HCW/16/24 West Devon Highways and Traffic Orders Committee 22 March 2016

Proposals for the delivery of an annual local Waiting Restrictions Programme

Report of the Head of Highways, Capital 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 to date on the annual waiting restrictions programme and the prioritisation process applied is noted;
- (b) waiting restriction schemes are progressed through advertising and sealing of subsequent Orders in priority order as presented in Appendix I, subject to funding being agreed by Cabinet;
- (c) specific detail of individual schemes are developed with the locally effected County Member prior to advertising.

1. Summary

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 is set out in this report for Members for information, along with the proposed programme for this Committee's area for approval.

The funding to take forward the schemes is subject to Cabinet decision as part of the wider highways budget setting process.

2. Background/Introduction

The proposed process was reported to this Committee in the last round of meetings and in subsequent months officers have refined the process as follows:

- Existing lists of requests from Local Members and local communities have been collated. Where lists did not exist (due to requests having been dealt with in other traffic management review projects) County Members have been contacted to ensure there were no outstanding matters.
- Officers have reviewed requests and assessed cost, legal compliance, compatibility with current parking strategy, wider impacts and any significant ongoing revenue implications.

- A prioritisation tool has been developed to consider the following elements to score positively:
 - Community Benefit/Support
 - Positive effect on congestion and safety
 - Maintenance Category (A roads score highest)
 - Assists in the delivery of on-street parking enforcement

With the following receiving a negative score or variable score:

- Likelihood of parking displacement to other areas
- Potential for objections
- Cost (Higher costs score lower)
- Deliverability (Pass/Fail)(eg affordable, potential for Public Enquiry, can signs/lines be placed etc).

Proposed schemes identified as beneficial to the network, which are in line with Policy and identified as deliverable and non-controversial are presented in priority order in Appendix I.

Each proposal has a notional value assigned to it so the Committee can consider what may be delivered dependant on the funding formula agreed by Cabinet. It is reasonable to assume that each HATOC will be allocated between £5,000 and £15,000, from a total budget of £100,000 for 16/17.

Additional top-up funding can be provided by Members from their Locality Budget or Parish Councils for eligible schemes, however inclusion in the programme must remain dependant on staffing resource being available to carry out design work.

Once funding is agreed by Cabinet, the programme will be fixed and Officers will plan delivery of the in-year programme. Progress updates will be provided at future Committee meetings.

3. Proposal

Approval is sought for the 16/17 programme for this Committee's area. It is proposed that the schemes identified in Appendix I form the programme working in priority order from top to bottom to suit funding to be agreed by Cabinet.

Whilst it would not be proposed to remove any proposals from the list in favour of alternatives, at this stage top-up funding can be offered by Members or Parish Councils for additional eligible schemes.

Once funding is agreed a finalised list will be circulated by email to Members for information.

The proposals would then be designed and the associated Traffic Order drafted, to be advertised following consultation on the detailed design with the locally effected County Members and Committee Chair.

4. Consultations/Representations/Technical Data

The project focuses on requests previously made by Members and communities. These have been reviewed by Officers and identified as beneficial to the network, in line with Policy as deliverable and non-controversial.

With Member support, it is proposed to proceed to advertising a Traffic Order for public consultation.

5. Financial Considerations

There will be a cost to the Council in advertising a new Traffic Order for each Committee area; this will be approximately £1,500. In addition the costs of any changes to signing or lining will be attributed to that Order.

Each proposal as presented in Appendix I has an approximate value assigned to it so this Committee can consider what may be delivered dependant on the funding formula agreed by Cabinet. It is reasonable to assume that each HATOC will be allocated between £5,000 and £15,000, from a total budget of £100,000.

Assuming resource availability top-up funding can be provided by Members or Parish Councils for eligible schemes.

6. Sustainability Considerations

There is not considered to be any sustainability issue neutral impact.

7. Carbon Impact Considerations

There is not considered to be any carbon emission effect neutral impact.

8. Equality Considerations

There is not considered to be any equality effect neutral impact.

9. Legal Considerations

Any changes to parking restrictions will require a new Traffic Order. In order to minimise cost, one Traffic Order will need to be advertised for each HATOC area, and any objections considered.

As care has been given to ensuring proposals are beneficial and non-controversial it is not anticipated that significant objections would be received. Therefore it is proposed that any objections received will be dealt with under delegated powers in consultation with the effected local County Member and Committee Chair.

If significant objection is received for any specific site, it is advised that site is dropped from the programme for this financial year so that progress of the wider programme is not impeded.

10. Risk Management Considerations

This proposal has been assessed and all necessary safeguards or actions have been included to safeguard the Council's position.

There is a reputational risk to not addressing parking issues raised by communities and Members.

11. Public Health Impact

There is not considered to be any public health impact.

12. Reason for Recommendation/Conclusion

In order to deliver a programme of works for 16/17 officers will focus on the agreed local programme. Any additional non-safety critical requests arising during the year will be considered locally for inclusion as part of a future years programme.

