

## AGENDA ITEM NO.

**REPORT:** Environment & Urban Renewal  
Policy & Performance Board

**DATE:** 15 June 2011

**REPORTING OFFICER:** Strategic Director, Policy & Resources

**SUBJECT:** Petition Requesting Partial Removal of Waiting Restrictions  
on Hale Bank Road

**WARDS:** Ditton

### 1.0 PURPOSE OF REPORT

- 1.1 To report on a 19 name petition that has been received, requesting partial removal of the 'At Any Time' waiting restrictions on Hale Bank Road, Hale Bank in order to provide more on-highway parking space for local residents.

### 2.0 RECOMMENDATION

- 2.1 **It is recommended that the request for the partial removal of 'At Any Time' waiting restrictions on Hale Bank Road, Hale Bank be accepted and the lead petitioner be informed accordingly, with the exact extent of waiting restrictions to be removed being advertised through the normal procedure for Traffic Regulation Orders.**

### 3.0 SUPPORTING INFORMATION

- 3.1 A 19 name petition, signed by the residents from 11 out of the 16 properties has been received from residents of Hale Bank Road, Hale Bank requesting partial removal of a section of 'At Any Time' waiting restrictions which at present extend from the junction with Hale Road for a distance of 62 metres in a westerly direction along Hale Bank Road, on both sides. On the south side, the lines are outside a line of terraced houses (Frederick Terrace) for which there is no convenient alternative location for resident parking. Drg. No. 9005 refers to the location and the petition is attached as Appendix 'A'.
- 3.2 The petition requests that the length of the waiting restriction lines on the south side of Hale Bank Road be reduced by 23 metres, so as to provide additional on-highway parking for local residents. However, having evaluated the situation it is believed that the majority of the south side restrictions could be removed to further help residents, but leaving 15 metres of 'At Any Time' restriction adjacent to the Hale Road junction in order to provide space for vehicles entering Hale Bank Road to wait whilst oncoming traffic clears the area further west where parking would be permitted.
- 3.3 Permitting parking adjacent to Frederick Terrace effectively limits vehicles to one running lane at a time past these properties. However, in recent years the speed limit has been reduced to 30mph on Hale Bank Road and a vehicle weight restriction

introduced. Taken together, these measures have reduced the speed, volume and average weight/size of vehicles using this route.

- 3.4 Cheshire Police and ward councillors have been consulted and raised no objections to the proposed amendments.

#### **4.0 FINANCIAL & OTHER IMPLICATIONS**

- 4.1 The cost of altering the existing markings will be charged to traffic management revenue funds, and will cost approximately £200.

- 4.2 There are no direct policy, social inclusion, sustainability, value for money, legal or crime and disorder implications resulting from this report.

#### **5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES.**

##### **5.1 Children & Young People in Halton**

There are no direct implications on the Council's 'Children and Young People in Halton' priority.

##### **5.2 Employment, Learning & Skills in Halton**

There are no direct implications on the Council's 'Employment, Learning & Skills in Halton' priority.

##### **5.3 A Healthy Halton**

There are no direct implications on the Council's 'A Healthy Halton' priority.

##### **5.4 A Safer Halton**

There are no direct implications on the Council's 'A Safer Halton' priority.

##### **5.5 Halton's Urban Renewal**

There are no direct implications on the Council's 'Halton's Urban Renewal'.

#### **6.0 RISK ANALYSIS**

- 6.1 Partial removal of the waiting restrictions is likely to necessitate drivers of vehicles giving way to each other while using Hale Bank Road, adjacent to Frederick Terrace. However, this is a situation common to a number of streets with residential frontage. Hale Bank Road is subject to a 30mph speed limit and a vehicle weight restriction. The existing parking restrictions are routinely ignored and represent an inconvenience to residents. Formal revocation of the existing Traffic Regulation Order which currently prevents waiting at any time, over the length proposed, would need to be advertised and this would give anybody the opportunity to object if they so wished.

#### **7.0 EQUALITY & DIVERSITY ISSUES.**

- 7.1 There are no direct equality and diversity issues associated with this report.

#### **8.0 BACKGROUND PAPERS**

- 8.1 There are no background papers under section 100D of the Local Government Act 1972.