

CABINET MEMBER FOR HIGHWAYS AND TRANSPORT – CLLR PHILIP WHITEHEAD

HIGHWAYS AND TRANSPORT SERVICE

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REFERENCE: HT- 09 -16

PROPOSED WAITING RESTRICTIONS, CHANTRY LANE, WESTBURY

Purpose of Report

1. To consider an amendment to The County of Wiltshire (Westbury, Heywood and Dilton Marsh) (Prohibition and restriction of waiting, taxi rank clearways and on street parking) consolidation Order (Amendment No.2) 2014 to include additional waiting restrictions at Chantry Lane.

Relevance to the Council's Business Plan

2. The proposed TRO meets two priorities of the Council's Business Plan.
 - Outcome 2 – People in Wiltshire work together to solve problems locally and participate in decisions that affect them.
 - Outcome 6 – People are as protected from harm as possible and feel safe.

Background

3. Residents of Chantry Lane and Chantry Court Retirement Village have raised concerns regarding the difficulties faced by them when accessing/exiting their properties and when walking on Chantry Lane as a result of inconsiderate or inappropriate parking nearby. There is a perception of decreased road safety and safety for pedestrians as a result.
4. The proposed changes will reduce the instances of inconsiderate/inappropriate parking increasing the safety of local residents.
5. In addition, Wiltshire Council Waste Management reports frequent occurrences whereby the refuse collection vehicle cannot access Chantry Lane to collect refuse. The refuse collection vehicle drivers also report numerous instances whereby access is possible but requires potentially unsafe manoeuvres to take place in order to access Chantry Lane (for example, reversing past parked vehicles with wing mirrors obscured by vegetation due to being pushed close to the edge of carriageway).

Summary of the Proposals

6. The proposals are:
 - (i) To extend the existing 'No Waiting at Any Time' to encompass the remaining westerly section of Chantry Lane on both sides of the road.
 - (ii) To introduce 'No Waiting at Any Time' from a point 8 metres west of its junction with Church Street for a distance of 12.5 metres in a westerly direction, linking with the existing 'NWAAT' restrictions.

Main Considerations for the Council

7. To consider the comments received during the consultation period. Details of those who commented are provided in **Appendix 1**. A summary of the issues raised relating to the traffic order and officer comments is included in **Appendix 2**.
8. In light of the comments received as part of the consultation process, an amended proposal has been prepared and may also be considered. In order to alleviate the issues faced by residents of Church Street, it is proposed that the advertised 'No Waiting at Any Time' at the western end of Chantry Lane be replaced with 'No Waiting between 8am and 6pm'. This will allow parking to take place overnight but will remove the on-street parking in that location during the day ensuring clear access for the refuse vehicles and reducing the potential for conflict in that area.
9. As this is a lesser restriction than that advertised, further formal consultation is not required. The amended proposal has been discussed with, and is supported by, the local Member. A plan of the proposal can be found in **Appendix 3**.

Safeguarding Implications

10. There is no risk to the Council as a result of these proposals.

Public Health Implications

11. There are none with this proposal.

Corporate Procurement Implications

12. There are none with this proposal.

Environmental and Climate Change Considerations

13. There is potential for parking to be displaced to other locations.

Equalities Impact of the Proposal

14. There are considered to be no equalities impacts.

Risk Assessment

15. If the orders do not go ahead in any form, inappropriate parking is likely to continue therefore issues related to conflict between vehicles and unsafe manoeuvring by refuse collection vehicles will remain.

Financial Implications

16. All expenditure for the necessary works will be funded from existing Highways budgets.

Legal Implications

17. The implementation of the proposed restrictions requires the processing of a TRO. The process of introducing a TRO is governed by the Road Traffic Regulation Act 1984 and associated procedural regulations. Failure to adhere to the statutory processes could result in the TRO being successfully challenged in the High Court.

Options Considered

18. To:
- (i) Proceed with the waiting restrictions as advertised.
 - (ii) Proceed with an amended proposal to implement No Waiting between 8am and 6pm to allow parking to continue overnight on the southern section of Chantry Lane while proceeding as advertised for the remainder.
 - (iii) Not proceed with the imposition of waiting restrictions.

Reason for Proposal

19. In light of the comments received during the consultation period, it is felt that the proposal is the most appropriate course of action to balance the issues faced by residents of Chantry Court, Chantry Lane and Church Street. The proposal provides an improvement for residents of Chantry Lane and Chantry Court while minimising the impact upon residents of Church Street.

Proposal

20. To proceed with an amended proposal to implement No Waiting between 8am and 6pm to allow parking to continue overnight on the southern section of Chantry Lane while proceeding as advertised for the remainder.

The following unpublished documents have been relied on in the preparation of this Report:

None