

DECISION MAKER:	Cabinet Member – Transport & Roads
DECISION DATE:	3 November 2015
Scrutiny committee call-in date:	6 November 2015
Date decision may be implemented:	9 November 2015
TITLE OF REPORT:	U80322 Kingsway and C1127 College Road, Hereford – prohibition of waiting at any time
REPORT BY:	TRO Team - Balfour Beatty Living Places

Classification

Open

Key Decision

This is not a key decision

Wards Affected

College

Purpose

To consider the introduction of a Traffic Regulation Order (TRO) in Hereford City the effect of which will be to prohibit waiting at any time, (double yellow lines), on both sides of the road in Kingsway and on one side of College Road in the vicinity of the Co-op Store. The aim of this proposal is to reduce on street parking congestion and hence improve safety at the junction of Kingsway with College Road.

Recommendation(s)

THAT:

A Traffic Regulation Order be introduced on the unclassified road U80322 Kingsway

and the classified road C1127 College Road the effect of which will impose the following restrictions:

Prohibition of waiting at any time

U80322 Kingsway – north eastern side

From a point 73 metres south east of where the extended line of the south eastern kerb line of the unclassified road U80323 Queensway intersects the extended line of the north eastern kerb line of the unclassified road U80322 Kingsway for a distance of 16 metres in a south easterly direction along Kingsway to the junction with the C1127 College Road.

U80322 Kingsway – south western side and the C1127 College Road western and north western side

From a point 53 metres south east of where the extended line of the south eastern kerb line of the unclassified road U80323 Queensway intersects the south western kerb line of the unclassified road U80322 Kingsway for a distance of 75 metres in a south easterly direction along Kingsway then a southerly and south westerly direction along the classified road C1127 College Road

Alternative Options

1. That the proposed TRO is not implemented which would consequently not assist in solving the problems mentioned in 2 below

Reasons for Recommendations

2. This proposal has been developed and is recommended as a solution to address concerns raised by West Mercia Police and the Local Member Councillor Wilcox regarding kerbside parking congestion in the vicinity of the Co-op store at the junction of Kingsway and College Road in Hereford.

Key Considerations

3. In March 2015 West Mercia Police wrote to Councillor Wilcox regarding safety concerns associated with parking in the vicinity of the Co-op store at the junction of Kingsway and College Road. Subsequently, both the Police and Councillor Wilcox requested a TRO to impose parking restrictions at this location to address their concerns. Appendix A of this report contains a copy of the letter from West Mercia Police to Councillor Wilcox.
4. The letter from West Mercia Police suggests that parking restrictions would “*alleviate much of the congestion caused to the roundabout, College Road and Kingsway and also make it a much safer place for pedestrians (especially children, visually impaired and the elderly) to cross the road*”.
5. By email dated 13 March 2015, Councillor Wilcox recorded “*Further to our discussion earlier this month, I attach a copy of a letter I have received from Inspector Nick Semper of Hereford Police. I trust this will help enable you to provide the double*

yellow lines at the junction of Barrs Court Road / Kingsway as part of the traffic order you are progressing for various roads in the Barrs Court area”.

6. Following site meetings with the Local Member and the Traffic Liaison Officer for West Mercia Police, proposals were developed as depicted on the plan HD/T/HER/KINGS/1, in Appendix B of this report, and were circulated to statutory consultees and other stakeholders. Comments were requested by 5 June 2015.
7. A formal public Notice of Proposal was published in the press and on the Council web site, erected on site, deposited at Hereford Info Centre and sent to statutory consultees and other stakeholders. Comments were requested by 26 June 2015.
8. In response to comments received from the initial consultation the possibility of implementing (1) an extension to the double yellow lines, (2) a loading / unloading prohibition and (3) a limited waiting parking bay were explored. Following further consultation on these three issues with the Police, Local Member and Parking Services, the outcome was to proceed with the original proposal, as set out in the recommendations in this report, and on the Appendix B plan The Co-op store received by post, and by hand delivery, a consultation letter and plan dated 12 May 2015 depicting the proposals. This consultation letter contained a statement to the effect that if no response was received by the closing date for the receipt of comments then we will record they have no objections to the proposals. Also a formal Notice of Proposal was posted to the Co-op store on the 29 May 2015.
9. No response was received from the Co-op to either the consultation letter or the formal Notice of Proposal and therefore, on 24 August 2015, a third letter was sent to the Co-op containing the statement *“I refer to my consultation letter and formal Notice of Proposal to you dated 12 May and 29 May 2015 respectively regarding the above proposal and confirm that in the absence of any comments from you by the closing dates I am happy to record that you have no objections to the proposals. Consequently my intention is to proceed with the introduction of the parking restrictions as set out in these two letters and as depicted on the attached drawing number HD/T/HER/KINGS/1”.*
10. Appendix C of this report contains the full list of consultees and the responses received to both the consultation letter and public Notice of Proposal.

