

REPORT OF THE EXECUTIVE DIRECTOR OF CITY SERVICES

OBJECTIONS TO THE PROPOSED NO WAITING AT ANY TIME PARKING RESTRICTIONS ON AYTON ROAD & KESTREL CLOSE, WASHINGTON SOUTH

1.0 PURPOSE OF REPORT

- 1.1 The purpose of the report is to inform Planning & Highways Committee of the objections received to the proposed Traffic Regulation Order (TRO) for the introduction of No Waiting at Any Time Restrictions on Ayton Road and Kestrel Close, Washington South.

2.0 BACKGROUND

- 2.1 There have been numerous requests from local residents and Northumbria Police to prevent dangerous parking on Kestrel Close at its junction with Ayton Road, Washington. Vehicles are parking on the junction radii and making vehicular movement entering and exiting the junction difficult and unsafe.

3.0 PROPOSALS

- 3.1 Following investigations, the provision of waiting restrictions was determined to be necessary at this locality, in order to reduce the likelihood of an incidence of drivers having to brake suddenly, or even stop, on Ayton Road, to the detriment of highway safety. This is due to obstructive and inconsiderate parking behaviour reducing visibility at this junction and narrowing Kestrel Close so that only a single lane is available for traffic movements. The introduction of waiting restrictions of the extent and type shown on drawing No. 09/TM/1409/01 was determine to be an appropriate solution.

4.0 CONSULTATIONS

- 4.1 The proposed order was formally consulted on using the approved consultees list. The proposal was also advertised during the months of October and November 2010, this comprised of notices being displayed for 21 days on site and deposited at local libraries, as well as an advertisement in the local press.
- 4.2 The three local Ward Members and Portfolio Holder for Attractive & Inclusive City have been consulted, and have offered no objections to the scheme.
- 4.3 A total two objections have been received from residents, both objections raise issues regarding the extent of the proposals. For the purpose of this report the objections are included in Appendix A with reasons given as to why these objections should be not upheld.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The scheme has been estimated to cost £3,000 including fees and will be funded from the LTP element of the Councils capital programme.

6.0 HUMAN RIGHTS IMPLICATIONS

6.1 It is considered that there are no human rights implications associated with these proposals.

7.0 RECOMMENDATIONS

7.1 It is therefore RECOMMENDED that: -

- (i) The formal objections received during the statutory consultation process opposed to the introduction of the waiting restrictions be not upheld.
- (ii) The objectors be informed

Appendix 1 – Consideration of objections received to statutory consultation

Issues Raised:-	Comments:-
<p>Respondent 1</p> <p><i>“There are 64 houses in Kestrel Close. None of these have garages or even a drive and many of these households had multiple vehicles; some up to 4 per household. Every one of these vehicles are as to be parked on the street.</i></p> <p><i>On making further investigations at the local library I have seen the extent of these proposed double yellow lines. If you refer to the Council plan you will see that the lines extend eastwards beyond the path at the top of the steps for the distance of approximately one car length. In my opinion this is too far as terminating them one car length to the east of the path would still just be within the law and leave another two spaces for cars.</i></p> <p><i>However, putting the lines in at all creates another problem. Currently, some residents use their green verges either side of the entrance to kestrel close parking purposes. While this is not ideal it is alleviates the parking problem to some extent, without causing an obstruction. By putting in it yellow lines adjacent to these green areas it would become illegal to park there and so cause more problems within the Street.</i></p> <p><i>Rather than just create parking restrictions the Council, in conjunction with Gentoo, needs to produce more parking places, perhaps by sacrificing some of the shrubbery areas in the Street.”.</i></p>	<p>All drivers have a responsibility when parking on the highway to maintain access and refrain from causing obstruction. The issue is mainly one of enforcement and needs to be taken up with the Police if and when an incident occurs.</p> <p>The proposals are intended to keep clear the turning radius at these junctions, as such affording access for the all highway users including the Emergency Services, Refuse Vehicles and Utility Vehicles.</p> <p>Whilst it is acknowledged that a few residents will experience some inconvenience in the surrounding areas (through the migration of vehicles) it is believed that this is outweighed by the increase in road safety resulting from the implementation of the scheme</p> <p>Notwithstanding the above, the extent of the proposals is intended to extend into Kestrel Close to help deter and protect the public footway at this locality.</p>

Respondent 2	
<p><i>"I am very worried about the proposed double yellow lines to be painted on the entrance to kestrel Close where it adjoins Ayton Road.</i></p> <p><i>This proposal was first made a couple years ago, when we submitted a petition from the whole close and heard no more.</i></p> <p><i>The problem is still the same, viz; there are insufficient parking places residents of Kestrel Close.</i></p> <p><i>The solution we have always suggested is to convert some of the grass verge to parking but the Council has said it cannot afford to do this. Their solution of making it illegal to park at the entrance to the clause will deny a parking place to the residents who live there. Worse, there is no other place to Park and a law-abiding, well-established community will be criminalised.</i></p> <p><i>There must be some compromise that can be reached and I sincerely ask you that you consider this problem as the order is imminent. As a disabled person with a mobility car and disabled driver's badge, some exceptions will be made for me (three hours waiting but not overnight), but I am very concerned about my neighbours and my own overnight parking as well as parking on days when I am too ill to go out.</i></p>	<p>Please see response 1</p> <p>The provision and implementation of parking areas within Kestrel Close is not a part of the proposals, and is a matter for Gentoo the housing landlord to resolve.</p> <p>The Council is considering separately a 65 name petition for the provision of additional parking in the Close. These restrictions are required to ensure safe egress and ingress to the Close and respond to residents concerns about the safety of the access to the estate.</p>