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## **Executive Member Decision Session**

**18 January 2018**

Report of the Corporate Director of Economy & Place  
Portfolio of the Executive Member for Transport & Planning

### **Union Terrace Traffic Regulation Order Representations**

#### **Summary**

1. To consider the representations made during the formal advertising period of a Traffic Regulation Order (TRO) aimed at amending the existing restrictions as part of redevelopment project in the street.

#### **Recommendation**

2. It is recommended:
  - To implement a slightly lesser restriction as outlined in Option 2.

Reason: To respond to the concerns raised during the consultation process.

#### **Background**

3. As part of the planning approval granted for the redevelopment of Groves Chapel into a convenience store and 16 apartments a condition was included to amend the existing parking restrictions in the street in order to take account of the changes to the kerb layout, vehicle access point and delivery needs.
4. The existing restrictions are shown on the plan in Annex A. Broadly these restrictions are:
  - A 1 hour maximum stay pay and display parking bay (with no time limit or cost for local residents) on part of the Chapel building side of the road.
  - The rest of this section of the street is no waiting at any time.
5. The changes to the kerb line approved during the planning process require the parking bay to be relocated slightly along the street. In addition, in part due to concerns expressed by residents regarding the

potential increase in vehicles using the street to access the new shop and loss of parking opportunity the pay and display element of the parking bay was put forward for removal to make the spaces resident only, except for the standard 10 minute non-resident allowance. Also to help ensure deliveries are able to take place without causing an obstruction to the highway a length of loading bay has been put forward.

6. These proposals combined (see Annex B) result in the parking bay length changing from 25m to 22m. However this should still be enough length to allow up to 4 vehicles to park as now.

## **Consultation**

7. The proposed changes to the Traffic Regulation Order were put out for consultation in the usual way (advertised in the local press, on street, to organisations and details delivered to adjacent properties). This exceeds the legal requirements.
8. Two objections were received during the 3 weeks consultation period. The objections are set out in full in Annex C but the main points are summarised below.

- The 24 hour duration of the loading bay

*Officer comment* – whilst the delivery period approved during the planning process is capped at Monday to Saturday 07:00 to 20.30; and Sundays and Bank Holidays 08:00 to 16:00 (except for newspapers). There is potential for a vehicle left overnight to still be in the bay at the start of the day which would lead the delivery vehicle to have to unload on the yellow lines (as it is entitled to) which may cause intermittent difficulties for other road users. However it is possible to implement a lesser restriction here and make the loading only bay operational from 7am to 8.30pm leaving the remaining time available for others to use if required. If this lesser restriction were to be taken forward and problems became persistent then the hours of operation could be re-visited.

- Noise and disturbance from late night deliveries

*Officer comment* – this point is covered above

- Would prefer no non-resident provision in the parking bay

*Officer comment* – depending on location the standard non-resident maximum stays are 10 and 60 minutes. The 60 minute maximum is

normally used where there are local businesses in the community. Hence the 10 minutes put forward is considered more favourable to residents than normal. The 10 minute maximum stay aims to help residents and their visitors deal with the small day to day issues such as friends visiting briefly collect or drop of people or items without having to buy a visitor permit.

### **Options for Consideration**

9. Option 1 – proceed as proposed and implement the revised restrictions as advertised. This is not the recommended option because there is scope to offer additional parking opportunity overnight.
10. Option 2 – approve a lesser restriction to that advertised (which would not require re-advertising). This is the recommended option. Instead of making the loading only bay 24 hour the revised proposal is to make its operating hours 7am to 8:30pm.
11. Option 3 – approve for re-advertising a different set of proposals. This is not the recommended option because there does not appear to be an alternative that would provide for the scheme and increase benefit to residents.

### **Council Plan**

12. The above proposal contributes to the Council Plan of:
  - A prosperous city for all,
  - A council that listens to residents

### **Implications**

13. This report has the following implications:

**Financial** – None

**Human Resources** – None

**Equalities** – None.

**Legal** – None

**Crime and Disorder** – None

**Information Technology** - None

**Land** – None

**Other – None**

**Risk Management**

14. . None.

**Contact Details**

**Authors:**

Alistair Briggs  
Traffic Team Leader  
Transport  
Tel: (01904) 551368

**Chief Officer Responsible for the report:**

James Gilchrist  
Assistant Director Transport, Highways and  
Waste

**Date:**

12/12/2017

**Specialist Implications Officer(s)**

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**Wards Affected: Guildhall**

