

Cabinet Member for Public Services

13th June 2016

Name of Cabinet Member:

Cabinet Member for Public Services – Councillor Innes

Director Approving Submission of the report:

Executive Director of Place

Ward(s) affected:

Wyken

Title:

Report – Objection to Clifford Park Estate Residents' Parking Scheme.

Is this a key decision?

No

Executive Summary:

A Residents' Parking Scheme came in to operation in the northern half of the Clifford Park Estate in January 2004. The scheme operates 24 hours a day, 7 days a week and was introduced in connection with the development of University Hospital.

In November 2008, in response to a petition, it was proposed that the southern part of the estate be included in a programme of parking schemes which would extend residents' parking in locations further away from the hospital, due to on-going issues with parking generated by the hospital taking place on residential streets.

On 17th July 2014 a Traffic Regulation Order (TRO) proposing a new residents' parking scheme for the whole estate was advertised. 9 objections and a 58 signature petition objecting to parts of the proposal were received.

On consideration of these objections and petitions it was approved at the Cabinet Member for Public Services meeting on the 6th October 2014 that an amended parking scheme would be implemented, utilising an experimental order to provide residents and road users the opportunity to see how the scheme worked and raise any objections during the first 6 months of operation.

2 objections were received during the objection period, 1 objection has since been withdrawn. In accordance with the City Council's procedure for dealing with objections to TROs they are reported to the Cabinet Member for Public Services for a decision as to how to proceed.

The cost of making permanent the experimental TRO, if approved, will be funded from Section 106 funds from the development of the University Hospital allocated for residents' parking.

Recommendations:

Cabinet Member for Public Services is recommended to:

1. consider the objection to the Experimental Traffic Regulation Order;
2. subject to recommendation 1, approve that the Experimental Traffic Regulation Order, the 'City of Coventry (Clifford Park Estate) (Residents Parking Zone) (Experimental Order 2015' is made permanent.

List of Appendices included:

Appendix A – Plan of experimental residents parking scheme as introduced.

Appendix B – Copy of objection

Other useful background papers:

Cabinet Member (Public Services) meeting 6 October 2016, Report – Objections to Proposed Clifford Park Estate Residents Parking Scheme

Copies of reports available at modern.gov.coventry.gov.uk

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 - Objection to Clifford Park Estate Residents' Parking Scheme.

1. Context (or background)

- 1.1 On 17th July 2014 a Traffic Regulation Order (TRO) proposing a new residents' parking scheme for the whole Clifford Park Estate was advertised. In response to these proposals 9 objections and a 58 signature petition objecting to parts of the proposal were received. These objections were considered at the Cabinet Member for Public Services meeting on 6th October 2014 and in response it was approved that a revised parking scheme would be introduced utilising an experimental TRO.
- 1.2 On 1st February 2015 an Experimental Traffic Regulation Order creating a single new residents' parking scheme for the whole of the Clifford Park Estate became operational. The revised proposals are shown in Appendix A. The first 6 months of operation of the scheme were an objection period. 2 objections were received, 1 of which has been withdrawn.

2. Options considered and recommended proposal

2.1 The options considered

- i) Not to make the experimental TRO permanent and return to the original scheme (which was a residents parking scheme on half of the estate); or
- ii) To make the experimental TRO permanent

2.2 Option i) is not recommended as a large number of residents in the southern part of the estate actively sought the introduction of a residents parking scheme in view of the problems they were experiencing; they have made no objections to the operation of the scheme. In addition the original scheme did not include shared use bays, therefore reverting back to the original scheme would result in there being no legal available parking for non-permit holders to park whilst visiting the school.

2.3 The objection received advises it is made on behalf of parents and children who attend Pearl Hyde Primary School and Hinckley Road Nursery, however no supporting evidence is provided that this is the case nor have additional objections been received from parents. The main concern raised is the distance that parents have to park away from the school, to park legally, and the objector advises that *'restricting parking on side of the school and all along this said side is extremely impractical'*.

2.4 The restrictions installed have taken into consideration the road safety of children. The area directly outside the school is subject to a school keep clear marking, which has a no stopping restriction which applies at school entry and exit times. To the south of school keep clear marking is a bus stop, which should not be parked in and parking has been prevented to the north of the school keep clear marking as this is a bend. The restrictions can be seen on the plan in Appendix A. The opposite side of the road to the school has numerous driveways and a vehicle parked in this location is likely to obstruct a driveway. The nearest parking bay is located 135m from the school entrance. Site visits have been undertaken at school entry and exit times and people collecting children from the school have been observed using the shared use parking bays.

2.5 Taking in to account the objection raised and the considered response, as detailed above, it is recommended that option ii (the making permanent of the experimental TRO) is approved.

3. Results of consultation undertaken

3.1 The experimental TRO for the waiting restrictions was advertised in the Coventry Telegraph on 22nd January 2015, notices were also placed on street in the vicinity of the proposals. The responses received were 2 objections, 1 of which was removed.

3.2 Appendix B details the objection received.

4. Timetable for implementing this decision

4.1 Subject to approval, it is proposed to make the Experimental TRO permanent by end of July 2016.

5. Comments from Executive Director, Resources

5.1 Financial implications

The cost of making permanent the Experimental TRO, if approved, will be funded from Section 106 funds from the development of the University Hospital allocated for residents' parking.

5.2 Legal implications

The Road Traffic Regulation Act 1984 allows the Council to make a Traffic Order, including an experimental 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.

An experimental order takes effect 7 days after public notice is given and can remain in force for up to 18 months. Objections may be made during the first 6 months of operation and any objections must be considered before any decision to make the order permanent.

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)?

