

Details of Objections Received

Objection 1 – Resident of a Flat

1. Objects to the introduction of yellow lines and the reduction of parking spaces.
2. The provision of formal parking bays on Lytton Road are not useful as vehicles parked there will be subject to vandalism and his car would not be visible from his window.

Objection 2 – Resident Opposite the Shops and Shop Owner No 273/275

1. Number of spaces reduced from 30 to 21.
2. The spaces shown on Lytton Road are not extra they already exist.
3. The chicane will discourage people from using Buchanan Road and should be replaced by a speed hump. Would release more parking spaces.
4. The chicane will encourage people to cross at a dangerous location.
5. The chicane is not needed as the changes to the two roundabouts near Asda and the new pedestrian crossing on Wordsworth Avenue have worked. It is now easier to get out of Buchanan Road and traffic flows better.
6. Chicane loses 5 parking spaces which will force residents to park outside the shops or outside other people's houses.
7. Officers have not been honest and fair and did not mention yellow lines on the plans sent 29th May 2011.
8. The shops rely on passing trade and the proposals reduce parking opportunity.
9. Businesses are already finding it hard and will suffer further decline.
10. Support investment in the area but the proposals will only deter people using Buchanan Road.

The wording on the two petitions is identical stating

“We do not want the plans for Buchanan Road”

However, each lead petitioner sent in a covering letter summarised below.

Objection 3 – Shopkeeper D.I.Y. Store (No 271) 1425 Signatures

1. The layout works fine as it is.
2. The service road needs widening by a foot by narrowing the central island.
3. The footways and road need resurfacing
4. All people are against the double yellow lines as there it only 21 spaces, of which 2 are disabled. Currently there are 34 spaces.
5. People will be forced to go elsewhere or park on the yellow lines, which could lead to accidents
6. The current arrangement has had no accidents.

Objection 4 – Shopkeeper Hairdresser (No 269) 192 Signatures

1. Lack of parking will affect livelihood
2. Requests widening of the service road.

Meeting held 19 October 2012

Attended by:

- two lead petitioners
- the owner of shop unit 273/275
- three officers from the design team
- a ward councillor

The purpose of this meeting was the objectors to explain in more detail the basis for their objections and for officer to explore ways of mitigating these.

The main objection raised was the reduction of parking numbers. It was stated that the current number of legal spaces is 30 outside the shops themselves, not including the spaces outside the houses opposite.

In order to be attractive to customers, the car parking must adequate. One in four customers said that if parking was inadequate that they would go elsewhere.

Concern was also raised about the safety of the proposed parking arrangements. The proposed 'end on' parking is considered to be less safe than the current arrangement in the service road. Reversing out of spaces onto the main road is

The preferred option would be to widen the service road, to move the parking bays, now on Buchanan Road so they would be within the service road and to make the service road one way.

It was said that widening the service road was promised by the Council back in the 1980's.

Commentary on the Points Raised by Objectors

The most significant concern raised is the apparent loss of spaces. Officers would dispute that there are 30 appropriate spaces on the parade. When people park close to the ends of the service road, they make it so narrow that people cannot use it, unless they park with two wheels on the footway.

Also, the 30 spaces quoted include 6 on Buchanan Road that would obstruct the free movement of traffic and are not attractive.

As a result, officers have concluded that although 30 vehicles could park close to the shops, the number of spaces that customers are likely to use is closer to 24. Of these 8 are in narrow laybys on Buchanan Road.

The proposal approved by Members in September 2011 showed 20 spaces and during the design process, one more space has been created making the current total 21 spaces.

Additionally, the proposal includes a loading bay, central to the parade which provides a permanent place for their deliveries and for customers to load bulky goods. This should be especially helpful to the furniture shop. At the moment, whenever loading takes place at this store, the service vehicles occupies two customer spaces.

The safety of the proposed layout was questioned mainly in that drivers cannot see when reversing out. This type of layout is prevalent around the city with similar provision at other shopping centres, namely Firth Park, Lane Top and Crosspool. Although reversing out into moving traffic is not a recommended movement, the design has been amended to provide extra deep bays so that drivers can reverse part way without driving into the running lane.

Spot parking counts were carried out over three days in July 2012 and although the number of vehicles peaked at 30, the normal maximum occupancy was no more than 20 vehicles.

In public realm terms, the biggest gain would be in the increase in pedestrian space through the loss of the service road. A sense of space is important to the feel of a public area. Additionally, the removal of the service road means that, once parked, customers, especially those with children do not have to worry about cars manoeuvring around them. This will greatly improve the perception of safety and security.

In a widened service road scenario, not only is the amount of pedestrian space reduced when compared to the existing situation, but over 50% of customers would have to cross the service road to get to the shops and there would be no dedicated place for shopkeepers to service and customers to pick up bulky goods.

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