

HIW/17/4

Torrige Highways and Traffic Orders Committee
28 February 2017

Annual Local Waiting Restriction Programme

Report of the Chief Officer for Highways, Infrastructure Development and Waste

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that:

- (a) work on the annual waiting restrictions programme and the prioritisation process applied in 16/17 is noted;**
- (b) the recommendation contained in Section 4. of this report are agreed and the proposals implemented;**
- (c) pending Cabinet support, and decisions on funding and scope of works; a further programme is developed for 17/18.**

1. Background

The County Council regularly receives requests for waiting restrictions to be introduced or amended. These can be difficult to deliver due to resource and funding pressures which, in turn, can have a negative impact on the County Council's relationship with local communities.

Recognising this difficulty, a managed process has been developed to deliver an annual local programme for each HATOC area for the funding and delivery of waiting restriction schemes.

The agreed process was reported to Members at the June 2016 meeting along with the proposed programme for this Committee's area for approval.

Building on the success of this process, officers propose that a further programme is developed for 2017/18.

2. Proposal

Pending Cabinet support, decisions on funding and scope of works, officers propose that:

- (a) those sites that have received objections in the 2016/17 programme are reported to this committee and decided individually, in line with the recommendation in Section 4.**
- (b) consideration is given to extending the scope of the programme in 2017/18 to include other restrictions and minor aids to movement improvements such as dropped crossing points.**

In preparation for the 17/18 programme, and assuming Cabinet support, Members may wish to discuss sites for consideration with local officers in the Neighbourhood Highways Teams.

3. Consultations

The 2016/17 Programme advertised proposals from Exeter City and all District Council Areas. A budget of £100,000 was allocated to the project with indicative budgets of £12,500 for each area. The number of requests received in some areas significantly exceeded others but have all been contained within the overall budget.

The table below shows the number of proposals advertised in each area, the number of sites progressed without significant objection, the number of sites to be reported to HATOC in each area and the number of objections received respectively.

Area	Available Funding	No. of Sites advertised	No. of Sites Progressed	No. of Sites to be reported to HATOC	No. of Objections received
Torrige	£12,500	8	6	2	1
Mid Devon	£12,500	10	9	1	5
East Devon	£12,500	58	21	37	49
West Devon	£12,500	14	8	6	39
South Hams	£12,500	54	32	22	71
Exeter	£12,500	81	58	23	43
Teignbridge	£12,500	34	20	14	28
North Devon	£12,500	22	14	8	8
Total	£100,000	282	168	114	247

4. Representations Received in the Torrige District

Objections have been received to the following proposals

(a) Park Lane Bideford (North End)

Existing Restriction – Waiting Limited to 4 Hours, no return within 1 Hour. Monday to Friday 9am to 6pm. (Exemption for Zone A Residents)

Proposal to increase the non-return period from 1 Hour to 6 Hours.

The reason for the proposed change is to allow those overstaying in the bay to be more easily identified. With a 4 Hour stay permitted, enforcement officers will typically visit at intervals exceeding 4 hours. With a 1 Hour non-return period it is often difficult to establish if a vehicle has been parked for a longer period without a break or has actually been moved for an hour and re-parked.

(b) Park Lane Bideford (South End)

Existing Restriction – Waiting Limited to 1 Hour, no return within 1 Hour. Monday to Saturday 8am to 6pm. (Exemption for Zone A Residents)

Proposal to increase the non-return period from 1 Hour to 2 Hours.

The reason for the proposed change is to allow those overstaying in the bay to be more easily identified. With a 1 Hour stay permitted, enforcement officers will typically visit at intervals exceeding one hour. With a 1 Hour non-return period it is

often difficult to establish if a vehicle has been parked for a longer period without a break or has actually been moved for an hour and re-parked.

The longer non-return periods allow effective enforcement and discourage abuse of the limited waiting.

Objection from a Resident of Park Lane.

