

	TECHNICAL SERVICES, HIGHWAYS AND TRANSPORT, ENVIRONMENT PROJECTS MANAGEMENT AND COASTAL AND FLOOD DEFENCES PORTFOLIO 20 NOVEMBER 2009						
	<table border="0"> <tr> <td>Key Decision</td> <td>No</td> </tr> <tr> <td>Cabinet Portfolio Holder</td> <td>Cllr A Backhouse</td> </tr> </table>	Key Decision	No	Cabinet Portfolio Holder	Cllr A Backhouse		
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Corporate Priority: Aim 1 - Develop a Safer and Stronger Community	<table border="0"> <tr> <td>Date of Decision/ Referral to O&S</td> <td>20 November 2009</td> </tr> <tr> <td>Deadline for call-in 5.00pm</td> <td>25 November 2009</td> </tr> <tr> <td>Implementation Date (if no call-in)</td> <td>26 November 2009</td> </tr> </table>	Date of Decision/ Referral to O&S	20 November 2009	Deadline for call-in 5.00pm	25 November 2009	Implementation Date (if no call-in)	26 November 2009
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REPORT OF THE HEAD OF TECHNICAL SERVICES - 09/689

WARDS AFFECTED:

SUBJECT: PROPOSED TRAFFIC REGULATION ORDER AT VARIOUS LOCATIONS, SCARBOROUGH

RECOMMENDATION (S):

It is recommended that the following proposals be advertised:

i. **Newby Farm Road:**

Prohibit waiting, 9 am to 5 pm, Monday to Friday, on:

North side:

From a point 45 m from its junction with Scalby Road to its junction with Newby Farm Close.

South side:

From a point 45 m east of its junction with Scalby Road to a point opposite its junction with Newby Farm Close.

ii. **Coldyhill Lane**

Prohibit waiting all hours, all days, south side, from a point 103 m from its junction with Scalby Road for a distance of 98 m in an easterly direction (boundary of nos. 40/42 Coldyhill Lane).

iii. **Gladstone Road**

Convert parking bay outside nos. 3 to 17 Gladstone Road from 2 hours limited disc waiting to 1 hour disc waiting, excluding all permits.

iv. **Roseville Avenue**

Provide disabled badge holders bay, maximum 3 hours stay, Monday to Saturday, 9 am to 5 pm, from a point 7 m north of its junction with Dean Road for 18 m in a northerly direction (east side).

v. **Valley Road**

Revoke on-street parking bay outside no. 45 for a length of 3 m to create footway build-out.

vi. **Cleveland Road**

Revoke existing on-street parking bays, south side. Reinstate prohibition of waiting, all hours, all days, on these areas.

Extend existing loading bay, south side, by a distance of 9 m in a westerly direction.

Prohibit loading 9 am to 6 pm, Monday to Saturday, north side full length and south side from loading bay to the west boundary of no. 3.

REASON FOR RECOMMENDATION (S):

To address the varying road safety issues that have arisen at these locations and/or to ensure the more effective management of traffic.

HIGHLIGHTED RISKS:

Where prohibitions of waiting are proposed as a means of ensuring access, including emergency vehicles, failure to introduce these measures may result in the risk of delayed attendance at an emergency call out.

Further detail as shown in Appendix 2.

1. INTRODUCTION

1.1 Details of proposals for action including the statutory advertisement of draft TRO's in Scarborough are summarised herein, along with officers' comments and recommendations.

2. CORPORATE OBJECTIVES AND THE COMMUNITY PLAN

2.1 The proposals outlined meet the aims of the following Corporate Objectives:

- Objective 3: To keep the population of the Borough healthy
Objective 6: To improve, protect and sustain the environment
Objective 7: To help deliver an integrated transport system and improve road safety

3. BACKGROUND AND ISSUES

- 3.1 Appendix 1 summarises the details of officers' observations on requests received in connection with problems occurring on the public highway.

