

DECISION-MAKER:	CABINET
SUBJECT:	PROPOSALS FOR WAITING RESTRICTIONS IN BASSETT HEATH, SAXHOLM WAY AND WYNTER ROAD
DATE OF DECISION:	14 MARCH 2011
REPORT OF:	HEAD OF HIGHWAYS AND PARKING SERVICES
STATEMENT OF CONFIDENTIALITY	
Not applicable.	

BRIEF SUMMARY

A Traffic Regulation Order was proposed on 27th August 2010 to introduce waiting restrictions in Bassett Heath Avenue, Saxholm Way and Wynter Road. Following public consultation objections remain to these proposals. The matter is therefore following due process in being brought to the Cabinet of the Council to consider the objections and to decide whether the proposed restrictions are approved, amended or withdrawn.

RECOMMENDATIONS:

- (i) That the Cabinet approve the proposed No Waiting, 10am to 6pm, Saturday to Sunday restriction in Wynter Road
- (ii) That the Cabinet approve the proposed No Waiting at Any Time restrictions in Bassett Heath Avenue and Saxholm Way

REASONS FOR REPORT RECOMMENDATIONS

1. That in Wynter Road the proposed restrictions will address residents' concerns over the obstruction of access arising from non-resident parking
2. That in Bassett Heath Avenue and Saxholm Way the proposed restrictions will increase the available road width for vehicles entering and exiting Bassett Avenue, which has been requested to improve safety.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

3. Leaving these road unrestricted was rejected on the basis that it would not address residents' concerns.

DETAIL (Including consultation carried out)

4. Wynter Road

Wynter Road and Hatley Road are two residential roads in Harefield ward. Between the two roads is a sports ground which is used mainly for junior football matches at weekends. Following representation from residents of Wynter Road about the level of on-street parking relating to the football matches, the City Council has proposed a "No Waiting 10am to 6pm Saturday to Sunday" restriction on the west side of Wynter Road. The proposal was advertised on 27 August 2010, and attracted 18 objections from users of the sports ground and residents of surrounding roads.

Officers have carefully considered the objections and concluded that the reasons for the proposal are still valid. The objectors were advised their objections would not be upheld; 6 objectors have requested that their objections are considered by Cabinet.

The reasons given for the objections are:

- The safety of children will be put at risk because they will have to cross more roads to reach the sports ground
- The football club may become unviable if parents are unable to park nearby, and the land could then be sold for redevelopment
- Residents of Wynter Road all have off-road parking which they should use instead of parking on the road
- Parking will be displaced onto surrounding roads which have less capacity to accommodate additional vehicles
- The proposals are disproportionate given that the extraneous parking is only for a few hours a week
- The parking that takes place currently does not cause any problems spectators with mobility impairments will not be able to park close enough to be able access the sports ground

5. **Officer's comments**

Most children involved in the junior football clubs are brought to the sports ground by a responsible adult who should supervise them when crossing roads. Parents are encouraged to use public transport or car-share whenever possible to minimise the impact of parked cars on roads in the vicinity. Whilst residents are encouraged to make use of their off-road parking facilities, many residents find the level of on-street parking obstructs their driveways, and this is one of the reasons for the proposed restriction. Blue Badge holders are able to park on single or double yellow lines for up to three hours at a time provided they do not cause an obstruction.

Whilst many of the objectors' concerns are understandable, on balance it is felt that the restrictions should be implemented to reduce congestion at weekends and improve access for the residents, since the primary purpose of the highway network is for moving traffic, which must take priority over parking.

The objections and officers' responses can be found in the appendix to this report, along with a plan of the area showing the proposed restrictions. Two letters in support of the proposals were received too late to be included in the body of the report; however, these letters can be found in the appendix.

6. **Bassett Heath Avenue and Saxholm Way** – there have been a number of safety concerns raised by residents over parking in the vicinity of junctions along the west side of Bassett Avenue. These concerns have highlighted that parking in many cases is by non-residents and usually long-stay commuter or university-related. Taking into account the higher speed of vehicles exiting Bassett Avenue (with a 40mph limit) Traffic Management proposed no waiting at any time restrictions for 20m on Saxholm Way and 25m on Bassett Heath Avenue (see Maps at Appendix 2 and 3) from the junction with Bassett Avenue.

