

**OBJECTION TO EXPERIMENTAL TRAFFIC REGULATION ORDER (ETRO)
MARINE WALK (ST PETERS WARD)**

1. PURPOSE OF REPORT

- 1.1. To advise the Committee regarding an objection received, by the Council, in respect of the experimental traffic regulation order at Marine Walk, and to request the committee to not uphold the objection that cannot be resolved within the constraints of the scheme, as set out below.

2. BACKGROUND

- 2.1. Following requests for service submitted to the feasibility team in Asset & Network Management it was determined to introduce an ETRO on the northern section of Marine Walk to help address concerns raised with regards to obstructive parking and road safety.
- 2.2. As part of the investigation it was concluded that the area in question is very narrow with no suitable turning point for vehicles and is heavily pedestrianised. Currently drivers perceive that they may be able to park at northern end of Marine Walk which has led to heavy traffic in both directions with vehicles driving up to try and park. If we can extinguish that expectation, traffic should drop substantially in this heavily pedestrianised area. Therefore, it was deemed necessary to implement restrictions to prohibit vehicle movements and restrict parking and loading. The ETRO includes the introduction of No Waiting at Any Time (double yellow lines) and a prohibition of motor vehicles except for loading and access to off-street premises. The ETRO also includes a loading restriction between 10.30am - 8pm to accommodate deliveries to businesses.
- 2.3. As part of the public engagement process consultation documents were issued to all organisations on the Councils list of statutory consultees, such as the emergency services and bus operators as well as the Ward Councillors. No objections were received.
- 2.4. Public engagement documents consisting of a description of the proposals, response form and a plan of the proposed scheme was issued to the businesses considered to be directly affected by the proposals. As part of the public engagement exercise two businesses within the area advised that they were not in favour of the proposed scheme. However, following the public engagement exercise, it was deemed necessary to proceed with the implementation of the Experimental Traffic Regulation Order (ETRO) given the concerns raised with regards to obstructive parking and road safety. Following implementation of the experimental scheme we have written to both establishments on numerous occasions and asked if they wish to carry their comments from the public engagement forward as formal objections and neither have responded.

- 2.5. On 20th July 2020 the ETRO was advertised both on site and in the local press. The order came into effect on 27th July 2020 and can remain in place for a maximum of 18 months after the date on which it comes into force, which is 26th January 2022. The experimental order can be made permanent after a minimum of 6 months. As part of the experimental order process anyone who wishes to object to the scheme, can raise their objection formally with the Council at any time during the experimental period.
- 2.6. Since the implementation of the ETRO and associated restrictions the council has received one formal objection. The proposals are shown on plans in Appendix A, the approximate location of the objector is shown on a plan in Appendix B and a copy of the full objection in Appendix C.

