

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES – 11 SEPTEMBER 2024

Present: Councillors Lanzoni (Chair), Ayub, Barnett-Ward, Cross, Eden, Ennis, Gittings (for part of item 20), Hacker, Hornsby-Smith, Keeping, McGrother, Nikulina, R Singh and White.

Apologies: Councillor Griffith.

14. MINUTES

The Minutes of the meeting of 13 June 2024 were confirmed as a correct record and signed by the Chair.

15. WENSLEY ROAD – RESULTS OF STATUTORY CONSULTATION

Further to Minute 36 of the meeting held on 11 January 2024, the Sub-Committee received a report that informed them of a minor alteration required to the proposals surrounding the site at Wensley Road and of the objections that had resulted from the statutory consultation. Objections to the proposals were set out in Appendix 1, a series of drawings were attached to the report at Appendices 2 to 6 and the proposed design was attached to the report at Appendix 7.

The report explained that the site at Wensley Road had been under construction for some time and was due to be completed in 2024 and the proposal, detailed in the report, consisted of the introduction of numerous changes surrounding the site. The developer was carrying out the works required through the S278 Highway Works Agreement.

The minor alterations required were as a result of a residential property having a dropped crossing installed that conflicted with the speed hump that was to be relocated. An updated design had therefore been prepared that had changed the speed hump to a speed cushion and relocating the feature away from the dropped crossing. Although this design was party to the consultation that had taken place officers had been advised by the Council's Legal Team that the Sub-Committee needed to consider the minor change to the scheme and agree to a further Notice being advertised under section 90C of the Highway Act to formalise this change of location and type of speed reducing feature.

Officers reported at the meeting that they had been in discussion with all the objectors and all objections had been resolved.

Resolved –

- (1) That the report be noted;**
- (2) That having consider the objections noted in Appendix 1 the proposals, as detailed in the report, be agreed;**
- (3) That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order;**
- (4) That respondents to the statutory consultation be informed of the decisions of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting;**

- (5) That the Highways and Traffic Services Manager, in consultation with the Lead Councillor for Climate Strategy and Transport and Ward Councillors, be authorised to make minor alterations to the proposals as may be necessary;**
- (6) That the Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultation/notification processes;**
- (7) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order for the proposed scheme;**
- (8) That any objection(s) received following the statutory advertisement be submitted to a future meeting;**
- (9) That no public inquiry be held into the proposals.**

16. TRAFFIC MANAGEMENT MEASURES ASSOCIATED WITH THE DEVELOPMENT OF THE STATION HILL SITE

Further to Minute 54 of the meeting held on 6 March 2024, the Sub-Committee received a report that informed them of traffic management measures associated with the Station Hill site and sought approval to carry out the necessary consultation and notice processes relating to the proposed alterations. A comparison between existing and proposed layouts was attached to the report at Appendix 1 and a series of drawings were attached to the report at Appendices 2 to 4.

The report explained that the proposal consisted of the revocation of pay and display bays on Greyfriars Road and replacement with waiting restrictions to facilitate advisory cycle lanes on both sides of the carriageway along with the replacement of the existing speed cushions with islands and priority signage. The pay and display bays along Greyfriars Road, located south of the junction with Garrard Street, were to be revoked which equated to a length of 40 metres and could accommodate seven cars. When the principle of the scheme had been assessed at the planning application stage this had not been determined to be a significant loss and could be easily accommodated within the pay and display bays on the surrounding residential streets. To ensure unrestricted parking did not occur along this section of carriageway a 'No Waiting at Any Time' restriction along with a 'No Loading' between 7.30 am and 9.30 am and 4.00 pm and 6.00 pm restriction had been proposed to replace the pay and display bays (the proposed restriction would be consistent with the existing restrictions along the remainder of Greyfriars Road). The proposed waiting restrictions would ensure that no parking occurred in this location to aid cycle movements within the proposed advisory cycle lane, although loading and unloading would still be permitted outside of the restricted times to help service the surrounding businesses.

To facilitate the Advisory Cycle Lane at the southern end of Greyfriars Road it would be necessary to remove the existing speed cushions as these would create conflict with cyclists. The design now included the provision of priority working with two islands creating separation for the Advisory Cycle Lanes that were continued on the outside. Traffic heading north was provided with the priority and a give way was proposed for traffic heading south. Any traffic heading south would only be travelling to Sackville Street given that the top section of Greyfriars Road was one-way only apart from the existing south bound contraflow cycle lane.

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES – 11 SEPTEMBER 2024

In addition to the works on Greyfriars Road additional changes were required along Garrard Street to aid access and egress into the shared loading facility that was located between Station Hill Phase 2 and Thames Tower. This would require the revocation of 13 metres of the existing pay and display bay from 25 metres to 12 metres, which would result in the loss of two parking bays. However, the loss of pay and display bays in this location would be mitigated by the provision of two additional pay and display parking bays that would be provided on Garrard Street as part of the Station Hill Phase 1 scheme. A 'No Waiting at Any Time' restriction had been proposed to replace the revoked section of the pay and display bays, which was in keeping with the remainder of Garrard Street. The scheme also proposed the revocation of a 12.5 metre 'Not Waiting at Any Time' restriction across the new vehicular access for Phase 2. The scheme had been subject to a Road Safety Audit and all points that had been raised in the Audit and were within the scope of the S278 Highway Agreement had been addressed.