7. The following points were however raised by the objector (see Appendix 6)
- Due to snow/ice period of winter Saxholm Way and adjoining roads are very treacherous due to the lie of the land and lack of traffic. To overcome this residents park their vehicles on the flat upper section approaching Bassett Avenue.
 - Extending the no waiting at any time parking restrictions would prevent 2/3 vehicles on both sides from parking and that the Council should consider these exceptional circumstances and leave the current parking restrictions unchanged.
8. The following additional points related to the proposals were raised in sustaining the objection (see Appendix 6):-
- The proposed restrictions will not improve visibility due to the presence of hedges, the telephone junction box, pedestrians and cyclists.
 - That the vehicle parking is caused by extortionate City parking charges.
 - That there are no problems for pedestrians or cyclists with the current arrangements.
 - That enforcement officers would issue penalty notices irrespective of the weather conditions
 - The community and authorities are adequately served by the existing arrangements which satisfy safety with no parking immediately upon the important junctions, pedestrian and cyclist access and by virtue of a natural break, immediate space on the flat to avoid congestion or collision in the event of skidding.
9. **Officers Views**
- The available injury accident data in recent years highlights two incidents on the junction of Saxholm Way involving a vehicle turning right into Saxholm Way and a pedestrian crossing the road. There were no recorded incidents in Bassett Heath Avenue. Whilst this highlights the point that most incidents arise through conflicting vehicle and pedestrian movements at junctions, there is no evidence that vehicle parking contributed to these incidents from the accident reports.
10. Whilst the arrangements highlighted by the objector to cater for winter conditions are understandable, in icy conditions there is an increased need to keep junctions clear of vehicles to assist vehicles turning with potentially limited traction. Therefore it is difficult to accept this as the main point of objection.
11. Otherwise taking into account the views raised by the objector, the key point remains of the risk of incidents arising from the higher speed of vehicles entering these junctions and any reduced road width due to vehicle parking. On balance the Traffic Management team remain of the view that primary purpose of the road is for access and that this should take priority of vehicle parking. The report recommendation is therefore to approve these proposals.

RESOURCE IMPLICATIONS

Capital/Revenue

12. For Wynter Road the cost of the TRO, consultation and road signing/lining is estimated to be £4,000, which can be met from the Environment portfolio.
13. For Bassett Heath Avenue and Saxholm Way the cost of the TRO, consultation and lining is estimated to be £2,000, which can be met from the Environment portfolio

Property/Other

14. Not applicable.

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

15. The Road Traffic Regulation Act 1984 permits the introduction of the parking restrictions as set out in this report in accordance with a statutory consultation procedure set down in the Act and associated secondary legislation

Other Legal Implications:

16. In preparing and determining the proposals set out in this report the Council is required to have regard to the provisions of Equalities legislation, the Human Rights Act 1988 and s.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

17. Not applicable.

AUTHOR:	Name:	Barbara Thomas	Tel:	023 80388038
	E-mail:	barbara.thomas@bbisl.gov.uk		

KEY DECISION? Yes/No No

WARDS/COMMUNITIES AFFECTED:	Bassett / Harefield
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SUPPORTING DOCUMENTATION

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

Appendices

1.	Map shows the proposals for waiting restrictions in Wynter Road,
2	Map shows the proposals for waiting restrictions in Bassett Heath Avenue
3	Map shows the proposals for waiting restrictions in Saxholm Way
4.	Sustained objections to the proposed restrictions in Wynter Road
5.	Other correspondence received outside of the Public Notice period related to the proposed restrictions in Wynter Road.
6.	Sustained objection to the proposed restrictions in Bassett Heath Avenue and Saxholm Way

Documents In Members' Rooms

1.	None
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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: N/A

Title of Background Paper(s)

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

1.	None	
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