3. CONCLUSION

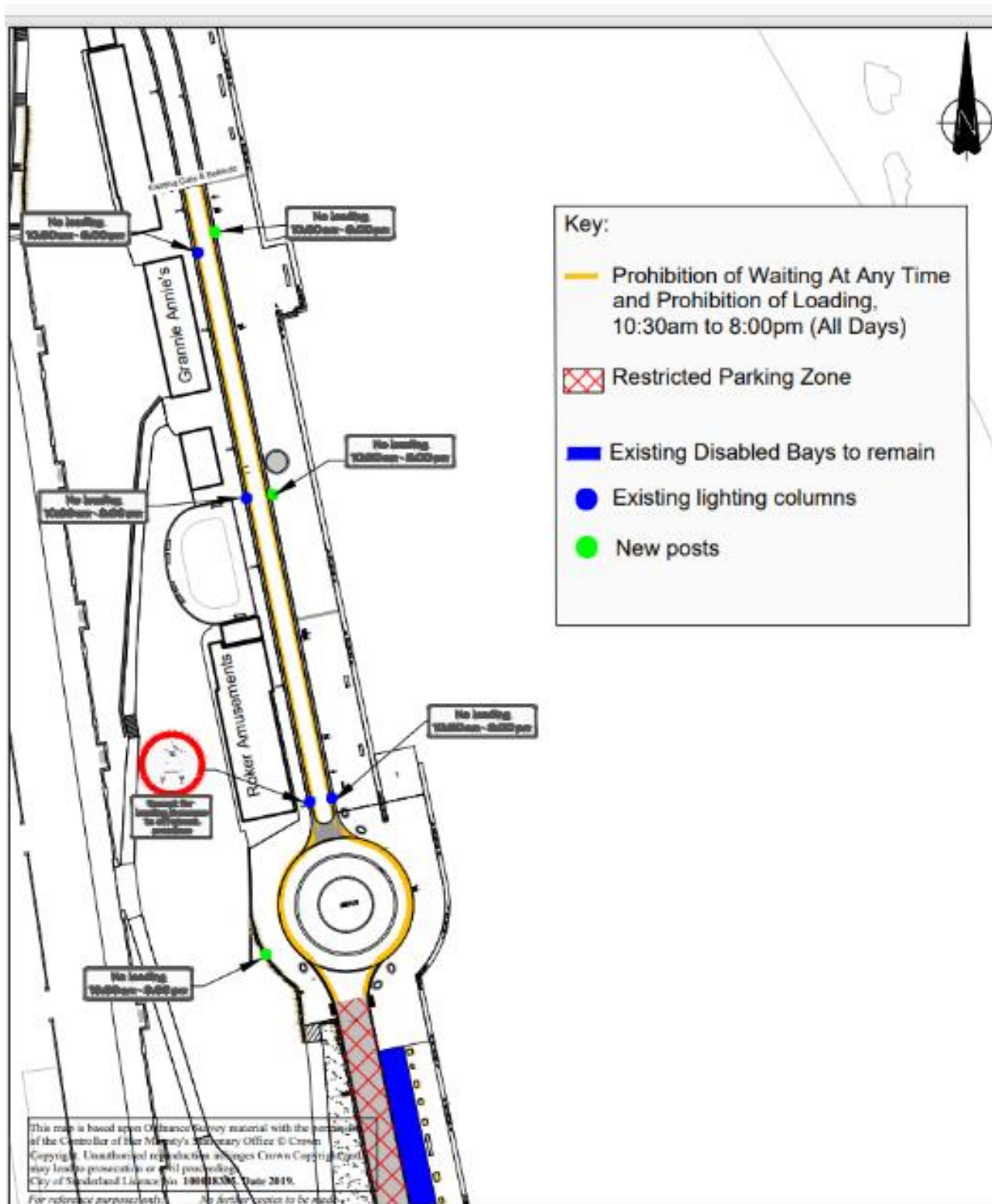
- 3.1. The Council has a duty under Section 122 of Road Traffic Regulation Act 1984; “to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.”
- 3.2. There are 10 designated disabled parking bays just south of the area covered by the ETRO. In Marine Walk car park, there are 50 parking spaces including 7 disabled parking spaces and 2 coach/minibus spaces. In Harbour View Car Park there are 128 spaces including 10 disabled bays and 2 electric car charging spaces. Also, at the top of the bank on Roker Terrace there are an additional 8 car parking spaces.
- 3.3. It is therefore considered necessary to make the experimental traffic regulation order permanent to maintain road safety for all users particularly pedestrians and prevent obstructive parking in this heavily pedestrianised area.

