

Cabinet Member for Public Services

16 June 2015

Name of Cabinet Member:

Cabinet Member for Public Services – Councillor Lancaster

Director Approving Submission of the report:

Executive Director, Place

Ward(s) affected:

Longford

Title:

Report – Hurst Road, Request for removal of double yellow lines

Is this a key decision?

No

Executive Summary:

An e-Petition of 36 signatures has been received requesting the removal of double yellow lines on Hurst Road between house numbers 22 and 66 to allow parking.

In accordance with the City Council's procedure for dealing with petitions, those relating to waiting restrictions are heard by the Cabinet Member for Public Services.

The cost of introducing, amending or revoking waiting restrictions is usually funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan

Recommendations:

The Cabinet Member is recommended to:-

- i) Note the request of the petitioners
- ii) Approve that the proposal to reduce the double yellow lines on Hurst Road is advertised in the next waiting restrictions review.

List of Appendices included:

Appendix A - Location Plan
Appendix B- Possible changes to waiting restrictions

Other useful background papers:

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title:**Report – Hurst Road, Request for removal of double yellow lines****1. Context (or background)**

- 1.1 An e-Petition of 36 signatures has been received requesting the removal of double yellow lines on Hurst Road between house numbers 22 and 66 to allow parking.

2. Options considered and recommended proposal

- 2.1 The petition advises

“This petition is for the removal of the waiting restrictions (double yellow lines) from Hurst Road between 22 and 66, Longford, Coventry. This is to allow residents to park outside their property.”

- 2.2 Hurst Road is a residential street; it is ‘severed’ around the half-way point to prevent traffic from using it as a route from Grange Road to Longford Road. The area referred to in the petition is accessed from Grange Road. A number of other roads can be accessed from this section of Hurst Road. A location plan is shown in Appendix A
- 2.3 Double yellow lines (no waiting at any time) are on the whole length of Hurst Road from its junction with Grange Road to its severance point, which in effect forms a dead end. The restrictions on Hurst Road were introduced in 1974.
- 2.4 The restrictions have been reviewed and there is the potential to reduce the length of double yellow lines, but not to the extents requested. A plan showing where it is considered the double yellow lines can be removed is shown in Appendix B. The proposal retains double yellow lines for junction protection and in the vicinity of the bend. It should also be noted that there are driveways within the area where it is proposed to remove the double yellow lines. Enforcement action can be undertaken if a vehicle is parked across a dropped vehicle crossing without the need for restrictions to be present. However, if no vehicle crossing has been provided no action can be taken.
- 2.5 To remove the double yellow lines requires the revocation of the Traffic Regulation Order (TRO) relating to the prohibition of waiting at this location. There is a legal process which must be followed which includes a 21 day objection period. It is recommended that the proposal to remove the double yellow lines is advertised as part of the next review of waiting restrictions.

3. Results of consultation undertaken

- 3.1 Consultation will be undertaken as part of the legal procedure to remove the double yellow lines (prohibition of waiting). In addition to the legally required advertisement of the proposals, notices will be placed on site and we will write to residents who will be directly affected.

4. Timetable for implementing this decision

- 4.1 If approved the proposed waiting restriction amendments, subject to the consideration of any objections, will be implemented by end of March 2016.

5. Comments from Executive Director, Resources

5.1 Financial implications

The implementation of waiting restrictions is funded from the LTP (Local Transport Plan) allocation agreed by Cabinet.

5.2 Legal implications

The Road Traffic Regulation Act 1984 allows the Council to make a Traffic Order on various grounds e.g. improving safety, improving traffic flow and preserving or improving the amenities of an area provided it has given due consideration to the effect of such an order.

In accordance with Section 122 of the Road Traffic Regulation Act 1984, when considering whether it would be expedient to make a traffic order the Council is under a duty to have regard to and balance various potentially conflicting factors e.g. the convenient and safe movement of traffic (including pedestrians), adequate parking, improving or preserving local amenity, air quality and/or public transport provision.

There is an obligation under the Road Traffic Regulation Act 1984 to advertise our intention to make Traffic Orders and to inform various stakeholders, including the Police and the public. The Authority is obliged to consider any representations received. If representations are received these are considered by the Cabinet Member for Public Services. Regulations allow for an advertised order to be modified (in response to objections or otherwise) before a final version of the order is made.