Agreement is sought for the schemes to be progressed in priority order as presented in Appendix I, to match funding agreed by Cabinet.

David Whitton Head of Highways, Capital Development and Waste

Electoral Divisions: All

Local Government Act 1972: List of Background Papers

Contact for enquiries: Chris Rook

Room No: ABG Lucombe House, County Hall, Exeter. EX2 4QD

Tel No: (01392) 382112

Background Paper Date File Ref.

Nil

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Appendix I To HCW/16/24

Location	What is being proposed	натос	Parish/Town	Neighbourhood Team	Neighbourhood Officer	County Councillor	Is the Restriction Deliverable? If No scheme will not be progressed.	Safety (+ve)	Maintenance category	Reduce Congestion (+ve)	Community Benefit (+ve)	Displacement (- ve)	Likely Community Objections (-ve)	Anticipated Work Costs	Disruptive Parking	Can Scheme be Delivered without Additional Works?	Are there parking restrictions in close proximity?	Total
	Gray Bridge Double Yellow Lines for rufuse , gritter lorry and and A386 diversion route 3 . Supported by Parish and Member	WestDevon	Horrabridge	Western	John Doswell	Philip Sanders	Yes	Yes	6	Yes	Yes	No	No	<£500	Yes	Yes	Yes	18
Butcher Park Hill	Double Yellow Lines on south-west side between Redmore Close to Glanville Road	WestDevon	Tavistock	Western	John Doswell	Debo Sellis	Yes	Yes	6	No	Yes	No	No	<£500	Yes	Yes	Yes	17
Whitchurch Road	Double Yellow Lines opposite nursing home	WestDevon	Tavistock	Western	John Doswell	Debo Sellis	Yes	No	6	Yes	Yes	No	No	<£500	No	Yes	Yes	11
Whitchurch Road	Double Yellow Lines on junction with Mohuns Park to improve visibility	WestDevon	Tavistock	Western	John Doswell	Debo Sellis	Yes	No	6	No	Yes	No	No	<£500	No	Yes	Yes	10
Road from Dousland Rd to Westalla Road	Double Yellow Lines to protect exit from bus lane and car park	WestDevon	Buckland Monachorum	Western	John Doswell	Philip Sanders	Yes	No	9	Yes	Yes	No	No	<£500	No	Yes	Yes	10
Fore Street	Replace short section Single Yellow Lines with Double Yellow Lines opposite Chaple which is a pinch point for gritter.	WestDevon	Bere Alston	Western	John Doswell	Philip Sanders	Yes	No	7	Yes	Yes	No	No	<£500	No	Yes	Yes	10
Crelake Industrial Park	Double Yellow Lines in turning head	WestDevon	Tavistock	Western	John Doswell	Debo Sellis	Yes	No	8	Yes	Yes	No	No	<£500	No	Yes	Yes	9
Westmoor Park	Extend Double Yellow Lines into Westmoor Park by 6m	WestDevon	Tavistock	Western	John Doswell	Debo Sellis	Yes	No	8	No	Yes	No	No	<£500	No	Yes	Yes	9
Manor Estate	Double Yellow Lines at Junction with A386	WestDevon	Horrabridge	Western	John Doswell	Philip Sanders	Yes	No	9	No	Yes	No	No	<£500	No	Yes	Yes	9
Harrowbeer Lane (Top	Would like Double Yellow Lines on bend at the top Harrowbeer Lane (Village end) to allow emergency vehicles through, cars causing obstruction	WestDevon	Buckland Monachorum	Western	John Doswell	Philip Sanders	Yes	No	8	No	Yes	No	No	<£500	No	Yes	Yes	9
Chollacott Lane	Double Yellow Lines at entrance to Chollacott Lane for 18 metres on both sides	WestDevon	Tavistock	Western	John Doswell	Debo Sellis	Yes	No	9	No	Yes	No	No	<£500	No	Yes	Yes	8
The village	Add in short length of Double Yellow Lines at pinch point fror gritter outside No. 1 and 2 The Village	WestDevon	Buckland Monachorum	Western	John Doswell	Philip Sanders	Yes	No	6	Yes	Yes	No	No	<£500	No	Yes	No	8
Burrator Reservoir	Double Yellow Lines on the approach to dam to manage traffic at this poular leisure location	WestDevon	Burrator Parish	Western	John Doswell	Philip Sanders	Yes	No	7	Yes	Yes	Yes	No	<€1000	Yes	Yes	No	7
Down Road	Double Yellow Lines on one side	WestDevon	Tavistock	Western	John Doswell	Debo Sellis	Yes	Yes	7									6
Duke Street	Loading bay for lorries to unload	WestDevon	Tavistock	Western	John Doswell	Debo Sellis	Yes		7									1
Deacons Green	Double Yellow Lines at Junction	WestDevon	Tavistock	Western	John Doswell	Debo Sellis	Yes	No	9									1
West Bridge Industrial Estate	No Loading blips to prevent parking on the footway	WestDevon	Tavistock	Western	John Doswell	Debo Sellis	Yes	No	8									1