

## Individual Decision

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<b>Title of Report:</b>	<b>Newbury On Street Parking Strategy - Zones SW1 and SW2</b>		
<b>Report to be considered by:</b>	<b>Councillor Keith Chopping</b>	<b>on:</b>	<b>18<sup>th</sup> October 2005</b>
<b>Forward Plan Ref:</b>	ID1026		

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### **Purpose of Report:**

To inform the Executive Member for Planning and Highways of the responses received during the statutory and public consultation on the proposals associated with Zones SW1 and SW2 of the Newbury On Street Parking Strategy and to seek approval of officer recommendations.

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### **Recommended Action:**

That the Executive Member resolves to approve the recommendations as set out in section 4 of this report.

### **Reason for decision to be taken:**

To enable the Zones SW1 and SW2 of the Newbury On Street Parking Strategy to be progressed to implementation.

### **List of other options considered:**

Not applicable.

### **Key background documentation:**

- Consultation letter sent to local Residents.
- Responses to consultation letter.
- Consultation Plans Nos. 81156/SW1/001, 81156/SW1/002 and 81156/SW2/001 - 002
- Final scheme plan Nos. 81156/SW1/003 - 005 and 81156/SW2/003, 81156/SW2/004
- Residents Parking Policy and Guidance report dated 12 August 2004.

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## Supporting Information

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### 1. Background

- 1.1 The Newbury On Street Parking Strategy encompasses the Town Centre of Newbury and its immediate environs. Due to the size of the area to be addressed it has been divided into eight 'zones'. Zone W1 (Westfields area) was the first area treated, with restrictions coming into operation on 21<sup>st</sup> February 2005. Zone SW1 was the next area to be treated but given its size it has been divided into two zones, SW1 and SW2. Zone SW1 includes a number of streets in the area south of the railway station whilst SW2 includes streets to the west of Newtown Road.
- 1.2 The overall Parking Strategy concept is to make best use of available road space for parking, balancing wherever possible the needs of residents, commuters, workers, shoppers and visitors.
- 1.3 As part of the informal consultation process a letter was sent to approximately 500 residents within Zones SW1 and SW2 on 22<sup>nd</sup> April 2005, seeking their comments on parking issues within the area. A total of 88 responses were received which enabled a scheme to be designed, incorporating some of the concerns raised. A public exhibition was held in Newbury Public Library during June so that the proposed scheme could be viewed, with officers present to answer any questions. Comments from this exhibition were considered and addressed where possible before the statutory consultation was undertaken.
- 1.4 Statutory consultation and advertisement on the proposals was undertaken between 14<sup>th</sup> July and 4<sup>th</sup> August 2005.

### 2. Responses to statutory consultation

- 2.1 At the end of the statutory consultation and advertisement period a total of 11 responses had been received. Of these, 1 indicated support for the proposals, 1 made general queries but did not indicate for or against and 9 respondents were opposed to the proposals. This included one letter signed by 18 businesses on or in the area of Pound Street.
- 2.2 A summary of all the comments received to the statutory consultation, together with officer comments, is provided in Appendix A to this report.
- 2.3 It was apparent that six of the objections received were based on a misunderstanding of the proposed scheme and the adjustments to the parking arrangements in the area of the railway station. These objectors were contacted individually to clarify the proposed scheme and as a result, three of the objections have been withdrawn.
- 2.4 A number of conflicting responses were received from residents of Howard Road and Chesterfield Road. To clarify the residents' wishes a further 65 letters were distributed to the residents of these roads. A total of 36 responses were received, of which the majority of residents were in favour of introducing waiting restrictions only around the junctions, with the remaining lengths unrestricted.

### 3. Conclusion

- 3.1 There has been extensive consultation on the proposals for Zones SW1 and SW2, which has resulted in a low response (11). It is considered that the majority of residents or interested parties are either satisfied with the proposals following the informal consultation exercises or do not feel strongly enough about the issues to express an opinion either way.

