

# CABINET

## THE CITY COUNCIL OF LANCASTER (VARIOUS ROADS) (ON STREET PARKING PROHIBITION AND RESTRICTION OF WAITING) (NO 3) ORDER 2006

### Individual Cabinet Member Decision

### Report of Head of Democratic Services

PURPOSE OF REPORT			
The Cabinet Member is asked to consider eighteen letters received following the advertisement of the proposed Traffic Regulation Order			
Key Decision	<input type="checkbox"/>	Non-Key Decision	<input checked="" type="checkbox"/>
Date Included in Forward Plan		N/A	
This report is public			

#### RECOMMENDATIONS OF THE HEAD OF DEMOCRATIC SERVICES

That consideration be given to the objections received and thereafter the implementation of The City Council of Lancaster (Various Roads) (On Street Parking Prohibition and Restriction of Waiting) (No 3) Order 2006

##### 1.0 Introduction

The statutory procedure for making an Order, under Section 1, 2, 32, 35, 45, 46, 47, 49, 53, 63A and Schedule 9 of the Road Traffic Act, 1984, is set out in the Traffic Orders (Procedures) Regulations, 1989 (as amended). A draft Order was drafted and advertised in accordance with those regulations and subsequently the following objections were received:

##### 2.0 Proposal Details

Details of the proposal are contained in Appendix A

### **3.0 Details of Consultation**

#### **3.1 Cork Road**

- i) A resident of Canterbury Avenue welcomes the proposals for Cork Road but feels that the parking problem will be pushed round the corner into Exeter Avenue and Canterbury Avenue and requests that consideration is given to the introduction of a no waiting restriction on these street corners for safety reasons.
- ii) A Ward Councillor states that the parking problem is caused by drivers who attend St Martins College, therefore a Monday – Friday 9.00 am – 6.00 pm restriction would be sufficient rather than waiting prohibited at any time. He also asks that consideration be given to the introduction of a no waiting restriction on the corners of Ulster Road, Exeter Avenue and Canterbury Avenue for road safety reasons.

#### **3.2 Norfolk Street/Owen Road**

- i) The resident objects to the no waiting at any time restriction around his home, he feels that an alternative arrangement could be made for buses.

#### **3.3 St Oswald Street**

Fifteen letters were received regarding the proposed no waiting at any time restrictions on St Oswald Street, the following points were raised:

- i) The two proposed passing places on the south side of St Oswald street are a good idea.
- ii) The decision not to introduce a residents parking scheme is welcomed.
- iii) It was suggested that parking spaces be created at the junction of St Oswalds Street and St Martins Road.
- iv) The proposals will bar many residents from parking in their own street.
- v) The proposal benefits a bus route and through traffic rather than the residents of the street.
- vi) It was suggested that St Martin's College be allowed to expand their on-campus parking to help alleviate the parking problem.
- vii) It was suggested that a resident's parking scheme is the answer to the problem.

### **4.0 Options and Options Analysis (including risk assessment)**

4.1 To make the Order

4.2 Not to make the Order

4.3 To make the Order with amendments

## 5.0 Officer Preferred Option (and comments)

5.1 The officer preferred option is to make the order with an amendment to reduce the length of the proposed 'No Waiting' restriction in the Owen Road/Aldren's Lane area as follows:-

- i) Delete the reference to Owen Road in the Second Schedule of the Order and insert the following:

Owen Road (Section adjacent to Norfolk Street junction)

- |     |   |                |
|-----|---|----------------|
| i)  | From a point 14 metres south of the centre line of Norfolk Street to the highway boundary of Aldren's Lane. | Westerly side. |
| ii) | From a point 12 metres south of the centre line of Norfolk Street to the highway boundary of Aldren's Lane. | Easterly side. |

Aldren's Lane

- |     |   |                |
|-----|---|----------------|
| i)  | From the highway boundary of Owen Road to a point 15 metres north of the centre line of Norfolk Street. | Westerly side. |
| ii) | From the highway boundary of Owen Road to a point 11 metres north of the centre line of Norfolk Street. | Easterly side. |

This amendment reduces the length of the proposed 'No Waiting' restriction in front of 2 Aldrens Lane by 4 metres and the length of the restriction in front of 2 Owen Road by 2 metres.