**All**

**For further information please contact the author of the report.**

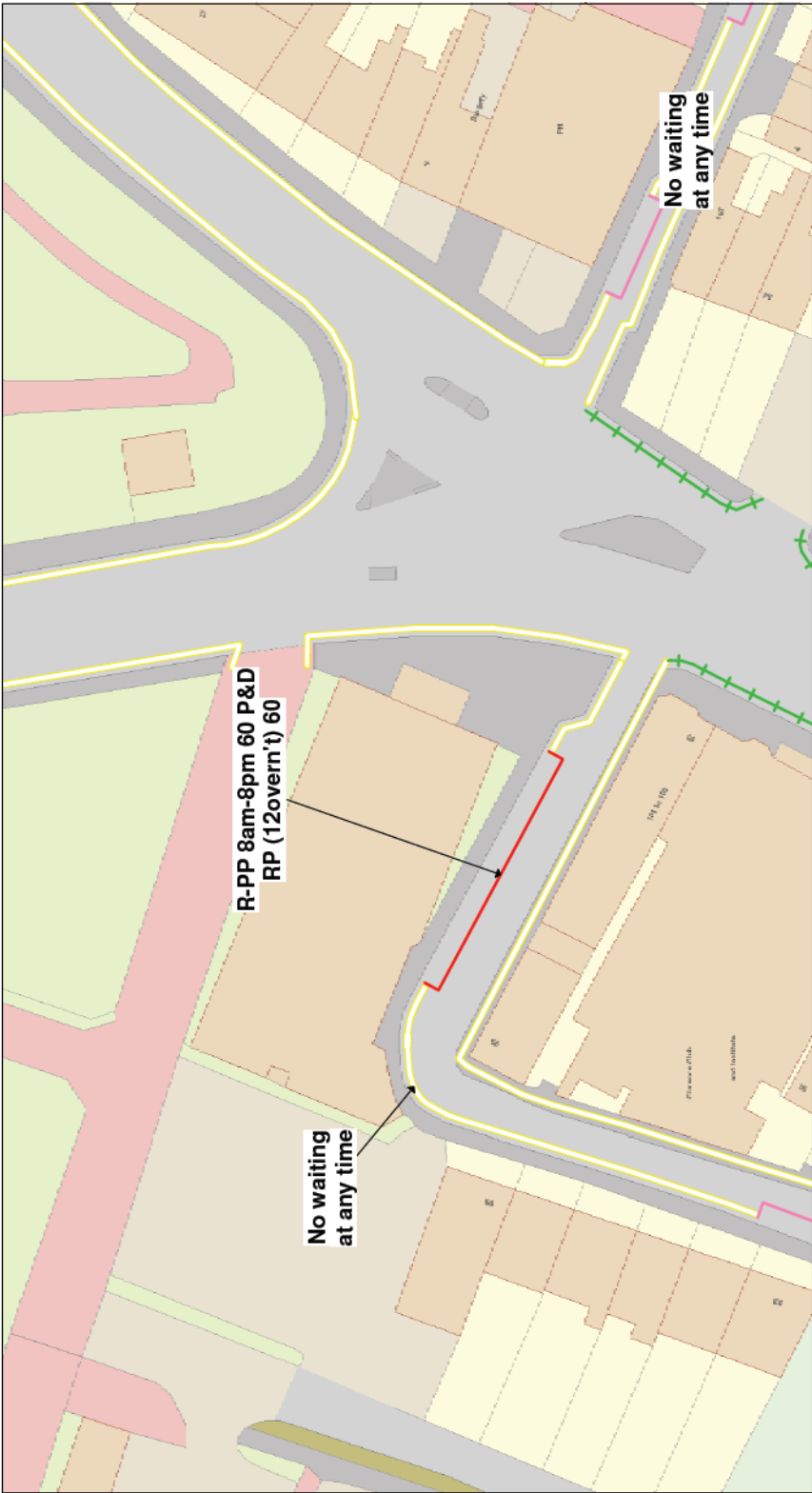
**Background Papers:** None.

**Annexes:**

Annex A	Existing restrictions
Annex B	Proposed restrictions
Annex C	Objections received

# Annex A

## Existing Restrictions



Groves Chapel, Union Terrace	SCALE	1 : 500
	DATE	12/12/2017
	DRAWING No.	
	DRAWN BY	
		+ Crown copyright. All rights reserved Licence No. 2003

# Annex B

## Proposed Restrictions



# Annex C

## Objections Received

### OBJECTION 1

I wish to object to one point in the proposed parking restrictions for Union Terrace.

I strongly object to the 24hr-loading bay proposed for the street. I was of the understanding that the new supermarket and other local business delivery hours would be 7am until 6pm, so as to reduce the impact on local residents during evenings.

The street at the moment is unsuitable for HGV's and I have real concerns about the dangers of extra traffic on this narrow road, in particular large delivery lorries being reversed. This causes a safety risk for the residents and their children. Also the risk of constant noise and disturbance from deliveries late in the evening, which will have a detrimental impact on local residents and their wellbeing.

I do hope you will consider my objection and a restricted loading bay being considered.

### OBJECTION 2

In response to your published TRO Proposed Restrictions Union Terrace (deadline today 20<sup>th</sup> Oct) I would like to make the following comments/objections:

1. Please could you confirm that the extension of the R44 bays to include the area currently with double yellow lines towards Clarence Street means there is no loss of parking space in total for the R44 zone? If there is any loss this is unacceptable as the residents of Union Terrace are already having to put up with a great deal with the imposition of a supermarket delivery yard in their street.
2. The 10 min non resident parking allowed is an improvement on the current 1 hour and is welcome. It would be far preferable if there were no non-resident parking at all allowed in the R44 area. This would not inconvenience the supermarket as I understand most of their customers will arrive on foot or by bike.
3. Re the loading bay itself, rather than 24 hour it would be far preferable if this were available for loading only during the hours conditioned in the planning consent for deliveries (and to any other users outside this time).
4. Re your item 3 – please could you explain what this means in terms that don't relate to points of the compass! Does it relate only to short

stretches of the road parallel to the chapel and around the new entrance to the new flats? Clearly there are additional R44 bays further along Union Terrace so presumably when you say 'for the remainder of its length' you are not referring to those? The side of Union Terrace opposite the chapel already has double yellows? There is a faint yellow line on both sides of the road, around the corner and continuing to the edge of the plan – what exactly is your point 3 changing?

Cllr Denise Craghill