Community Impact

11. The proposals will look to reduce kerbside parking congestion in Kingsway in the vicinity of its junction with College Road and by keeping the impact of the waiting restrictions to a practicable minimum will thereby balance the needs of the motorists, the public and businesses. Whilst impacting on free unlimited on street parking, the proposals will improve safety for drivers and pedestrians and restrict non-residential parking on the highway. The installation of the necessary road markings to give effect to the TRO's will be required. A principal aim of the proposals is to improve vehicle movements and the environment for the residents

Equality Duty

12. The introduction of this proposal is considered to be of low impact, as the proposed restrictions will improve driver and pedestrian facilities and be of a general benefit to the community. See Appendix D of this report for Equality Impacts and Needs Assessment (EINA).

Financial Implications

- 13 Budgets for this project are managed by Balfour Beatty Living Places and will be accommodated from existing budgets. The cost for the road markings is estimated at £500. The cost for the implementation of the TRO is estimated at £5k. These costs will be accommodated from existing budgets.

Legal Implications

- 14 The introduction of a TRO under the Road Traffic Regulation Act 1984 will be required.
- 15 The council, as traffic authority, are required to consider any objections received after formal statutory consultation, (which includes advertising in a local newspaper), and this report includes any such subsequent objections or comments, for consideration.
- 16 The council has discretion to amend its original proposals, if felt desirable, whether or not in the light of any objections or comments received, as a result of such statutory consultation. If any objections received are accepted, in part or whole, and/or a decision is made to modify the original proposals, if such a modification it is considered to be substantial, then steps must be taken for those affected by the proposed modifications to be further consulted. As regards these proposals, it is noted that such comments received are detailed in Appendix C attached and considered in this report

Risk Management

- 17 The Local Transport Plan sets out the objective to reduce the number and severity of casualties on the highway network in Herefordshire and provide a highway network that is safe and efficient taking into account national guidelines. A Key performance Indicator is contained in this Local Transport Plan and details a locally set target for a reduction in people who are killed or seriously injured on the highway network. The introduction of the parking controls detailed in this report may contribute towards achieving these objectives and targets. If these proposals are not implemented this may have a detrimental effect on achieving these objectives and targets.

Consultees

- 18 The Chief Constable of West Mercia Police, Hereford City Council, Herefordshire Council Parking Services, Freight Transport Association, Road Haulage Association, Councillor Wilcox, West Midlands Fire and Rescue, West Midlands Ambulance service, Co-op Stores, Royal National College Blind and Local residents were asked to provide their views, being advised that should no comments be received by 5 June 2015 then it would be considered that they would have no objections to the proposal.
- 19 All consultees and comments received on the proposals are summarized in Appendix C of this report. No other comments have been received; therefore it is recommended that the Order be introduced as set out in this report and as advertised in the Notice of Proposal.
- 20 By email dated 13 March 2015 Councillor Wilcox commented "Further to our discussion earlier this month, I attach a copy of a letter that I have received from Inspector Nick Semper of Hereford Police. I trust this will help enable you to provide double yellow lines at the junction of Barrs Court Road / Kingsway as part of the

traffic order you are progressing for various roads in the Barrs Court area". By email date 16 September 2015 Councillor Wilcox further commented "This mini scheme was introduced after the request by the police following issues of dangerous and double parking. The actual length and location of the limited lineage has been determined after local consultation and to ensure that the least disruption is involved whilst ensuring safe ingress and egress from Kingsway and to facilitate deliveries by large lorries".

Appendices

Appendix A – Inspector Nick Semper 12 March 2015 letter to Councillor Wilcox

Appendix B – Plan HD/T/HER/KINGS/1

Appendix C – Full list of consultees and responses

Appendix D – Equality Impacts and Needs Assessment

Background Papers

- Drawing Number HD/T/HER/KINGS/1