4. RECOMMENDATION

It is RECOMMENDED that the Executive Director of City Development be advised that:

- 4.1. **The objection to the ETRO, for the proposed scheme under Sections 1, 9, 10 and 122 of the Road Traffic Regulation Act 1984 not be upheld;**
- 4.2. **The objector is notified accordingly of the decision.**
- 4.3. **The Executive Director of City Development instruct the Assistant Director of Law and Governance to take all necessary steps to make the experimental traffic regulation order permanent.**

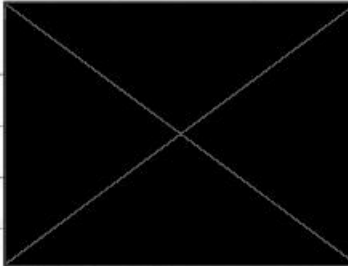
APPENDIX A - Public Engagement Drawing



APPENDIX B – Summary of Objection

Objector	Nature of Objection	Consideration of Objection
Objector	<ol style="list-style-type: none">1. There are only 10 disabled parking bays2. Move the rocks and add 20 - 30 disabled bays	<p>The scheme is designed to ensure road safety for pedestrians. No designated disabled parking bays are being removed as part of the scheme, the area in which the ETRO is implemented is very narrow with no suitable turning point for vehicles and is heavily pedestrianised. There is additional disabled parking available nearby with 10 disabled bays just south of the restrictions. In Marine Walk car park, there are 7 disabled bays and in Harbour View Car Park there are 10 disabled bays.</p> <p>This is not a feasible option; the area is heavily pedestrianised and could not accommodate extra bays. There is seating for the PH and public benches situated in this area. Alternative disabled parking is available.</p>

N

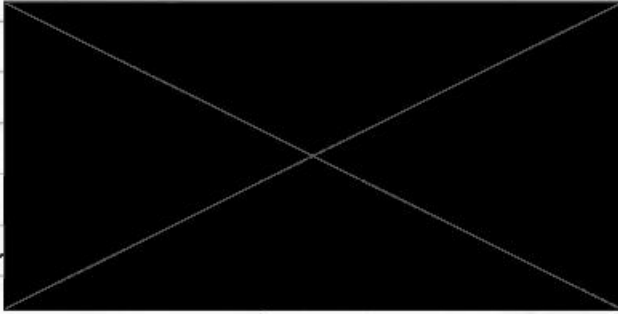


DEAR SIR OR MADAM

I AM WRITING
THIS LETTER TO EXPRESS MY TOTAL
DISSENT AT THE WAY YOU ARE
TREATING DISABLED AND HANDICAP
DRIVERS AT MARINE WALK ROYAL
BEACH BY PUTTING DOUBLE YELLOW LINES
PAST THE ROUNDABOUT TO THE
PUBS GRANNIS ANNIES, FROM SUE'S
CAFE TO THE PUB THERE ARE
ONLY 10 DISABLED BAYS AND
NO OTHER PARKING NOW BEYOND
THEM INSTEAD OF MOVING THE
ROCKS ON THE PATH TOWARDS
THE SEA WALL AND PUTTING IN
BETWEEN 20-30 DISABLED BAYS
YOU TOOK THE EASY OPTION AND
PTD

YELLOW LINES I FOR ONE AM
NOT HAPPY ABOUT THIS THE
REASON I AM NOT HAPPY IS I
HAVE ASBESTOSIS, C.O.B.D, THROAT
CANCER, BOWEL AND PROSTATE
CANCER THEREFOR CANNOT PARK
MORE THAN 15-20 YDS AWAY
FROM A TOILET ALSO I GO TO
THE PUB ON A REGULAR BASIS
FOR FOOD AND SUNDAY LUNCH
YOU HAVE NOW DEPRIVED ME
AND OTHER DISABLED DRIVERS
IN THE SAME SITUATION AS
ME, WHICH MEANS YOU ARE
DEPRIVING ME OF MY HUMAN
RIGHTS, AND MY SMALL PIECE
OF INDEPENDENCE THAT I HAVE
ALSO WHAT IS THE POINT OF
HAVING A MOBILITY CAR AND BLUE
BADGE IF I CAN'T PARK NEAR
WHERE I WANT TO BE, CAN YOU
PTO

LOOK INTO THIS MATTER FOR
MYSELF AND OTHER DISABLED
DRIVERS AND RECTIFY THIS
SERIOUS PROBLEM.



THANK YOU.

A stylized signature or flourish.