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HIGHWAYS AND TRANSPORT

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REVIEW OF RESIDENTS' PARKING ZONE D, SALISBURY

Purpose of Report

1. To:
 - (i) Consider comments on the proposed amendment of the layout of waiting restrictions in Residents' Parking Zone D (RPZD), Salisbury.
 - (ii) Recommend the making of the Traffic Regulation Order (TRO) as advertised.

Relevance to the Council's Business Plan

2. The proposed TRO meets one of the key priorities of the Council's Business Plan. That priority being:
 - Outcome 2 – People in Wiltshire work together to solve problems locally and participate in decisions that affect them.
3. Outcome 2 has been met through development of the proposals in conjunction with the local elected Wiltshire Council Member for the Salisbury St. Paul's Ward. Local residents have also been involved through the formal TRO consultation process.

Background

4. RPZD is located to the north-west of Salisbury City Centre in the Salisbury St. Paul's Ward. RPZD was first introduced on the ground in 1992 and covered a very small area. The zone has subsequently been expanded twice (in 2002 and 2006) to cover the area that it now comprises. RPZD operates between the hours of 8.00am to 6.00pm Monday to Saturday.
5. The main accesses to the roads that form RPZD are from the A36(T) Wilton Road, A360 Devizes Road and Fisherton Street. The roads that make up RPZD consist predominantly of residential premises. However, in addition to residential premises Avon Terrace, Middleton Road and York Road (all located in RPZD) have at least one business premise situated within them which requires access by large vehicles. In the cases of Avon Terrace and Middleton Road the businesses are local garages, whilst in the case of York Road the business is a local public house.
6. Over the last three years there has been increasing pressure upon the availability of parking spaces within RPZD resulting primarily from the conversion of existing residential properties within the zone into flats and the conversion of business

properties to residential properties. Although the greatest pressure upon the availability of parking spaces is in the evening, when the residents' parking scheme is not in operation, it is evident that problems with the availability of spaces exist when the scheme is operating; specifically during late afternoon/early evening and on Saturdays.

7. In response to the increasing pressure upon the availability of parking spaces within RPZD, and following requests from local residents for additional parking spaces to be provided, Councillor Clewer, the local Wiltshire Council Member, asked officers to undertake a review of the existing waiting restrictions within RPZD with the aim of providing as many additional parking spaces as possible.
8. During the 2013-2014 financial year officers, in conjunction with Councillor Clewer, undertook a review of the waiting restrictions within RPZD and identified areas within the zone where additional residents' parking spaces could be provided. Funding to allow the proposals to provide additional parking spaces within RPZD to be progressed was allocated in the 2014-2015 financial year.
9. In October 2014 a TRO proposing the introduction of additional parking spaces within RPZD was formally advertised for comment. The Council's closing date for receipt of objections or other representations to the advertised TRO, together with the grounds on which they were made, was 10 November 2014.

Summary of Proposals

10. One TRO was advertised as part of this scheme and proposed:
 - An increase in the length of the existing parking bay outside the Royal Mail Sorting Office in Fisherton Street and the changing of the time limits associated with this bay from 'Waiting Limited to 2 Hours, No Return Within 4 Hours - Monday-Saturday 8.00am-6.00pm' to 'Waiting Limited to 30 Minutes, No Return Within 1 Hour - Monday-Saturday 8.00am-6.00pm'. This change will provide additional parking for customers of the Royal Mail Sorting Office during the daytime and additional overnight and Sunday parking that could be used by residents of RPZD.
 - The removal of lengths of 'No Waiting At Any Time' (NWAAT) restrictions to be replaced by residents' parking bays in Hartington Road, Sidney Street, St. Paul's Road and Windsor Road.
 - The removal of lengths of 'No Waiting Monday-Saturday 8.00am-6.00pm' restrictions to be replaced by residents' parking bays in St. Paul's Road and York Road.
 - The removal of a loading bay in York Road to be replaced by a residents' parking bay.
 - The removal of lengths of NWAAT restrictions to be replaced by driveway protection (white bar) markings in Hartington Road, Meadow Road South, Middleton Road, Sidney Street, Windsor Road and York Road.
 - The introduction of NWAAT restrictions in Fisherton Street and St. Paul's Road.
11. A plan showing the Council's advertised proposals is attached as **Appendix 1**.

Summary of Responses

12. A total of two items of correspondence have been received in response to the proposals contained within the advertised TRO. Both items of correspondence offered comments on the Council's proposals, with neither expressly stating that they objected to them. A summary of the correspondents who wrote in commenting on the TRO is attached as **Appendix 2**. A full summary of the comments submitted by the correspondents, together with officer responses, is attached as **Appendix 3**.

Main Considerations for the Council

13. Consideration needs to be given to the responses received and a decision made on the way forward. There are no legal rights to park on the public highway or upon the Council to provide parking on the public highway. The Council's statutory duty as the local highway authority is to ensure that the right of passage along the highway is not impeded. However, the Council has to balance meeting its statutory obligations against the wishes of local residents to see additional parking spaces provided in RPZD. Consideration of the comments received needs to be undertaken in this context.

Safeguarding Considerations

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

Public Health Implications

15. There are none in this scheme.

Environmental Impact of the Proposal

16. The introduction of the proposed waiting restrictions would require the laying of road markings and the erection of signs on the public highway. Doing so would have an impact on the visual aspect of the area. However, as the existing RPZD is already subject to the provision of both road markings and signs the resultant impact from the Council's current proposals would be minimal.
17. The Council would also seek to minimise the impact on the visual aspect of the area by erecting, where possible, any new signs required as a result of its proposals on existing items of street furniture.

Equalities Impact of the Proposal

18. There are none in this scheme.

Risk Assessment

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

Financial Implications

20. There is an allocation in the 2014-2015 Local Transport Plan (LTP) Integrated Transport budget which allows for the design and introduction of this scheme. Should the scheme not progress, the funding would be returned to the Council's LTP

Integrated Transport budget allocation and would be available to be put towards other schemes.

Legal Implications

21. The introduction of new waiting 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 restrictions being successfully challenged in the High Court.

Options Considered

22. To:
- (i) Implement the proposals as advertised.
 - (ii) Implement the proposals with minor amendments.
 - (ii) Abandon the proposals.

Reason for Proposals

23. It is felt that the Council's proposals offer a balanced approach between meeting the wishes of local residents in providing additional parking spaces within RPZD whilst ensuring that the Council continues to meet its statutory duty.

Proposals

24. That:
- (i) The Traffic Regulation Order be implemented as advertised.
 - (ii) The correspondents be informed accordingly.

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

- Letters commenting on the Council's proposals
- AutoTRACK drawings