



**Author/Lead Officer of Report:** *John Priestley,  
Senior Transport Planner*

**Tel:** 2734479

**Report of:** *Mr Tom Finnegan-Smith*

**Report to:** *Councillor Mazher Iqbal*

**Date of Decision:** *9 March 2017*

**Subject:** *Westwick Crescent and Westwick Road:  
Objections to proposed waiting restrictions*

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
- Expenditure and/or savings over £500,000	<input type="checkbox"/>	
- Affects 2 or more Wards	<input type="checkbox"/>	
Which Cabinet Member Portfolio does this relate to? <i>Infrastructure and Transport</i>		
Which Scrutiny and Policy Development Committee does this relate to? <i>Culture, Economy and Sustainability</i>		
Has an Equality Impact Assessment (EIA) been undertaken?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If YES, what EIA reference number has it been given? 1193		
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-		
<i>"The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended)."</i>		

**Purpose of Report:**

This report describes measures to restrict parking at the junction of Westwick Crescent and Westwick Road, through the introduction of double yellow line parking restrictions. Also, the introduction of time-limited waiting elsewhere on Westwick Crescent will reduce the impact of these restrictions by increasing the turnover of parking spaces.

It sets out officers' responses to objections received and seeks a decision from the Cabinet Member for Infrastructure and Transport.

**Recommendations:**

Having considered the responses to the consultation it is recommended that the reasons set out in this report outweigh any unresolved objections and that the revised waiting restrictions be implemented and the Traffic Regulation Order be made in accordance with the Road Traffic Regulation Act 1984;

Introduce associated traffic signing;

Inform the objectors accordingly.

**Background Papers:**

Traffic Regulation Order proposals plan

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Julie Currey
		Legal: Paul Bellingham
		Equalities: Annemarie Johnston
<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>		
2	<b>EMT member who approved submission:</b>	Simon Green
3	<b>Cabinet Member consulted:</b>	Councillor Mazher Iqbal
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	<b>Lead Officer Name:</b> John Priestley	<b>Job Title:</b> Senior Transport Planner
	<b>Date:</b> 05/01/17	

## **1. PROPOSAL**

- 1.1 In January 2012 Transport Planning received details of a request from a member of the public to introduce parking restrictions, in the form of double yellow lines, on all four roads of the Westwick Crescent / Westwick Road crossroads in Greenhill. This was to prevent parking, within 10 metres of the junction, that blocks sight lines thereby making it hazardous both for pedestrians trying to cross any of the four roads and for vehicles pulling out of either side of Westwick Crescent, which has give way junctions with Westwick Road.
- 1.2 In March 2014 Transport Planning received a second request, from another member of the public, for double yellow line parking restrictions around this junction for the same reasons as the original requestor.
- 1.3 In February 2015 the second requestor submitted a 176 signature petition in support of their request.
- 1.4 In June 2015 Traffic Regulations conducted consultation on a proposal to introduce double yellow line parking restrictions on the Westwick Crescent / Westwick Road junction.
- 1.5 There are some existing single yellow line parking restrictions on Westwick Crescent that prohibit parking on Monday to Saturday between 8.00am and 6.30pm. There are also some areas of unrestricted parking.
- 1.6 As part of this scheme, Traffic Regulations also advertised a proposal to replace some sections of single yellow line and one area of unrestricted parking with double yellow lines. Time limited waiting bays, operating Monday to Saturday between 8.00am and 6.30pm, allowing a maximum stay of two hours with no return within two hours, were proposed for the remainder of Westwick Crescent.
- 1.7 The double yellow lines were proposed in order to prevent abuse of the existing single yellow line restrictions and to prevent parking in a legal, but unsuitable, location near to the roundabout junction with Bocking Lane / Hemper Lane.
- 1.8 The time limited waiting was intended to prevent long-stay parking and thereby increase the turnover and availability of parking spaces.

## **2. HOW DOES THIS DECISION CONTRIBUTE?**

- 2.1 The proposed waiting restrictions will improve safety at a crossroads junction through the removal of parking that blocks sight lines both for pedestrians and vehicles and also obstructs traffic trying to pass through the junction. The introduction of time limited waiting will provide a turnover of parking spaces. There is no impact on climate change and there is no economic impact. Those motorists who previously parked, illegally, at this junction will clearly not agree with the introduction of

parking restrictions. The situation will, however, be improved for all pedestrians and motorists seeking to pass through the junction. On balance, therefore, this proposal is considered to improve the customer experience.

