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## **Meeting of Executive Members for City Strategy      8<sup>th</sup> December 2008 and the Advisory Panel**

Report of the Director of City Strategy

### **Holly Bank Road Area Traffic Regulation Order Objections**

#### **Summary**

1. This report informs the Advisory Panel of the objections made to the advertised Traffic Regulation Order for the introduction of waiting restrictions in the Holly Bank Road area of Acomb. The report recommends that the traffic regulation orders are implemented.

#### **Background**

2. The proposals are to manage the mainly residential parking that takes place along the route. A consequence of the parking was that on roughly a weekly basis during the day the local bus service experienced delays. Earlier this year the bus company re-routed the bus service on to Hamilton Drive to avoid having to negotiate this route. This decision has disadvantaged some local residents with reduced mobility who are keen to see the bus service return to its original route. The bus company have given a commitment that if the parking situation can be resolved the bus service would resume along the Holly Bank Road / Collingwood Avenue route. The bus service currently runs between 7am and 7pm 7 days a week.
3. In addition, complaints have also been received from some local residents concerned about the level of parking that takes place close to the corners of the short culs-de-sac off Holly Bank Road, which restrict both visibility and movement at the junctions.
4. In view of the above a decision was taken at an Officer in Consultation meeting to advertise a Traffic Regulation Order to introduce a set of waiting restrictions along Holly Bank Road and Collingwood Avenue. The proposed restrictions are "No waiting at any time" in the vicinity of the various junctions along the route and No waiting 7am to 7pm on one side of the road along the stretches of road in between the junctions (see consultation documents in Annex A).

#### **Consultation**

5. In line with legal requirements and City Council policy the Traffic Regulation Order proposals have been advertised in the local press, notices put up on street and details delivered to the properties adjacent to the proposals.
6. There have been 33 individual representations received in response to the proposals, 7 for and 26 against. A précis of each representation is in Annex B along with officers' comments. In addition, three petitions (see Annex C for copies of the front page of each petition) have been received, 2 against the

proposals (54 and 35 signatures) and one in favour (250 signatures). The signatories represent 23, 25 and 134 properties in the area respectively. There is very little overlap in the properties represented by the 3 petitions.

7. The main issues raised are:

- The parking will relocate to the side streets or verges and be a problem for residents and their visitors.

*Officer's response* – Some vehicle owners would have to park elsewhere, either on the opposite side of the road or in a side street. Waiting restrictions also apply to the verges and footways; hence an increase in verge parking in this area should not occur.

- The bus service is not wanted or needed.

*Officer's response* – This view is not shared by all who live in the area.

- Vehicle speeds will increase.

*Officer's response* – A clear route can lead to an increase in vehicle speeds but, as these roads are quite narrow, are not a through route to another area and there will still be parking in the street any general speed increase should be minimal. It should be noted though that there might be a small minority of local residents, familiar with the roads, who may choose to drive noticeably faster through the area.

- The road is too narrow.

*Officer's response* – The bus service has operated successfully along these roads for some time. It is the parking that takes place that creates problems for drivers of large vehicles

8. Ward Members views are reproduced in Annex D.

## **Options and Analysis**

9. The options available are:

A. Approve the implementation of the proposals as advertised (see Annex A). This option would ensure good visibility and manoeuvrability at the junctions and allow the bus company to reintroduce the bus service in the knowledge that the problems of obstruction had been resolved.

B. Approve the implementation of the proposals at the junctions only. This option would ensure good visibility and manoeuvrability at the junctions and would allow the bus company to reassess the suitability this route for the bus service knowing that at key areas there would no longer be parking issues for their drivers to overcome.

C. Approve the implementation of the proposals at the junctions and introduce a restriction with less severity than the 7am to 7pm restriction. For example, if the restrictions were to be implemented between 9am and 5pm Monday to Friday, then residents parking opportunities would be less affected at times when residents are most likely to have their cars at home, but the bus service would have to alternate its route depending on the time of day and day of week. However, the option of operating an off peak service through

the Holly Bank area has been turned down by the bus company, hence this option is not recommended.

- D. Uphold the objections to the proposals and take no further action. This option is not recommended as it does not tackle either of the issues (bus service and junction parking) raised in the area.

### **Corporate Priorities**

10. Considering this matter is part of our focus to meet the needs of our communities.

### **Implications**

11. There are no Financial, Human Resource, Equality, Legal, Crime and Disorder, IT, Property or other implications associated with the recommendations in this report.

### **Risk Management**

12. In compliance with the Council's risk management strategy there are no risks associated with the recommendations in this report.

### **Recommendations**

13. That the Advisory Panel advise the Executive Member for City Strategy to:
- i) Approve the implementation of no waiting at any time restrictions at the Robin Grove, Trevor Grove, Nigel Grove, Anderson Grove, Mildred Grove and Jennifer Grove junctions as advertised and detailed at Option 1.

Reason: To improve visibility and manoeuvrability at the junctions for residents.

- ii) That the remaining proposed restrictions for Holly Bank Road and Collingwood Road are implemented as proposed.

Reason: To facilitate the return of the bus service to the area.

- iii) That those making representations and the lead petitioners be informed of the decisions taken.

Reason: To update all concerned on the proposals.

### **Contact Details**

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**Report Approved**



**Date** 8/11/2008

**Wards Affected:** Holgate

**All**

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

**Background Papers: None**

**Annexes:**

- Annex A Consultation Documents
- Annex B Précis of each representation
- Annex C Front page of each petition
- Annex D Ward Members views