3.2 The following adjustments will address some of the comments received during the consultation period and can be incorporated within the scheme without the need for re-advertisement. These adjustments are:

- (1) Buckingham Road – relocation of a proposed length of prohibition of waiting to a point north of the entrance to D & D Garage. This would better accommodate the wishes of a number of residents in favour of the scheme.
- (2) Station Road – introduction of a number of disabled bays near the entrance to the railway station by removing a length of unrestricted parking.
- (3) Howard Road – removal of all proposed lengths of prohibition of waiting except at junctions.
- (4) Chesterfield Road - removal of both proposed lengths of prohibition of waiting except at junctions.
- (5) Pound Street – reduce the length of proposed permit parking to address the concerns of local businesses.

3.3 Where waiting restrictions are proposed, it is intended that individual access protection markings can be included as part of the works. Requests resulting in a relaxation of waiting restriction proposals, or repositioning of residents parking and limited waiting restrictions can be accommodated by schedule amendments prior to sealing of the Traffic Regulation Order without the need for re-advertisement as the scheme objectives are not compromised.

3.4 The majority of objections to the proposals are from commuters who are concerned about the available unrestricted space following the implementation of the scheme, however it is proposed that approximately 50 unrestricted spaces will be created in the area of the railway station. Roads within the zone that are not contained in the proposals also remain unrestricted and are available to all on a first come first served basis.

3.5 The proposals will mainly benefit local residents. The scheme is designed to enable railway commuters to park in lengths of unrestricted parking closer to the station and enable shoppers to park for limited duration, thereby relieving pressure on the residential streets. It is hoped that these measures will encourage some local workers to use the nearby car parks or change their mode of transport i.e. use public transport, or walk/cycle, which is in line with current government policies and our own Local Transport Plan objectives.

#### **4. Recommendations**

4.1 It is recommended that the proposed restrictions be introduced as advertised, with the amendments detailed in section 3 of this report.

4.2 That the respondents be informed accordingly.

## Appendices

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Appendix A – Summary of the responses received during the statutory and public consultation, with officer comments.

## Implications

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<b>Policy:</b>	The policy is as set out in the Council's Residents Parking Policy and Guidance document dated August 2004 as approved by the Executive on 12 August 2004.
<b>Financial:</b>	The implementation of the scheme will be funded from the approved Capital Programme.
<b>Personnel:</b>	None arising from this report.
<b>Legal:</b>	The sealing of the Traffic Regulation Order will be undertaken by Legal Services.
<b>Environmental:</b>	The proposals make best use of available road space for parking, balancing wherever possible the needs of residents, commuter, workers, shoppers and visitors. Consequently they provide environmental benefits for residents of the area.
<b>Equalities:</b>	None arising from this report.
<b>Partnering:</b>	The Council is working in partnership with the Police to ensure that the project operates as it should.
<b>Property:</b>	None arising from this report.
<b>Risk Management:</b>	None arising from this report.
<b>Community Safety:</b>	None arising from this report.

## Consultation Responses

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### Members:

<b>Leader of Council:</b>	Councillor Graham Jones is happy with the recommended action provided that the Ward Members support the proposals and the Executive Member for Planning and Highways approves them.
<b>Select Committee Chairmen:</b>	Councillor Quentin Webb, Chairman of the Environment and Public Protection Select Committee, is happy with the recommended action provided that the ward members support the proposals.
<b>P&amp;L Committee Chairman (where appropriate):</b>	N/A
<b>Ward Members:</b>	Councillors' Michael Rodger, Roger Hunneman, Sally Hannon and Emma Webster are happy to support the recommended action with the proviso that enough time is made available for continuous monitoring of the scheme.

**Opposition Spokesperson:** Councillor Owen Jeffery is happy with the recommended action provided that the ward members support the proposals.

**Advisory Members:** N/A

**Local Stakeholders:** Have been consulted as part of the informal and statutory consultation process.

**Officers Consulted:** Andrew Garratt, Mark Edwards, Mark Cole.

**Trade Union:** Not Applicable.