restrictions due to their staff parking in this area.

Rougemont Avenue

- One letter was received signed by the residents of five properties asking that cul-de-sac area affecting property numbers 21, 23, 25, 27, 29 and 31 be removed from the CPZ and this area of Rougemont Avenue be renamed Rougemont Pathway.

The following actions are recommended:

Banbury Park (**Appendix 2 Plan No.1**)

- Implement as advertised.

Berkeley Avenue (**Appendix 2 Plan No.2**)

- Advertise the revised restrictions as per the wishes of the residents (Appendix 4 Plan No.1) and implement should no objections be forthcoming, any objections will be referred to a future meeting of the Transport Working Party.

Berkeley Rise (**Appendix 2 Plan No.2**)

- Implement as advertised.

Cadewell Lane / Cadwell Park Road junction (**Appendix 2 Plan No.3**)

- Implement as advertised.

Collaton Road / Exe Hill (**Appendix 2 Plan No.4**)

- Implement as advertised.

Crosspark Avenue (**Appendix 2 Plan No.5**)

- Implement as advertised.

Grosvenor Close (**Appendix 2 Plan No.6**)

- Implement as advertised.

Grosvenor Avenue (**Appendix 2 Plan No.2**)

- Implement as advertised.

Higher Cadewell Lane (**Appendix 2 Plan No.7**)

- Implement as advertised.

Lloyd Avenue (**Appendix 2 Plan No.8**)

- Implement as advertised.

Queensway (**Appendix 2 Plan No.9**)

- Implement as advertised.

Rougemont Avenue (**Appendix 2 Plan No.6**)

- Implement as advertised.

Shiphay Lane (**Appendix 2 Plan No.10 & 11**)

- Implement as advertised.

Wallace Avenue (**Appendix 2 Plan No.5**)

- Implement as advertised.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 Whilst consultation has been undertaken with major stakeholders, it is possible that when the alterations to the existing Traffic Regulation Orders (TRO) are advertised (both on site and in the local media), these will attract objections from the members of the public. Any such objections will then have to be referred back to a future meeting of the Transport Working Party for consideration.

A2.2 Remaining risks

A2.2.1 By making the best use of the available road space we will be able to reduce congestion, formalise parking and therefore reduce the number of wasted journeys made by drivers as they search for on-street parking spaces. If these changes to the existing Traffic Regulation Orders (TRO) are not approved due to objections, congestion will continue and wasted journeys may increase with the resultant rise in both traffic movements and vehicle emissions.

A3. Other Options

A3.1 Option 1

- Implement as advertised the amendments to the Traffic Regulation Orders as detailed in **Appendix 2 Plan No's 1, 2 (except Berkeley Avenue), 3 - 11.**
- Advertise the revised restrictions for Berkeley Avenue as detailed in **Appendix 4 Plan No.1** and implement should no objections be forthcoming, any objections will be referred to a future meeting of the Transport Working Party.

Option 2

- Do not implement as advertised the proposed amendments to the Traffic Regulation Orders, as detailed in **Appendix 2 Plan No's 1 – 11 and Appendix 4 Plan No.1.**

Option 3

- Implement as advertised a selection of the proposed amendments to the Traffic Regulation Orders, as detailed in **Appendix 2 Plan No's 1 – 11 and Appendix 4 Plan No.1.**

A4. Summary of resource implications

A4.1 Implementation of the proposed Traffic Regulation Orders will be carried out by the Street Scene & Place Group. Enforcement of the waiting restrictions will be provided by staff from within the Residents & Visitor Services Business Unit.

A5. What impact will there be on equalities, environmental sustainability and crime and disorder?

A5.1 None

A6. Consultation and Customer Focus

A6.1 The Shipway CPZ was originally subject to three stages of consultation and feedback was requested from residents, stakeholders and Ward Councillors as part of the review which took place after a year of operation. These proposals are the result of the feedback received.

A7. Are there any implications for other Business Units?

A7.1 None.

Appendices

Appendix 1 Shows the boundaries of the existing Controlled Parking Zone.

Appendix 2 Plans 1 – 11 detail the scheme proposals.

Appendix 3 Comments / objections received following the advertising of the proposed changes to the Traffic Regulation Orders.

Appendix 4 Plan 1 details the revised proposals for Berkeley Avenue.

Documents available in members' rooms

None.

Background Papers:

The following documents / files were used to compile this report:

None.