

**Decision Session – Executive Member for
Transport**

14 March 2023

Report of the Director of Environment, Transport & Planning

Residents Parking Schemes and Low Traffic Neighbourhood Updates

Summary

1. The Report provides an update on the waiting list for residents parking schemes and low traffic neighbourhoods requests.

Recommendations

2. The Executive Member is asked to acknowledge that petitions submitted will be filtered into one stream of work and progressed in the order that they are received:
 - Resident Parking Request for Wellington, Gordon, Willis and Wolsley Streets
 - Environmental Weight Limit Request for Elvington
 - Resident Parking Request for Yearsley Grove
 - Low Traffic Neighbourhood for St Paul's Square
 - Resident Parking Request for Government House Road
 - Resident Parking Request for Compton Street, Grove View & Rosslyn Street
 - Resident Parking Request for Huntington Road Area (Oakville Street, Kitchener Street & Ashville Street)
 - Resident Parking Request for Highcliffe Court
 - Low Traffic Neighbourhood for Westminster Road, Greencliffe Drive and The Avenue
 - Low Traffic Neighbourhood for St Benedict Road
 - Low Traffic Neighbourhood for The Old Village, Huntington
 - Low Traffic Neighbourhood for Church Street, Dunnington

Reason: This will help provide a better oversight of work programs and not give an unrealistic timescale for progression of requests.

Background

3. At present there are 7 areas on the waiting list for Residents Parking Areas and 4 areas on the waiting list for Low Traffic Neighbourhood. These requests have been put on waiting lists following the submission of petitions from residents to request the area either become a residents parking area or changes are made to the highway to create a low traffic neighbourhood.
4. Since January 2022 the Council have dealt with 8 requests for Residents Parking zones and Low Traffic Neighbourhoods, not all of the requests have been implemented, as following further consultation with residents the projects were not what the residents would like. Residents parking Scheme are resident led, so they do not progress without a majority approval from the residents within the area. The petitions submitted do not always provide the views of the whole street/area and requests do not all ways progress to implementation.
5. The process for implementation of a residents parking scheme can take a long time with several consultations undertaken, the process is as follows:
 - Petition submitted
 - Petition acknowledged at Executive Member Decision Session and added to waiting list
 - Area reaches the top of waiting list, consultation is undertaken to propose a draft scheme, sent to all properties in the area
 - Consultation responses reviewed and reported back to Executive Member Transport with recommendation if the proposal should progress
 - Statutory consultation undertaken to advertise the proposed amendment to the Traffic Regulation Order (TRO) for the introduction of the Residents parking scheme
 - Any objections to the proposed TRO reported back to Executive Member Transport with recommendation if the proposal should progress
 - Scheme implementation
6. The above process is similar for the introduction of a Low Traffic Neighbourhood.

7. There has been a number of requests submitted in the last year, which has led to the council to propose making the decision to group the waiting lists together to create one work stream and progress the requests in order of receipt.

Options

8. Option 1: Approve the creation of one waiting list for Residents Parking Schemes and Low Traffic Neighbourhood, with each project progressed in the order that the petitions were submitted, which would make the current waiting list:

- Resident Parking Request for Wellington, Gordon, Willis and Wolsley Streets
- Environmental Weight Limit Request for Elvington
- Resident Parking Request for Yearsley Grove
- Low Traffic Neighbourhood for St Paul's Square
- Resident Parking Request for Government House Road
- Resident Parking Request for Compton Street, Grove View & Rosslyn Street
- Resident Parking Request for Huntington Road Area (Oakville Street, Kitchener Street & Ashville Street)
- Resident Parking Request for Highcliffe Court
- Low Traffic Neighbourhood for Westminster Road, Greencliffe Drive and The Avenue
- Low Traffic Neighbourhood for St Benedict Road
- Low Traffic Neighbourhood for The Old Village, Huntington
- Low Traffic Neighbourhood for Church Street, Dunnington

Reason: This is the recommended option as it will help provide a better oversight of work programs and not give an unrealistic timescale for progression of requests.

9. Option 2: Continue with separate waiting lists for Residents Parking Schemes and Low Traffic Neighbourhoods.

Reason: This is not the recommended option as it will lead to greater demand on officers to progress schemes and put unnecessary pressure on officers to progress requests.

Council Plan

10. The Council Plan has Eight Key Outcomes:

- Well-paid jobs and an inclusive economy
- A greener and cleaner city
- Getting around sustainably
- Good health and wellbeing
- Safe communities and culture for all
- Creating homes and world-class infrastructure
- A better start for children and young people
- An open and effective council

11. The recommended proposal contributes to the Council being an open and effective Council as it responds to the request from the residents in a positive way.

Implications

12. The report has the following implications:

Financial – There are no specific financial implications arising from the report. The cost of progressing the schemes is met within the Transport Service budgets. The level of resources is limited which is a reason for the clear prioritisation of schemes.

Human Resources (HR) – There are no implication associated with this report.

Equalities – The Council recognises its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions). Equalities Impact assessments will be carried out where work is taken forward on schemes as a result of this report.

Legal – The proposed projects referred to above will have legal implications when they are progressed, such as the need to make Traffic Regulation orders pursuant to the Council's statutory powers.

Crime and Disorder – There are no implications around the decisions in this report.

Information Technology (IT) – There are no implications around the decisions in this report.

Property – There are no implications around the decisions in this report.

Other – There are no other implications identified.

Risk Management

13. The risks associated with the delivery of the proposals listed within this report will be managed during each individual project.

Contact Details

Author:

Darren Hobson
Traffic Management Team
Leader
Transport
Tel No. (01904) 551367

Chief Officer Responsible for the report:

James Gilchrist
Director for Transport, Highways and
Environment

Report **Date** [Insert Date]
Approved

Specialist Implications Officer(s) List information for all

Financial:
Patrick Looker
Finance Manager
01904 551633

Legal:
Cathryn Moore
Legal Manager
01904 552487

Wards Affected:

All

For further information please contact the author of the report