Residents would benefit more if Limited Waiting were permitted between 10am and 3pm when residents are at work. Residents return from work to find parking spaces taken up by non-residents using the limited waiting facility. A Residents Permit only system could operate between 3pm and 10pm.

DCC Comment

Parking demand in the evenings will largely be from Residents. Prohibiting limited waiting in the evening is therefore likely to have a minimal effect on demand and enforcement resources could not be guaranteed.

To allow limited waiting only during the day would mean that residents who are not at work would be subject to the same restrictions as visitors. The proposal will enable effective enforcement to be undertaken which will prevent abuse of the limited waiting.

The objection cannot be accommodated within the scope of the currently advertised Order and it is recommended that the proposals are implemented as advertised

Plans of the proposals can be seen in Appendices A & B to this report.

5. Financial Considerations

The total costs of the scheme are contained within a countywide budget of £100,000 which has been allocated from the On Street Parking Account.

6. Environmental Impact Considerations

The scheme rationalises on street parking within the town and its stated objectives are designed to:

- Encourage turnover of on street parking to benefit residents and businesses.
- Enable enforcement to be undertaken efficiently.
- Encourage longer term visitors to use off street car parks.
- Encourage those working in the town make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling.

The Environmental effects of the scheme are therefore positive.

7. Equality Considerations

There are not considered to be any equality issues associated with the proposals. The impact will therefore be neutral.

8. Legal Considerations

The lawful implications and consequences of the proposal have been considered and taken into account in the preparation of this report.

When making a Traffic Regulation Order it is the County Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic in and around Bideford and to its associated parking facilities.

9. Risk Management Considerations

There are thought to be no major safety issues arising from the proposal.

10. Public Health Impact

There is not considered to be any public health impact.

11. Summary/Conclusions/Reasons for Recommendations

The proposals rationalise existing parking arrangements within the town by:

- addressing the concerns of residents over the ability to park within a reasonable walking distance of their house.
- enabling effective enforcement to be undertaken throughout the town.

The proposals contribute to the safe and expeditious movement of traffic in and around Bideford and therefore comply with S 122 of the Road Traffic Regulation Act 1984.

David Whitton
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: All in Torridge