The experimental waiting restrictions, if made permanent, will contribute to the City Council's aims of ensuring that citizens, especially children and young people, are safe and the objective of working for better pavements, streets and roads.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

The making permanent of the experimental waiting restrictions will continue the existing situation of reducing obstruction of the carriageway, therefore increasing safety for all road users

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)

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Place

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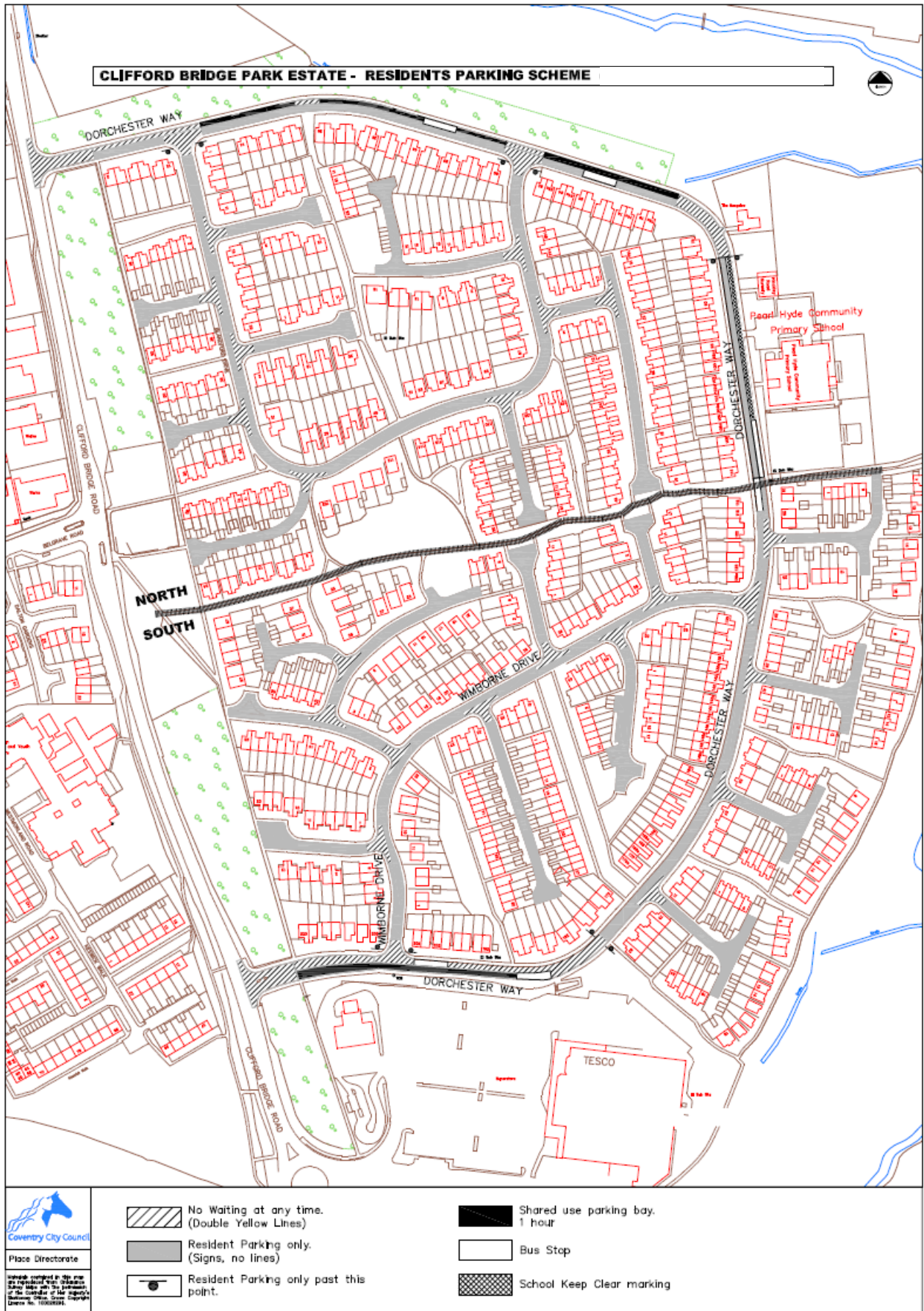
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Enquiries should be directed to the above person.

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Jas Bilen	HR Manager	Resources	31.05.2016	01.06.2016
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Other members				
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Finance: Graham Clark	Lead Accountant	Resources	31.05.2016	01.06.2016
Legal: Sam McGinty	Place Team Leader	Resources	31.05.2016	01.06.2016
Other members: Cllr Innes	Cabinet Member for Public Services		31.05.2016	

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Appendix A – Plan of residents parking scheme as introduced experimentally in February 2015



Appendix B – Copy of Objection

Re: Clifford Park Estate Parking Scheme

Ref: TM/CA/CliffordPark

I write to you as part of and on behalf of parents of children who attend Pearl Hyde Primary School and Hinckley Road Nursery.

We understand a new scheme for parking had been introduced on 1st February 2015 and most of Dorchester way has become permit holders only and restricted parking.

This has posed problems this morning to begin with and no doubt will cause further issues as the issue continues, innumerable parents including myself, are travelling over two miles to get to the school on time. With traffic issues in the area anyway this has now caused further issues as we are having to park practically at the end of the road and rushing to get small children into school with bags and bottles in hand.

We understand restrictions may have been required where local residents have parking problems for themselves. But restricting parking on side of the school and all along this said side is extremely impractical.

This issue has caused problems for many of us to the extent that we are considering removing our children from the school.

We hope that you would take into consideration the points raised and possibly reconsider the extent of the parking restrictions placed.

Kind Regards