The 1984 Act provides that once a Traffic Order has been made it may only be challenged further via the High Court on a point of law (i.e. that the Order does not comply with the Act for some reason).

6. Other implications

6.1 How will this contribute to achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?

A safer and more confident Coventry- by removing the double yellow lines residents will be able to park on street closer to their homes.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

None

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)**Name and job title:**

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Place

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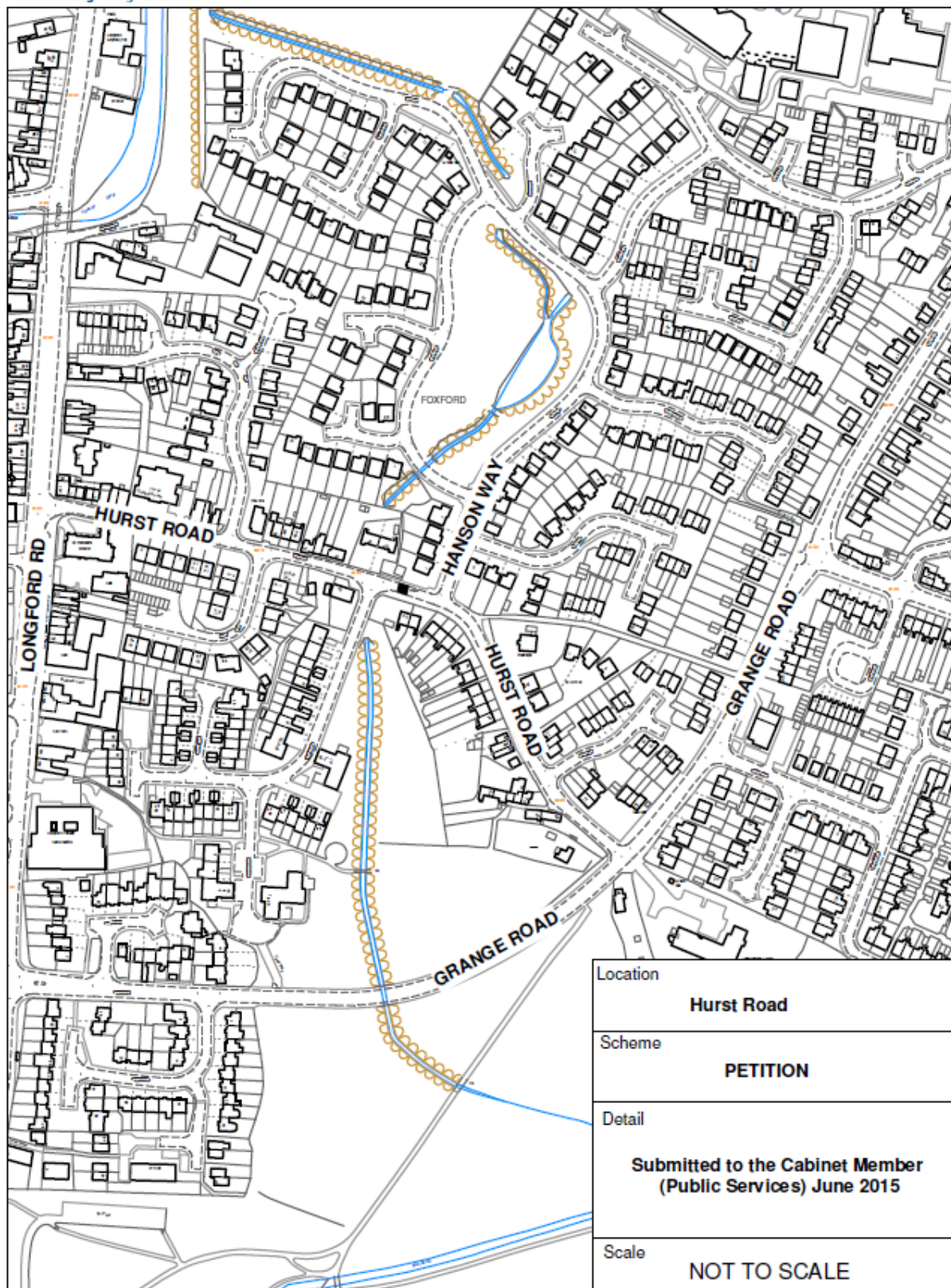
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Enquiries should be directed to the above person.

