

CABINET



Report subject	Traffic Regulation Orders – Sunridge Close
Meeting date	27 May 2020
Status	Public Report
Executive summary	To consider representations to the advertisement of Waiting Restrictions in Sunridge Close.
Recommendations	It is RECOMMENDED that: The Transportation Advisory Group is asked to consider recommending to the Cabinet that it approves: The Orders are confirmed as advertised
Reason for recommendations	There have been long-standing requests for measures to discourage obstructive parking in the road. The majority of the representations support the imposition of the restrictions.

SUB REPORT H

Portfolio Holder(s):	Councillor Andy Hadley – Cabinet Member for Transport and Infrastructure
Corporate Director	Bill Cotton – Director of Regeneration and Economy
Report Authors	Steve Dean – Senior Engineer Traffic Management
Wards	Alderney and Bourne Valley
Classification	For Decision

Background

The scheme has been prompted by requests from residents who are concerned that access along the road is obstructed when drivers park on both sides of the road. This is a particular problem at school start and finish times.

There are already double yellow lines at the junction with Wiinston Avenue, and at the turning area partway along the Close. The proposed yellow lines would join these two stretches of yellow line and extend around the end of the close.

Summary of financial implications

1. The costs associated with both the advertisement and implementation of the TRO will be covered by the Minor Traffic Schemes budget. The cost is estimated to be £1,000.

Summary of legal implications

2. Highways Authorities are required to give formal consideration to any representations received during the advertisement period.

Summary of human resources implications

3. None.

Summary of environmental impact

4. None

Summary of public health implications

5. None

Summary of equality implications

6. The Traffic Regulation Orders do not have direct equality implications

Summary of risk assessment

7. None

Background papers

8. None

Appendices

Appendix 1 – Summary of representations, and responses to issues raised

Appendix 2 – Plan of proposals

Appendix 1**Summary of Representations, and Responses to Issues Raised****Sunridge Close**

There were eleven representations in support of the proposed restrictions and seven representations (from 6 households in Sunridge Close) objecting. There were three further representations neither supporting nor objecting, but making comments.

Representations	Response
Five residents felt that there is quite widespread abuse of parking restrictions outside schools and there would need to be more enforcement for the proposed restrictions to be effective.	Eleven residents wrote to support the proposals
Three objectors felt that the restrictions are only needed for a short period of the day, and so the restrictions are not justified. A further objector felt that there was not a need for restrictions in the road.	Eleven residents wrote to support the proposals
Three residents asked if the restrictions could only be imposed at school start and finish times (i.e. single yellow lines)	<p>While a short duration restriction would address school time parking, emergency and service vehicles could be called to the close at any time.</p> <p>A single yellow line would require timeplates and extra posts. There are already double yellow lines at the Winston Avenue Junction and the turning area in the middle of the road.</p> <p>There is a perception that single yellow lines are not as serious as double yellow lines, and might be ignored by some parents.</p>
two residents felt that the restrictions would displace the parking to other places nearby , where it would cause more problems.	Eleven residents wrote to support the proposals
Two residents objected to the restrictions because they would prevent them parking near their homes	Residents would still be able to park on one side of the road

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A resident objected that the restrictions would concentrate parking on one side of the close, and this would be unsightly for residents on that side of the road.	Eleven residents wrote to support the proposals
A resident asked for the restrictions to be imposed on the northern side of the road	The Council cannot introduce more restrictions in another location to that which has been formally advertised without re-advertising the new proposal. Changing the pattern of restrictions would not address the main points raised by the objectors.

Recommendation

The cul-de-sac is narrow (less than 6m in width), and the waiting restrictions will discourage obstructive parking.