4. CONSULTATION

- 4.1 Statutory consultations associated with the progress of a TRO will be undertaken.
- 4.2 Proposals are circulated directly to interest groups, e.g. all Emergency Services, Road Hauliers Association, Public Transport providers, disabled groups etc. as part of the statutory process associated with a TRO. It is also a legal requirement that proposals must be advertised in the local press and notices placed on street to allow a minimum of 21 days for interested parties to comment upon or object to the proposals.
- 4.3 Plans of the proposals will be tabled at the meeting with the Cabinet Member and, if approved, will be attached to the Public Notice available at the Enquiry Office of Scarborough Town Hall.

5. ASSESSMENT

- 5.1 Appendix 1 contains an assessment of the issues in each case together with any recommendations.
- 5.2 The items relating to Coldyhill Lane and Newby Farm Road are symptomatic of a continuing and indeed growing problem of vehicle activity arising from offices based on Scalby Road. Despite dialogue with the occupiers of the offices in the past this intrusion of parking onto nearby streets continues. The measures proposed are intended to deter such activity. Notwithstanding this, officers will continue to seek a constructive approach towards a more robust Travel Plan for those premises.

6. IMPLICATIONS

(a) Policy

- 6.1 The policies applicable to these proposals are included in the Local Transport Plan (LTP) 2006-2011.

(b) Financial

6.2 The financial commitment of introducing the proposals, estimated at £1,000 will be met by the existing LTP Capital settlement for this financial year.

(c) Legal

6.3 The powers to create traffic orders and carry out works on the highway are conferred by Section 1 of the Road Traffic Regulation Act 1984 and delegated to the Council under the Highways Agency Agreement with North Yorkshire County Council.

(d) Environment

6.4 The implementation of these proposals will make the highway environment better and safer for all road users.

(e) Others

6.5 I have considered whether the following implications arise from this report and am satisfied that there is no identified adverse implication that will arise from this decision in respect of:

Staffing, Planning, Crime and Disorder, Health and Safety and Equality and Diversity

7. ACTION PLAN

7.1 Installation on site by the end of February 2010.



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Background Papers:
None.

Appendix 1 - Review of Traffic Conditions

Item no.	Location	Source of Enquiry	Request	Officer Comment	Officer Recommendation
1.	Newby Farm Road	<p>SBC officer observations</p> <p>Mike Morley 2 Cow Wath Close Scarborough YO12 6UR</p> <p>Mrs Julie Jones 5 Newby Farm Road Scarborough YO12 6UJ</p>	<p>Following the closure of the former rugby club on Scalby Road the problem of cars parking on Newby Farm Road has re-emerged once again. This happened several years ago when NYCC took over the offices from Scarborough Building Society and before they gained used of the rugby club site.</p> <p>At times cars are parking on both sides of the road between Newby Farm Court and Newby Farm Crescent precisely where there is a bend in the road and as such visibility is restricted and any cars passing are in the centre of the road. In such a situation the access for emergency vehicles could well be restricted, the situation is at its worst on Mondays, Tuesdays and Wednesdays.</p> <p>Even cars parked on one side of the road on the bend cause a problem let alone cars parked on both sides. If nothing is done to alleviate the problem then it is inevitable that there will be some type of road traffic accident in the near future.</p>	<p>This road serves a large housing area to the east of the A171 Scalby Road. There are significant numbers of traffic movements into and out of the estate, concentrated at the junction. The road has a curving horizontal alignment.</p> <p>Increasing levels of on-street parking are occurring which, on inspection, are clearly attributable to vehicle overflow from the County Council office site situated on the west side of Scalby Road close to this junction. This parking causes obstruction to through traffic, and is a safety hazard due to reduced forward visibility around the curving alignment of the road.</p> <p>The County Council offices have a relatively large staff car park.</p> <p>Whilst Newby Farm is a residential area, and therefore waiting prohibitions may be unpopular, on balance, it is considered that action is needed in this case as the problem is increasing steadily as the County Council's activities continue to increase from these offices.</p> <p>It is recommended that a working-hours control on waiting be considered which</p>	<p>Prohibit waiting, 9 am to 5 pm, Monday to Friday, on:</p> <p>North side: From a point 45 m from its junction with Scalby Road to its junction with Newby Farm Close.</p> <p>South side: From a point 45 m east of its junction with Scalby Road to a point opposite its junction with Newby Farm Close.</p>

