

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 as presented in Appendix I;**
- (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 has been allocated from the On Street Parking Account as part of the wider highways budget setting process.

2. Background/Introduction

The proposal was reported to this Committee at previous meetings and in subsequent months officers have refined the process as follows:

- Local Members were contacted by the Neighbourhood Highways Team earlier in 2016 requesting suggestions for sites to be included in the review. As several Traffic Management Reviews have recently been completed in the Torridge District, including Bideford, Northam, Appledore and Holsworthy, the level of outstanding issues of which Members were aware was low. Officers have subsequently compiled a list of proposals principally intended to make enforcement more sustainable. The proposals can be viewed in Appendix I.

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

- In order that next year's programme should be well developed at an early stage, members are advised that requests for inclusion in next year's programme can now be submitted to the Neighbourhood Highways Team with the intention of reporting the programme to the February 2017 Committee.
- The proposals will be assessed against cost, legal compliance, and 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 will form the programme.

Each proposal will have a notional value assigned to it so the Committee can consider what may be delivered. Cabinet has agreed an allocation of up to £12,500 per HATOC area in the financial year 2016/17. Funding levels for 2017/18 are subject to further Cabinet Approval.

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.

The proposals will 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

As several Traffic Management Reviews have recently been completed within the Torridge District, the 2016/17 project focuses on changes intended to make enforcement more sustainable. 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 dependent on the funding formula agreed by Cabinet. Each HATOC has been allocated up to £12,500 from a total budget of £100,000.

These costs will be met from the On Street Parking account.

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 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.
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Nil

cr250516torh
sc/cr/waiting restrictions programme
03 260516

Location	What is being proposed	Parish/Town	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
New Road	Turn unused Public Service Vehicle Parking in to POLICE only bays	Bideford	Gaston Dezart	Yes	No	3	No	Yes	No	No	<£1000	No	Yes	Yes	13
Chanters Road	Turn 4hr no return 1hr into 4hr no return 8hr	Bideford	Andrew Eastman	Yes	No	7	No	Yes	No	No	<£2000	No	Yes	Yes	8
Glenfield Road	Turn 4hr no return 1hr into 4hr no return 8hr	Bideford	Andrew Eastman	Yes	No	9	No	Yes	No	No	<£500	No	Yes	Yes	9
Glentorr Road	Turn 4hr no return 1hr into 4hr no return 8hr	Bideford	Andrew Eastman	Yes	No	10	No	Yes	No	No	<£500	No	Yes	Yes	9
Chantry Avenue	Turn 4hr no return 1hr into 4hr no return 8hr	Bideford	Andrew Eastman	Yes	No	10	No	Yes	No	No	<£1000	No	Yes	Yes	9
Park Lane	Turn 4hr no return 1hr into 4hr no return 8hr	Bideford	Gaston Dezart	Yes	No	9	No	Yes	No	No	<£500	No	Yes	Yes	9
Rectory Park	Turn 4hr no return 1hr into 4hr no return 8hr	Bideford	Gaston Dezart	Yes	No	9	No	Yes	No	No	<£1000	No	Yes	Yes	9