Resolved –

- (1) That the report be noted;**
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultation/notification processes;**
- (3) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order for the proposed scheme;**
- (4) That any objection(s) received following the statutory advertisement be submitted to a future meeting;**
- (5) That the Head of Transport Highways and Traffic Services Manager (or appropriate Officer) in consultation with the Lead Councillor for Climate Strategy and Transport, be authorised to make minor changes to the proposals;**
- (6) That no public inquiry be held into the proposals.**

17. WAITING RESTRICTION REVIEW PROGRAMME

The Sub-Committee received a report that provided an update on progress for the 2024A programme following statutory consultation and the list of new requests for potential inclusion in the 2024B programme. The list of requests that had been received for potential consideration in the 2024B programme was attached to the report at Appendix 1.

The report stated that it was with regret that there had not been sufficient time between the previous and current meetings in which to carry out the necessary processes for conducting and feeding back the results of the statutory consultation for the 2024A programme. It was expected that the results of the consultation would be submitted to the next meeting in November 2024 so that decisions could be made regarding the delivery of the schemes within the programme.

Resolved –

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES – 11 SEPTEMBER 2024

- (1) That the report be noted;
- (2) That having considered the requests made for waiting restriction changes, set out in Appendix 1 attached to the report, the requests be investigated by officers as part of the 2024B review programme, subject to the following amendment to the programme:
 - Donkin Hill – Remove from the programme;
- (3) That the officer recommendations, following investigation of the new requests, be shared with Ward Councillors, providing opportunity for local consultation (informal) and for their comments to be included in the next report submitted to the Sub-Committee;
- (4) That, should funding permit, a further report be submitted to the Sub-Committee seeking agreement to conduct the Statutory Consultation on the recommended schemes for the 2024B programme;
- (5) That no public inquiry be held into the proposals.

18. CIL LOCALLY FUNDED SCHEME (NORTHCOURT AVENUE): PROPOSAL FOR STATUTORY CONSULTATION

The Sub-Committee received a report that sought approval for officers to carry out statutory consultation and notice processes necessary to progress a scheme of speed reduction (20 mph) and traffic calming on Northcourt Avenue and Wellington Avenue. A plan of the recommended scheme, that had been developed following investigations by officers and meetings with Ward Councillors and representatives from the Northcourt Avenue Residents Association (NARA), was attached to the report at Appendix 1.

The report explained that a total of £200k had been allocated to deliver the Northcourt Avenue speed reduction scheme. Speed survey data and officer investigation had informed initial concept scheme designs and there had been some useful and constructive meetings that had been held with officers, Ward Councillors and representatives of NARA. Through these discussions a scheme had been agreed for proceeding to statutory consultation that included the proposed introduction of a 20 mph zone on Northcourt Avenue and Wellington Avenue. This zone would be made compliant, and reduce traffic speeds, via the installation of full-width speed humps of a 'sinusoidal' influenced design that was intended to lesson initial impact. This design had been recently used on Boston Avenue and Shaw Road for new humps that had been added and was intended to be more cycle friendly and a less noise generating design.

The report stated that it was the intention that the raised features at either end of Northcourt Avenue would be of a flat-top/table design to create informal/uncontrolled at grade pedestrian crossings. Due to space constraints between driveway access and other features, there had been limitations on the placement of further features of this design within the scheme area. However, officers were intending to additionally implement flat-top/table features around the junction with Wellington Avenue, on the following priority, subject to feasibility and available funding:

- (a) Northcourt Avenue, southern side of the junction;
- (b) Wellington Avenue, neat to the junction with Northcourt Avenue;

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES – 11 SEPTEMBER 2024

- (c) Northcourt Avenue, northern side of the junction.

Regulatory road signing would be implemented, including the 'gateway' (entrance/exit) signs and smaller repeater signs along the street. It had been initially requested that painted '20' roundels were not installed along the roads, so these would be used only for the zone entrance.

Resolved –

- (1) That the report be noted;**
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake the statutory consultation and notification processes for the proposed speed reduction scheme, described in Section 3.2 and set out in Appendix 1, attached to the report, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) regulations 1996;**
- (3) That the Highways and Traffic Services Manager (or delegated officer), in consultation with the Lead Councillor for Climate Strategy and Transport and Ward Councillors, be authorised to make minor alterations to the agreed proposals;**
- (4) That subject to no objections being received, the scheme be implemented and the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order;**
- (5) That should the scheme receive objection(s) during the statutory consultation period, that these be submitted to a future meeting for consideration and a decision regarding scheme implementation;**
- (6) That no public inquiry be held into the proposals.**

19. EXCLUSION OF PRESS AND PUBLIC

Resolved –

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of item 20 below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 2 of Part 1 of Schedule 12A of that Act.

20. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Sub-Committee received a report giving details of the background to the decisions to refuse applications for Discretionary Parking Permits from 18 applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That, with regard to application 3, a first discretionary resident permit be issued personal to the applicant subject to the correct proof of vehicle ownership being submitted;**

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES – 11 SEPTEMBER 2024

- (2) That with regard to application 4, for discretionary teachers parking permits, officers liaise with the school to identify their needs and propose a solution;
- (3) That with regard to application 8, a second discretionary resident permit and discretionary visitor parking permit books be issued personal to the applicant and charged at the standard rate;
- (4) That with regard to applications 9, 10, 11 and 16, discretionary visitor parking permit books be issued and charged at the standard rate;
- (5) That with regard to application 17, a second discretionary resident permit be issued personal to the applicant and charged at the standard rate;
- (6) That with regard to application 18, a first discretionary resident permit be issued personal to the applicant and charged at the standard rate;
- (7) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 1, 2, 5, 6, 7, 12, 13, 14 and 15 be upheld.

(Exempt information as defined in Paragraphs 1 and 2).

(The meeting started at 6.30 pm and finished at 7.32 pm).