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			<p>The issue was discussed at the Tier 1 Community and Policing Group meeting held on the 17 September 2009.</p> <p>Scarborough Council was also asked to look into this problem by residents of Keld Close and Cllr Lynskey.</p>	<p>would control the problem during the day whilst offering residents and their visitors the opportunity to park in the evenings and at weekends, when less intense activity may be occurring.</p> <p>It is considered that the extent of the controls should be from the end of the existing controls eastwards as far as the junctions with Newby Farm Close and Newby Farm Crescent. Whilst there is a risk that this would displace parking further into the estate, there is a balance between convenience and walking distance that should act as a deterrent to the practice that currently applies.</p>	
2.	Coldyhill Lane	<p>Mr James Ingham 30 Coldyhill Lane, Scarborough, YO12 6SF</p> <p>Mrs Lisa Hiley 41 Coldyhill Lane, Scarborough, YO12 6SF</p> <p>Mrs Cass 37 Coldyhill Lane</p>	<p>Parking on both sides of road causing safety issues for residents in this area. Very difficult to access/egress drives safely. Police have had to be called due to obstruction in the past.</p>	<p>This road is a classified road that acts as a local distributor of traffic between A171 Scalby Road and Green Lane/Cross Lane. It carries an amount of HGV traffic and has the exit from, and goods delivery entrance for, Proudfoots supermarket on its length.</p> <p>Because of the previous traffic volumes and the congestion occurring near Proudfoots, some waiting prohibitions are already in place on both sides close to Scalby Road junction and around the bend approaching Hirstead Road.</p>	<p>Prohibit waiting, all hours, all days, on:</p> <p>South side: From a point 103 m from its junction with Scalby Road for a distance of 98 m in a easterly direction (boundary of 40/42 Coldyhill Lane).</p>

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				<p>Increasing amounts of on-street parking are occurring on the south side of Coldyhill Lane, in the length that is currently uncontrolled. Observations suggest this parking is partly due to overflow from the County Council offices on Scalby Road.</p> <p>The on-street parking on the south side causes congestion and is a safety hazard due to visibility difficulties. Access to properties is also compromised. On the north side there is a length of on-street parking that lies in front of properties.</p> <p>It is recommended steps be taken to reduce congestion whilst still allowing an element of on-street parking to take place. The options to do this include complete prohibition of waiting on the south side where currently waiting is allowed and retention of parking on north side, or alternatively a mixture of bilateral parking by providing short lengths of waiting in between protected passing points. For simplicity, the first option is advocated.</p>	

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3.	Gladstone Road	<p>Mrs Marion Sigsworth K and B Design Ltd 13-15 Gladstone Road Scarborough YO12 7BQ</p> <p>(On behalf of all private sector businesses in the Gladstone Road / Northway area)</p>	<p>We are writing to request that the parking bay directly in front of the parade of shops on Gladstone Road between Gladstone Street and the Northway roundabout be changed to one hour disc parking with no permits between 8am and 5pm Monday to Saturday.</p> <p>The reason for our request is that this area is currently designated 'residential' but since the car park opposite was closed and built upon shoppers are finding it increasingly difficult to visit all our premises.</p> <p>Furthermore, delivery vehicles are now causing congestion because their drivers almost always have difficulty unloading due to the area in front of our shops being taken by vehicles parked all day. We feel that a change to the designated area would benefit both businesses and public alike.</p> <p>Staff who work at nearby premises have been seen parking and returning at regular intervals to change the time of arrival their discs are set to, or simply move their cars to a nearby street.</p>	<p>This request arises from traders at the parade of shops at the east end of Gladstone Rd. On-street time-limited parking in that area is permitted but the parking bay in question is regularly taken up by permit holders and vehicles also overstay by abuse of the time-clock system. A similar situation has occurred at other locations such as Victoria Road and Queen St.</p> <p>The controlled parking zone rules allow a number of types of permit to be used on disc parking bays. The only way to ensure the availability of spaces on these bays for shop customers to use is by removing the exemption for permit holders. A reduced time for parking of one hour would assist.</p> <p>Other factors need to be taken into account in this case. There is off-street parking at Aldi site nearby, for limited use. There is on-street free parking available on streets in the vicinity and surveys show this is not fully utilised. The staff from YCH offices opposite the site have off-street parking but some choose to use the bays in question.</p> <p>A one-hour parking facility excluding all permit holders would serve not only the parade of shops 3-17 Gladstone Rd, but also those further along the road.</p>	<p>Convert parking bay outside nos. 3 to 17 Gladstone Road from 2 hours limited disc waiting to 1 hour disc waiting, excluding all permits.</p>