### **3. HAS THERE BEEN ANY CONSULTATION?**

- 3.1 The Traffic Regulations Section has conducted the standard consultation that is legally required for a Traffic Regulation Order. 23 letters were sent to frontagers and 10 notices were put up on-street. An advertisement was also placed in the press.
- 3.2 The proposals received three letters of support and seven objection letters from local businesses and residents. Two of the letters of support queried the number of formal parking spaces relative to the current informal arrangement. It was explained that the removal of all-day parking and the two-hour waiting limit meant that there would be a turnover of spaces that would result in a net increase in parking provision overall.
- 3.3 Details of the objections and officer responses, are as follows:
- 3.4 *Objection:* three local residents objected on the grounds that there are no problems at the junction and so the measures are a waste of money.  
*Response:* the receipt of a petition, with 176 signatures, suggests that parking at this junction does, in actuality, cause problems. In addition the Council officer from Traffic Regulations who conducted the consultation reported witnessing indiscriminate parking that contravened the existing single yellow lines during their operational times and Rule 243 of the Highway Code: Do Not stop or park opposite or within 10 metres (32 feet) of a junction except in an authorised parking space.
- 3.5 *Objection:* one resident objected on the grounds that parking will be displaced onto residential streets.  
*Response:* the introduction of time limited waiting should minimise or prevent this occurrence.
- 3.6 *Objection:* the landlord of eight shops objected to the loss of parking provision.  
*Response:* the introduction of time limited waiting should ensure the availability of an adequate supply of parking spaces.
- 3.7 *Objection:* Ambiance Hair Stylist, located on Westwick Crescent, objected on the grounds that some of their procedures take more than two hours.  
*Response:* Unrestricted parking is available within 60m of this business.
- 3.8 *Objection:* Cello Coffee House, a café located at the junction of Westwick Crescent and Bocking Lane, objected to the introduction of double yellow line parking restrictions on the opposite side of Westwick Crescent to

where their business is located.

*Response:* A short length (approximately 7.2 metres) of unrestricted parking opposite the Cello Coffee House is to be replaced with double yellow lines because vehicles parked in this location block the sight lines of vehicles exiting the car park behind the dental practice at 177 Hemper Lane and partly obstruct traffic exiting the roundabout junction of Westwick Crescent with Bocking Lane / Hemper Lane. Once again, the introduction of time limited waiting should ensure the availability of parking spaces for potential customers.

#### **4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION**

##### **4.1 Equality of Opportunity Implications**

4.1.1 Overall there are not significant differential, positive or negative, equality impacts. The proposed measures benefit everyone, in particular those with a disability and / or pushchairs, by improving safety at a junction for pedestrians and motorists by removing parking that blocks sight lines. They will also improve the overall parking experience at this location by replacing single yellow lines, which get ignored, with double yellow lines and by introducing time limited waiting to optimise the availability of parking spaces.

##### **4.2 Financial and Commercial Implications**

4.2.1 The total cost of implementing the scheme, including the commuted sum payment for ongoing maintenance costs, is to be funded from the allocated capital budget for 'loading and waiting schemes' within the Local Transport Plan. In line with the Council's capital approval process the initial business case was approved by the Thriving Neighbourhoods and Communities Board on 13th July 2016 and the CAF for the capital budget was endorsed by the Capital Programme Group (CPG) on 25th July 2016. The final business case, which had no changes to the costs, was then approved by the Thriving Neighbourhoods and Communities Board in September 2016. The contract award is expected to go to CPG in January 2017.

##### **4.3 Legal Implications**

4.3.1 The Council has the power under the Road Traffic Regulation Act 1984 to make a Traffic Regulation Order (TRO) where it appears to the Council that it would be expedient to make it for, inter alia, avoiding danger to pedestrians and other road users or for preserving or improving the amenities of the area through which the road runs. Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. Where objections are received Regulation 13 places a duty on the Council to ensure that these objections are duly considered.

These requirements have been complied with. In making its decision the Council must also be satisfied that the approved scheme will secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). Provided the Council is so satisfied it is acting lawfully and within its powers.

#### Other Implications

- 4.3.2 The measures will be delivered using existing staff resources. There are no other implications.

### **5. ALTERNATIVE OPTIONS CONSIDERED**

5. The only alternative, as proposed by the objectors, is not to introduce any parking restrictions at this location. This is not considered to be an acceptable option. No other alternatives to parking restrictions have been considered.

### **6. REASONS FOR RECOMMENDATIONS**

- 6.1 The proposed measures will address inconsiderate and illegal parking practices which will improve safety at a junction for pedestrians and motorists by removing parking that blocks sight lines. They will also improve the overall parking experience at this location by replacing single yellow lines, which get ignored, with double yellow lines and by introducing time limited waiting to optimise the availability of parking spaces.

### **7. RECOMMENDATIONS**

- 7.1 Having considered the responses to the consultation it is recommended that the reasons set out in this report outweigh any unresolved objections and that the revised waiting restrictions be implemented and the Traffic Regulation Order be made in accordance with the Road Traffic Regulation Act 1984;
- 7.2 Introduce associated traffic signing;
- 7.3 Inform the objectors accordingly.