

DECISION-MAKER:	CABINET
SUBJECT:	PROPOSED TRAFFIC REGULATION ORDER - VARIOUS ROADS WAITING RESTRICTIONS (TRO)
DATE OF DECISION:	16 JANUARY 2012
REPORT OF:	SENIOR MANAGER STREETSCENE AND COMMUNITY SAFETY
STATEMENT OF CONFIDENTIALITY	
N/A	

BRIEF SUMMARY

Proposals to introduce a waiting restriction at the junction of Langley Road and Regents Park Road were advertised on 13 May 2011, as part of a package of minor proposals in various locations around the City. The reasons for the proposed restriction is to improve visibility for traffic emerging from Langley Road onto Regents Park Road, by preventing parking close to the junction; the issues were raised by local residents and a ward councillor who were concerned that vehicles parking in these areas were obstructing visibility for road users. The proposals attracted three objections; two of the objectors chose not to sustain their objection. The third objector has requested that his objection is considered further.

RECOMMENDATIONS:

- (i) To consider and determine an objection to proposed waiting restrictions at the junction of Langley Road and Regents Park Road.

REASONS FOR REPORT RECOMMENDATIONS

1. To fulfil the Council's obligation to consult upon proposals and consider objections.
2. To enable the scheme to be introduced if the objection is not upheld. The officers' view is that the proposal should be approved to address issues of road safety at this junction.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

3. Do nothing. This would mean that vehicles would continue to be parked close to or on the relevant junctions, where there are already visibility problems for other road users.

DETAIL (Including consultation carried out)

4. Regents Park Road is a mainly residential "C" class road which runs between Shirley and Millbrook Road. As such, it carries a reasonable volume of traffic; it is also a bus route and a route for vehicles servicing the shops and businesses in Shirley District Centre. It serves a number of minor residential roads, including Langley Road which is a cul-de-sac located towards the southern end of Regents Park Road.
5. Following residents' concerns that visibility for users of the junction is frequently compromised owing to vehicles parked on Langley Road and Regents Park Road right up to the junction; officers proposed a scheme of "No Waiting at any Time" restrictions around the junction shown in the plan in

Appendix 2 attached to this report, as part of a package of minor waiting restrictions in various parts of the City. The proposed Traffic Regulation Order for the scheme was advertised in the in the Daily Echo and on street notices in the vicinity of the affected roads, on 13 May 2011.

6. There were three objections to the proposal. Two of the objectors chose not to sustain their objections. The third objector, Mr Timbrell, has requested that his objection, which included a petition signed by ten residents, is considered by Cabinet. Mr Timbrell's objections are detailed below:
 - parking in the vicinity is already difficult;
 - taxpayers' money should be spent on repairing roads not painting pointless parking restrictions;
 - it is already an offence to park on a street corner causing an obstruction;
 - 10 metres of double yellow lines is too far, five metres would be more than adequate; and
 - the proposal will prevent more than four residents from parking outside their properties.
7. The reason for the proposed restriction is that officers had received complaints that vehicles are often parked on the junction, and although the Langley Road is wide enough, that this does not prevent the passage of vehicles and visibility for motorists turning into or out of Langley Road is compromised by parked vehicles. The issue of vehicles parked on this junction has been borne out by officers' own observations. The Highway Code instructs that vehicles should not be parked closer than 10 metres to a junction. This is for access and safety reasons. Whilst it is appreciated that some residents do not have off-road parking and rely on being able to park their vehicle at the kerbside; the purpose of the public highway is for the passing and re-passing of traffic and it is the duty of the Highway Authority to ensure that this is able to take place as safely as possible. The onus is on vehicle owners to find a safe and legal place to park their vehicle.

RESOURCE IMPLICATIONS

Capital/Revenue

8. Not applicable

Property/Other

9. The costs of the TRO and consultation are met from the Balfour Beatty lump sum payment. The cost of the traffic signs (road markings) as far as they relate to these proposals, is estimated to be £100 which can be met from the Environment and Transport portfolio.

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

10. The proposed changes to the waiting restrictions would be made under the Road Traffic Regulation Act 1984.

Other Legal Implications:

- 11. The Council is required to comply with the statutory consultation procedure, laid down by the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. In considering the objections set out in this report, the Council must have regard to the provisions of Equalities legislation, the Human Rights Act 1998 and section 17 Crime and Disorder Act 1998 (the duty to have regard to the need to remove or reduce crime and disorder in the area). It is considered that the proposals set out in this report are proportionate having regard to the wider needs of the area.

POLICY FRAMEWORK IMPLICATIONS

- 12. The proposals in this report are consistent with the Local Transport Plan 2006-2011 policy on promoting safer roads and improving accessibility.

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KEY DECISION?	No			
WARDS/COMMUNITIES AFFECTED:	Millbrook			

SUPPORTING DOCUMENTATION

Non-confidential appendices are in the Members' Rooms and can be accessed on-line

Appendices

1.	Correspondence relating to the proposed waiting restriction at the junction of Langley Road and Regents Park Road
2.	Plan showing the proposed waiting restriction at the junction of Langley Road and Regents Park Road
3.	Integrated Impact Assessment document

Documents In Members' Rooms

1.	N/A
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Integrated Impact Assessment

Do the implications/subject of the report require an Integrated Impact Assessment (IIA) to be carried out.	Yes/No
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Other Background Documents

Integrated Impact Assessment and Other Background documents available for inspection at: Appendix 3 to this report

Title of Background Paper(s) Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)

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