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Finance: Graham Clark	Lead Accountant	Resources	01.06.2015	02.06.2015
Legal: Mark Smith	Senior Solicitor	Resources	01.06.2015	04.06.2015
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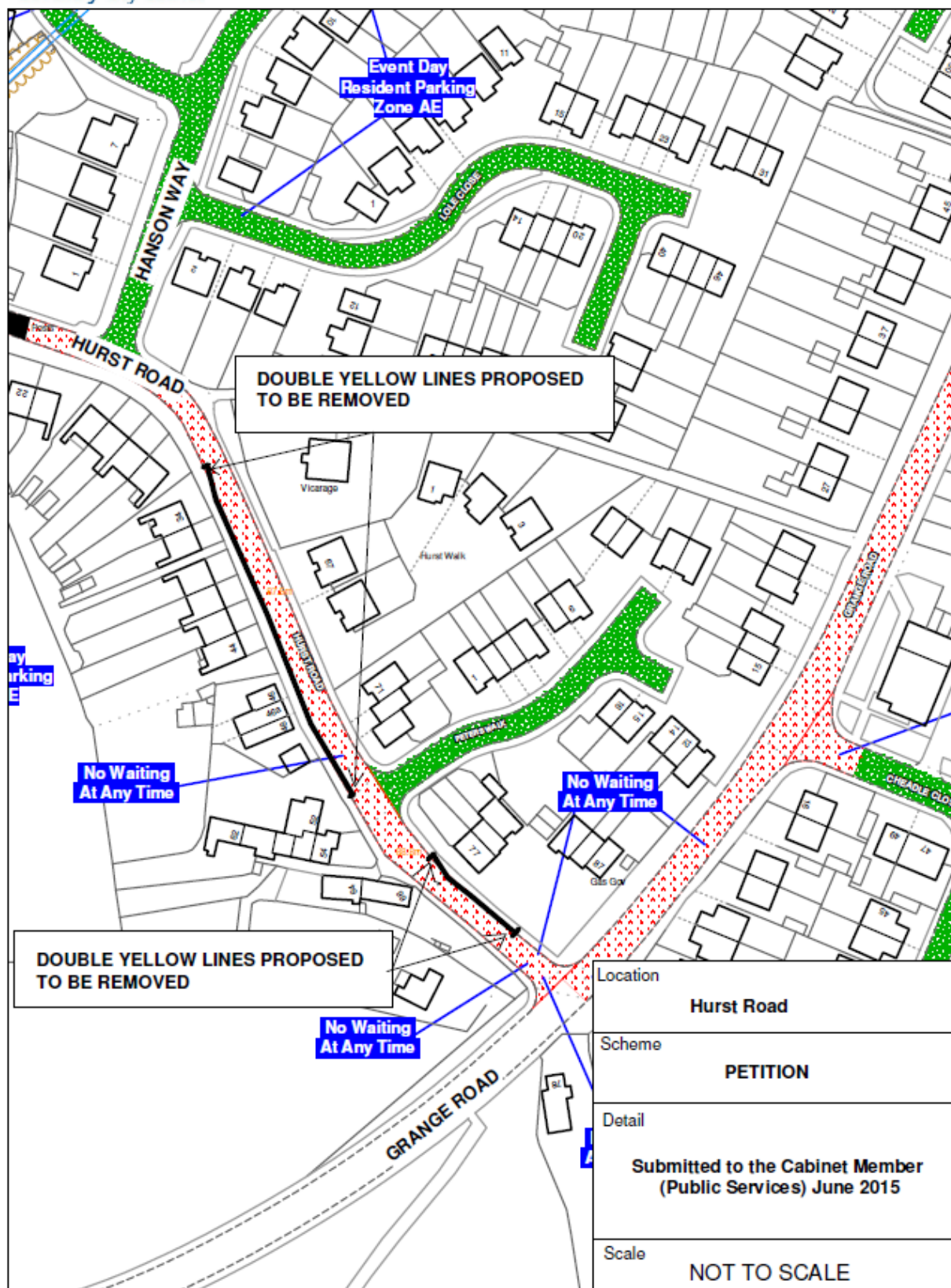
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Appendix A – Location Plan



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Appendix B – Possible changes to waiting restrictions.



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