



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

Public Agenda Item: **Yes**

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

To: **Transport Working Party** On: **25th October 2012**

Key Decision: **No.** How soon does the **November** 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 the parking alterations are implemented as advertised.

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 6th – 27th September 2012.
- 3.5 **Appendix 1** contains plans of the advertised restriction changes, **Appendix 2** contains copies of the correspondence received.

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).

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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.

A1.3 Objections were received to the changes proposed for Berkeley Avenue and these were considered and upheld by the Transport Working Party at their meeting on 2nd August 2012 and re-advertised, both on site and in the local media (Herald Express), during the period 6th – 27th September 2012. The proposals are attached as **Appendix 1**.

A1.4 An objection was received from a resident in Berkeley Avenue (attached in **Appendix 2**), requesting an extension to the advertised parking area, whilst following the end of the objection period a number of comments were also received by both Highways and the local ward members from residents in Grosvenor Close requesting for changes.

The following options have been considered:

Option 1

- Implement as advertised the amendments to the Traffic Regulation Orders for Berkeley Avenue as detailed in **Appendix 1 Plan No. 1**

Option 2

- Do not implement the changes.

Option 3

- Amend the changes and re-advertise the restrictions.

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 implemented they may not be supported by the public.

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 None.

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 Shiphay 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 Plans 1 – 2 detail the scheme proposals.

Appendix 2 Comments/objections received following the advertising of the proposed changes to the Traffic Regulation Orders.

Documents available in members' rooms

None.

Background Papers:

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

None.