Local Government Act 1972: List of Background Papers

Contact for enquiries: Mike Jones

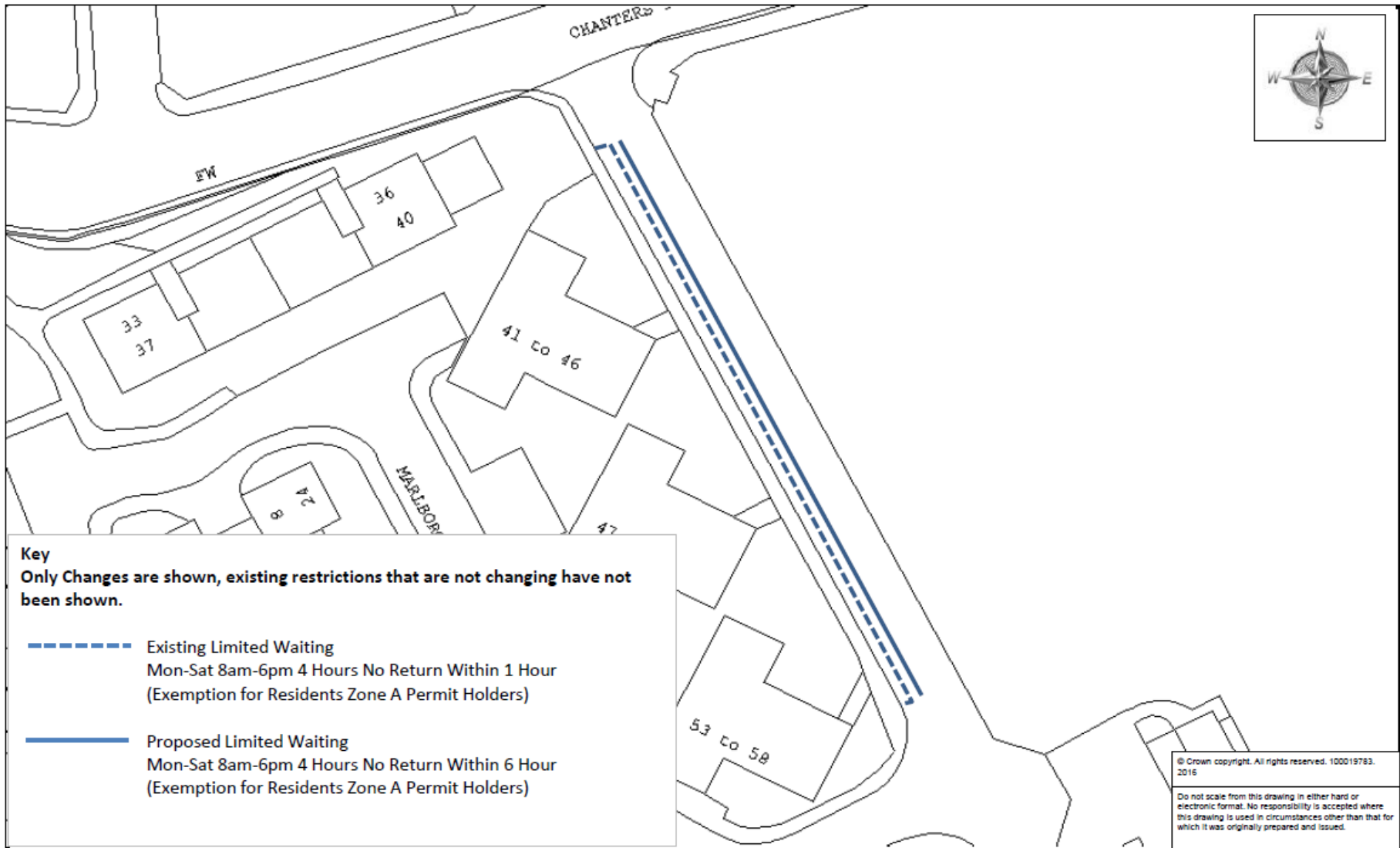
Room No: ABG Lucombe House, County Hall, Exeter

Tel No: 01392 383000

Background Paper	Date	File Ref.
Nil		

mj090217torh
sc/cr/annual local waiting restriction programme
02 160217

**Appendix A
To HIW/17/4**



Key
Only Changes are shown, existing restrictions that are not changing have not been shown.

- Existing Limited Waiting
Mon-Sat 8am-6pm 4 Hours No Return Within 1 Hour
(Exemption for Residents Zone A Permit Holders)
- Proposed Limited Waiting
Mon-Sat 8am-6pm 4 Hours No Return Within 6 Hour
(Exemption for Residents Zone A Permit Holders)