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			<p>Residents are allowed to park all day within the D2 zone, which contains many businesses. In addition, a large number of other drivers with business permits have been observed over many months parking their vehicles all day without moving them. It appears that they are not using their vehicles for business purposes and therefore I believe they should not be entitled to a business parking permit.</p> <p>In summary, if the abuse of business permits and time discs by local office workers were to be stopped, then these spaces would be freed up for nearby residents and business operators. These residents and business operators would therefore be leaving a newly implemented one hour zone free for shoppers, who would find parking easier and congestion should ease.</p>		
4.	Roseville Avenue	Viv Wright The Secretary, Scarborough Blind & Partially Sighted Society, 183 Dean Road, Scarborough	<p>Difficulties experienced with parking the minibus outside the centre when it brings in and takes home our clients.</p> <p>As you know we also have a large number of clients who attend the</p>	<p>This is a road off Dean Road, almost entirely residential. Parking controls are by disc in the controlled parking zone.</p> <p>The Scarborough BPSS receive regular visits from customers who are disabled and who have blue badges. It</p>	<p>Provide disabled badge holders bay maximum 3 hours stay, Monday to Saturday, 9 am to 5 pm, from a point 7 m north of its junction with Dean Road for 18 m in a northerly direction (east side).</p>

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			<p>centre who have blue badges for the cars they are brought in, but their drivers often have to park some distance away or on the opposite side of the road, which you know from personal experience is not easy to cross.</p>	<p>is difficult to find parking nearby to disembark these customers.</p> <p>Resident parking in the area is heavily used, but a small amount of dedication of bays for disabled use would not be detrimental.</p> <p>It is recommended that a 2 vehicle disabled badge holders bay be created on the south side close to Dean Rd junction. This would enable those users to gain easy access to BPSS premises.</p>	
5.	Valley Road	EYMS, NYCC	<p>With the removal of the park and ride service from Weaponness Valley car park and extension of the number 4 service, 2 new bus stops were required either side of Valley Road near the junction with Cromwell Road.</p>	<p>Recent changes to the no 4 bus service created a bus stop at the west end of Valley Rd near Westbourne Grove for westbound services.</p> <p>Creation of the stop removed a number of on-street parking spaces.</p> <p>A stop is now required for the eastbound services on Valley Rd. The bus operator would prefer to see this outside 45 Valley Rd.</p> <p>To avoid further loss of on-street parking in an area where the hotels are heavily dependent on it, a solution would be to create a bus stop on extended footway, forming a nib that allows boarding without the bus having to pull in.</p>	<p>Revoke on-street parking bay outside no. 45 Valley Road for a length of 3 m to create footway build out.</p>

