

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 March 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) the site 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 |
|--------------|-------------------|-------------------------|-------------------------|--------------------------------------|----------------------------|
| Torridge | £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 Mid Devon District

Objections have been received to the following proposal.

Exeter Road Cullompton

Existing Restriction – Waiting Limited to 1 Hours, no return within 1 Hour. Monday to Saturday.

Proposal to introduce a No Waiting “At any time” restriction deleting most of the limited Waiting Bay.

The change is proposed to allocate space at the northern end of the bay, adjacent to the Bus Stop, for Buses to pull in. Currently Buses have to stop in the carriageway opposite the Supermarket Car Park entrance and passengers have to walk around parked cars into the road to access the Bus.

Summary of Representations

| Comment | Devon County Council Response |
|--|---|
| First Respondent: Cullompton Town Council | |
| Objection to the no waiting at any time on Exeter Road, Cullompton. Believes a designated bus bay should be provided from the beginning of the short stay parking bay (Exeter Road Garage side) and the remaining area to stay as the existing limited waiting. | The bus bay is provided at the northern extent of the existing limited waiting bay, to link in with the pedestrian crossing facilities closer to the pedestrian desire lines. |

| Comment | Devon County Council Response |
|--|---|
| Second Respondent: Email from Member of the Public | |
| Objection to the proposed no waiting at any time on Exeter Road, Cullompton. The current limited waiting is well used by the residents of Cullompton. | The bus is unable to pull in parallel to the footway due to vehicles being parked up to the end of the current bus stop. |
| <p>The bays are extremely convenient and free, which allows easy access to businesses without having to use the pay and display car park.</p> <p>Believes this action would impact on the businesses in the area, and their takings as some of their customers will not be able to easily access them.</p> | <p>To encourage the use of public transport, Devon County Council seeks to improve facilities for bus users.</p> <p>It is acknowledged that there are local businesses in the area and have compromised by retaining a section of the limited waited.</p> |
| The only very temporarily difficulty is when the bus stops on one side or the other, but this is literally for a minute or two at the most. There is a zebra crossing further along the road, which allows pedestrians to cross safely and so there is no risk to road users. | The bus bay is provided at the northern extent of the existing limited waiting bay, to link in with the pedestrian crossing facilities closer to the pedestrian desire lines. |

It is **RECOMMENDED** that a Site Meeting is arranged with County Councillor and Town Council representatives to agree a resolution to this proposal.

A plan of the proposal can be seen in Appendix A 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:

- 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 Cullompton 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. Reasons for Recommendations

The proposals rationalise existing parking arrangements within the town by:

- Enabling enforcement to be undertaken efficiently.
- Encouraging longer term visitors to use off street car parks.
- Encouraging those working in the town make more sustainable travel choices eg Car Share, Public Transport, Walking and Cycling.

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

David Whitton
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: All in Mid Devon

Local Government Act 1972: List of Background Papers

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| Background Paper | Date | File Ref. |
|------------------|------|-----------|
| Nil | | |
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sc/cr/annual local waiting restriction programme
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Appendix A
To HIW/17/15