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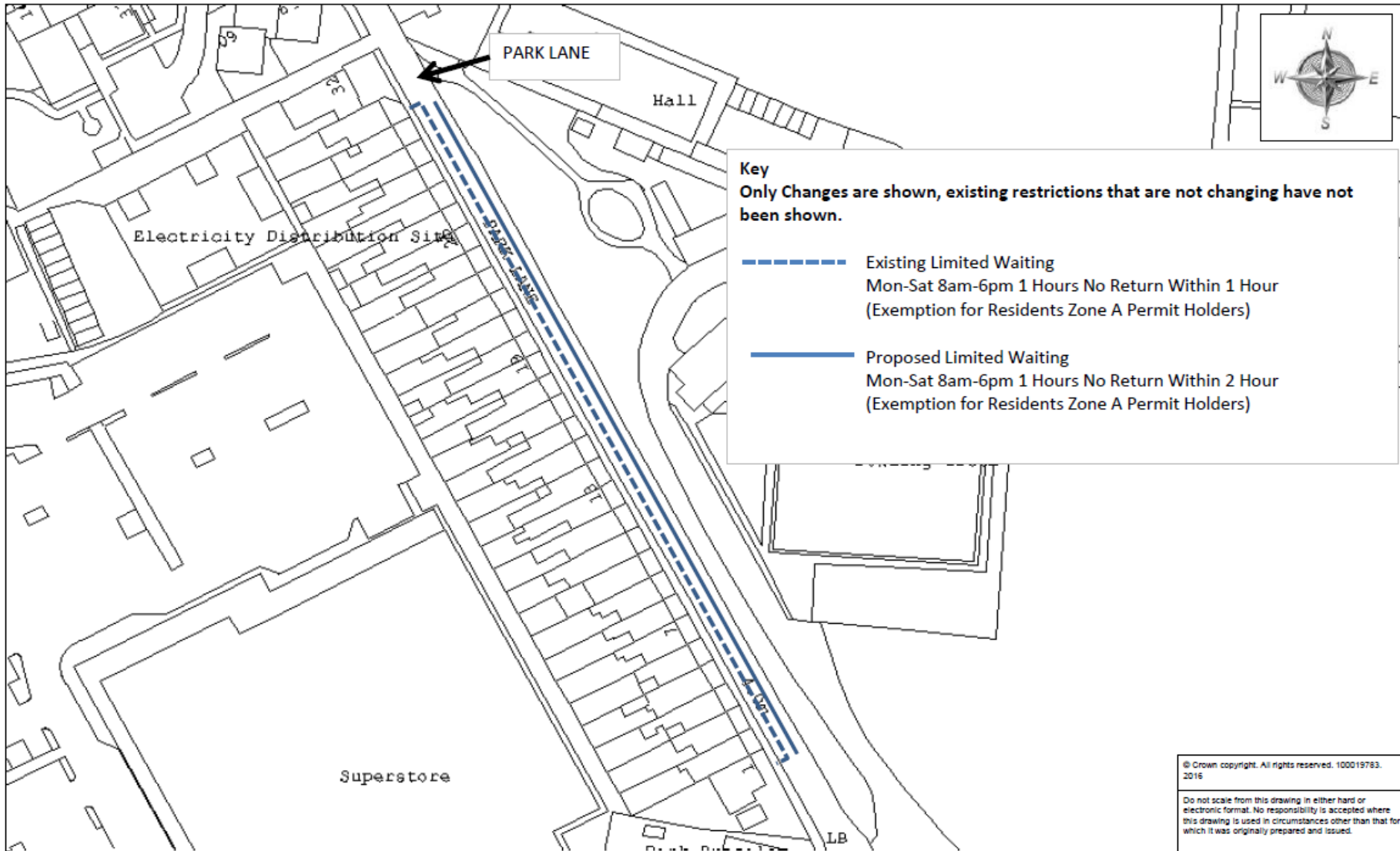


David Whitton
Head of Capital Development,
Highways & Waste

TRAFFIC MANAGEMENT TEAM
DEVON HIGHWAYS
LUCOMBE HOUSE
COUNTY HALL
EXETER
EX2 4GD
Telephone: 0345 155 1004

SCHEME	PARK LANE, BIDEFORD
DRAWING	PROPOSED CHANGE OF RETURN TIMES

drawn by	scale
AJG	NTS
date	O.S.Ref
18-Aug-2016	245299,127362
drawing number	
ENV5557-8(A)	



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David Whitton
Head of Capital Development,
Highways & Waste

TRAFFIC MANAGEMENT TEAM
DEVON HIGHWAYS
LUCOMBE HOUSE
COUNTY HALL
EXETER
EX2 4GD
Telephone 0345 155 1004

SCHEME	PARK LANE, BIDEFORD	
DRAWING	PROPOSED CHANGE OF RETURN TIMES	

drawn by	scale
AJG	NTS
date	O.S.Ref
18-Aug-2016	245345,127269
drawing number	
ENV5557-7(A)	