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				<p>This arrangement has benefits for disabled passengers in that the necessary level changes to suit boarder kerbs can more easily be made without affecting the main footway.</p> <p>The disadvantage with this arrangement is that the waiting bus can obstruct free flow of traffic at certain times, but in this location this is not considered to be a serious problem.</p> <p>Changes to the on-street parking order will be required to accommodate this proposal.</p>	
6.	Cleveland Road	Prospect Road residents Mr Stephenson, Mr Gregory and Mr Baker.	<p>With the introduction of the loading bay on the south side of Cleveland Road in January 2009 it has been seen by residents that the loading bay is not being used for the purpose it was installed for.</p> <p>Delivery lorries are not using the bay but instead are parking on the double yellow lines on the northern side opposite the entrance to the warehouse (Sunset Wines). If vehicles are also parked in the loading bay this effectively blocks Cleveland Road.</p>	<p>Parking arrangements in this back road continue to present problems both for residents and for the businesses on the west side. Recently a series of parking bays/loading bay were created to try to deal with the conflicting needs of users. However, further complaints from residents suggest this hasn't been fully successful.</p> <p>Site observations and discussions with traders have shown that the present arrangements are not fully utilised for loading due to the location of the loading bay. Instead, the double-yellow line areas are used with consequent</p>	<p>Revoke existing on-street parking bays, south side.</p> <p>Reinstate prohibition of waiting all hours all days on these areas.</p> <p>Extend existing loading bay, south side, by a distance of 9 m in a westerly direction.</p> <p>Prohibit loading 9 am to 6 pm, Monday to Saturday, north side full length and south side from loading bay to the west boundary of no. 3.</p>

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			<p>Vehicles delivering to Jaconellis have been unloading in Cleveland Road and not in the off street facility provided within the factory site.</p> <p>The unloading activity and other indiscriminate parking effectively blocks the road several days a week for times ranging up to 2 hours.</p> <p>The residents would like loading to be restricted to the loading bay only.</p>	<p>obstruction and in some cases damage to residential properties.</p> <p>Goods vehicles also restrict access to private premises when waiting to unload.</p> <p>The unloading that is most problematic is that for Sunset Wines, and that is carried out by forklift truck. Site observations show that with some adjustment of location, the unloading can be performed from within the trade premises thus reducing the need for goods vehicle unloading in the street.</p> <p>It is therefore recommended that the existing loading bay be extended so as to 'bridge' the loading point in the trade premises, and existing time-restricted parking bays on the west side be removed. On the north-east side (residential) parking is already prohibited and this control should be reinforced by a loading ban 9am to 6pm, to ensure residents have access and to reduce obstruction of their premises. The same loading controls, outside the loading bays, should apply to the south-west side down to no. 3 Cleveland Rd, after which the problem does not arise.</p>	

Appendix 2 - Risk Matrix

Risk Ref	Date	Risk	Consequences	Mitigation	Current Risk Score	Target Score	Service Unit Manager/ Responsible Officer	Action Plan
1	November 2009	Greater traffic congestion, obstructed access for emergency vehicles and road safety hazard	Potential for delay/prevention of attendance at emergencies.	Traffic management measures will minimise the risk of obstruction.	E3	C2	Bruce Bedford	Advertise the introduction of TROs as recommended in this report in accordance with the statutory process.

Glossary of Terms

Risk	An event which may prevent the Council achieving its objectives
Consequences	The outcome if the risk materialised
Mitigation	The processes and procedures that are in place to reduce the risk
Current Risk Score	The likelihood and impact score with the current mitigation measures in place
Corporate Objectives	An assessment of the Corporate Objectives that are affected by the risk identified.
Target Risk Score	The likelihood and impact score that the Council is aiming to achieve
Service Unit Manager	The Service Unit or Officer responsible for managing the risk
Action Plan	The proposed actions to be implemented in order to reduce the risk to the target score

Risk Scoring

Impact	5					
	4					
	3					
	2					
	1					
		A	B	C	D	E
	Likelihood					

Likelihood:

A = Very Low
 B = Not Likely
 C = Likely
 D = Very Likely
 E = Almost Certain

Impact

1 = Low
 2 = Minor
 3 = Medium
 4 = Major
 5 = Disaster