

## Item No.

### REPORT TO THE HEAD OF HIGHWAYS & TRANSPORTATION

January 2019

#### OBJECTION TO THE RECENT PROPOSED INTRODUCTION OF WAITING RESTRICTIONS ON DERWEN FAWR ROAD, SKETTY

##### Summary

<b>Purpose:</b>	This report refers to issues of concern raised by residents of Derwen Fawr Road concerning the recent proposals to introduce waiting restrictions along Derwen Fawr Road.
<b>Reason for Decision:</b>	To consider the concerns raised surrounding the scheme and to determine how to proceed.
<b>Consultation:</b>	Local Ward Members, Legal & Democratic Services.
<b>Recommendation(s):</b>	It is recommended that: <ul style="list-style-type: none"><li>• the concerns raised be noted, and</li><li>• the traffic regulation Order be amended as indicated in this report prior to sealing the Order and</li><li>• the residents be informed of the decision</li></ul>

##### Background:

- 1.1 Local Ward Members highlighted concerns raised by residents that indiscriminate parking along Derwen Fawr Road was causing road safety concerns due to parked cars obstructing visibility for vehicles trying to egress properties via their driveways. It was mentioned that the vehicles causing the obstructions are commuters parking here to access the hospital or the university.
- 1.2 The proposal as advertised includes “No waiting at any time” measures around the bend of Derwen Fawr Road towards its northern end and also near three side road junctions.
- 1.3 In the first case, two letters of objection have been received from residents living on the bend of Derwen Fawr Road raising concerns regarding the loss of parking to the front of their properties.
- 1.4 In the second case, two letters of objection have been received from residents living near the junction of Derwen Fawr Road with Gwern

Einon Road and with Glynderwen Crescent. They refer to the loss of on-street parking and the length of the yellow lines proposed, amongst other things.

## **2.0 Grounds for objection**

2.1 In the first case, the objectors living on the bend of the road state that the proposed yellow lines sterilise the highway fronting their properties such that they could no longer park in front of their homes. One objector mentioned that several of the residents living in the adjacent properties have mobility concerns, and whilst there is vehicular access to the rear of these dwellings, there are concerns regarding space, security and suitability of access from the rear. They have requested the council to reconsider and have asked whether a modification can be made to the proposed scheme to remove the proposed parking restrictions in front of these houses.

2.2 In the second case, the objectors state the following grounds.

- a) The net effect of the junction restrictions would be to displace parking into side streets where no parking issues currently exist.
- b) The parking problems quoted are not representative of normal conditions, but are seasonal or related to specific events and thus are caused by visitors.
- c) The average daily and evening parking level near these junctions is minimal, as supported by photographs, and has little impact on road users or road safety.
- d) Visitor parking in this area is caused by drivers not wishing to pay to park in the public car parks or from the car parks being oversubscribed.
- e) The extent of the yellow lines proposed, at 15 metres, exceeds the good advice in the Highway Code which suggests no parking within 10 metres of a junction.
- f) The objector is not aware of any accidents occurring at these junctions arising from parking issues.
- g) Due to the general width of Derwen Fawr Road, speeding can be an issue of concern, and the presence on-street parking can act as a traffic calming device. Removing parking, in this sense, would be counter-productive.

## **3.0 Comments on the objections:**

3.1 In the first case, following consultation with the residents and local members, a revised proposal has been designed which retains some protection on the bend in the vicinity of the bus stop but removes the yellow lines in front of these houses, as shown on the plan in appendix 1.

Both the residents and local members have indicated support for this revised proposal.

- 3.2 In the second case, accepting the argument that local parking is light, the effect of parking displacement into adjacent roads will be negligible. At the same time, removing junction parking will have little effect on the ability of residents to park on-street. On the other hand, during summer months and during events when visitor parking in the area might be heavy it will be important to prevent junction parking taking place in order to ensure sight lines are clear and to prevent obstruction of turning movements into and out of the side roads.

As to the length of lines proposed at 15 metres, the Gwern Einon Road junction has generous radii and as some 6 metres of that distance is taken up with the curvature of the kerblines, hence the actual parking distance to be lost equates to slightly more than one car length on each side. One of the yellow line arms encompasses pedestrian dropped kerbs, which could be obstructed without their presence or if the length was reduced.

Glynderwen Crescent is around 2 metres narrower than Gwern Einon Road and also lies at an acute angle to Derwen Fawr Road and for both these reasons 15 metres is considered an appropriate distance to ensure the effective operation of the junction. Again, one of the yellow line arms encompasses pedestrian dropped kerbs, which could be obstructed without their presence.

The proposal for both junctions can be seen on the plan in appendix 2.

#### **4.0 Conclusion**

- 4.1 The concerns raised by the resident in the first case are accepted and the revised proposal will be progressed. The comments raised by the other two objectors in the second case are noted but are not considered sufficient to vary the proposal.

#### **5.0 Legal Implication:**

- 5.1 The Traffic Regulation Order has been proposed in accordance with the provisions of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 which require that Notice of the proposals is advertised in a newspaper circulating in the area. Before a Traffic Regulation Order can be made it is necessary to consider all objections. Where objections have been made the Council must be satisfied that it is appropriate to make the order, having considered the objections.

5.2 As the original traffic regulation Order has not yet been sealed it will be possible to amend the legal schedule prior to sealing on the basis that the change is not significant in scale and does not affect the overall principle of the proposal. This means that the change does not need to be re-advertised.

## **6.0 Recommendations:**

6.1 It is recommended that

- the concerns raised be noted and
- the traffic regulation Order be amended as indicated in this report prior to sealing the Order and
- the residents be informed of the decision.

## **7.0 Background Papers:**

7.1 Four letters of objection have been considered in the preparation of this report.

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Encl: Proposal plans (see below)

Appendix 1.



Appendix 2.