With regard to the objections:-

5.2 The restrictions in the traffic order cannot be made more restrictive, therefore waiting restrictions cannot be introduced in the side roads leading off Cork Road.

5.3 It is accepted that obstruction problems are observed more during the college hours in term time, however, it is recommended that the 'No Waiting At Any Time' restriction should not be amended because:-

- i) Obstruction of vehicles such as buses and fire tenders will occur if vehicles are parked opposite each other on both sides of Cork Road, regardless of the time of day (it should be noted that the bus that is regularly obstructed in this area is a small one). The proposed restriction will prevent this happening at all times.
- ii) The request for a reduction in the restricted period is based on the assumption that there are fewer vehicles parked overnight and therefore there is less likelihood of obstruction occurring, however this cannot be guaranteed. It is noted that the properties in Cork Road area have off-street parking areas and, when there are fewer cars parked, such as in the evening, there is more opportunity for visitors to find a parking space nearby.
- iii) In roads such as Cork Road, which are relatively narrow and contain no parking restrictions, drivers tend to park partly on the footway, where they obstruct the footway and damage its surface. The introduction of a full-time restriction on one side of the road will encourage drivers to park fully on the carriageway rather than partly on the footway.

5.4 The officer preferred option is to make the order with an amendment to the length of the proposed 'No Waiting' restriction in Owen Road running into Aldrens Lane.

5.5 The bus route along Norfolk Street has been established for many years and there is a public demand for a bus route through the area. Diverting along other residential

streets in the area it could only be achieved by carrying out costly engineering works and the residents of those streets are highly likely to object. It is proposed to reduce the length of the 'No Waiting' restriction outside the objector's property on Owen Road.

- 5.6 A number of the objectors appear to be under the impression that a 'No Waiting' restriction is to be introduced along the whole length of one side of St Oswald Street, whereas the proposal includes the area near its junction with St Martin's Road plus 2 No. 12 metre lengths, which will provide two passing places for vehicles.
- 5.7 A recent consultation regarding the introduction of a residents' parking scheme in the St Oswald Street area indicated that the majority of residents were not in favour of such a scheme.

## **6.0 Conclusion**

- 6.1 The areas of highway referred to in this report are locations where the Council has received many reports of parked vehicles obstructing buses and emergency services' vehicles and it is considered that the proposals contained in the traffic regulation order will solve that problem.
- 6.1 The City Council's Ward Members have been consulted and the following responses were received:-
- i) Three Members want the proposed 'No Waiting At Any Time' restriction in Cork Road to be amended to a 'No Waiting, 9am to 4pm, Monday to Friday' restriction. (Note: the bus service operates Monday to Saturday and runs along Cork Road up to 6pm).
  - ii) Two Members agree with the proposed restrictions in the Owen Road/Aldrens Lane area.
  - iii) One Member supports the objection to 'No Waiting' restrictions in the Owen Road/Aldrens Lane area and wants the bus route to be changed, so that it runs down Broadway.

### **RELATIONSHIP TO POLICY FRAMEWORK**

Corporate Plan – Priority 3 – Making our environment cleaner and healthier including managing transport and parking.

### **CONCLUSION OF IMPACT ASSESSMENT**

**(including Diversity, Human Rights, Community Safety, Sustainability and Rural Proofing)**

None directly arising from this report.

### **FINANCIAL IMPLICATIONS**

There are no foreseeable financial implications arising from the introduction of this Traffic Regulation Order.

**SECTION 151 OFFICER'S COMMENTS**

The Section 151 Officer has been consulted and has no further comments.

**LEGAL IMPLICATIONS**

In accordance with Regulation 7 of the Road Traffic (Procedures) Regulations, 1989 the order making authority shall consider objections duly made prior to the implementation of those restrictions.

**MONITORING OFFICER'S COMMENTS**

The Monitoring Officer has been consulted and has no further comments.

**BACKGROUND PAPERS**

The City Council of Lancaster (Various Roads) (On Street Parking Prohibition and Restriction of Waiting) (No 3) Order 2006 Letters of objection provided to the Cabinet Member are exempt from publication by virtue of paragraph 2 of Schedule 12A of the Local Government Act (as amended) as they contain information which is likely to reveal the identity of an individual.

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