

# **Prohibition of Waiting Proposals Four Crosses**

## **Summary of Responses**

### **Public Consultation Period 27 April 2018 to 20 May 2018**

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#### **Representations of support received during consultation period.**

- None
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#### **Representations of objection received during consultation period.**

- **R and C Jenkins – Linden Villa, Four Crosses – submitted 16 May 2018**

Representation - No attempt has been made by community council to resolve any perceived problems with residents. Extent of prohibitions proposed is disproportionate to existing on street parking problem, and not consistent with approach taken in other towns. Considers that prohibition extents should be limited to being within 10 metres of junctions. Proposal will disadvantage residential properties and businesses which do not have their own off street parking. Council should provide 3 new compensatory off street parking bays for properties and businesses on grassed area along Offas Dyke Road.

Officer comments – It is not appropriate to compare the introduction of prohibitions of waiting between one town/village and another, as the circumstances leading to the introduction of such prohibitions vary from one location to the next.

No residents or businesses have a right to park vehicles on the public highway, regardless of whether there are prohibitions of waiting or loading in place, unless the vehicles are parked within on street parking bays on the public highway in accordance with any restrictions that apply to those bays.

Rule 243 of The Highway Code advises drivers not to park opposite or within 10 metres of a junction, and also advises drivers of other locations along the public highway where it is not appropriate to park a vehicle. Whilst the collection of rules within the Highway Code are respected by many drivers, and are taken into consideration when considering the extents of waiting and loading prohibitions, the impact of displaced on street parking is also taken into account when considering the necessary extent of such prohibitions.

Whilst the highway authority has a duty to manage traffic flows along a public highway, and put in place any measures or prohibitions which are considered to be necessary

to comply with that duty; the highway authority has no obligation to provide compensatory off street or on street parking for any vehicles displaced by such measures or prohibitions.

It is noted that the objector could potentially apply for and, if permitted, construct a private access from Offas Dyke Road across the land maintained by the highway authority, to create an off street parking area within the rear garden area of the domestic curtilage of the property.

Blue badge holders can park for up to 3 hours on a double yellow line where there is not a loading prohibition in force provided that the blue badge is correctly used and displayed in the vehicle, and drivers may also stop on a double yellow line where there is not a loading prohibition in force to drop off and pick up goods and passengers. These rules ensure that prohibitions of waiting do not adversely affect businesses or those with mobility issues where a legitimate need exists to stop briefly on a double yellow line to load or unload goods and passengers.

Officer recommendation – The waiting prohibitions along the B4393 are proposed to address habitual/regular nuisance and obstructive on street parking, where vehicles parked would interfere with the safe negotiation of side road junctions, private accesses and traffic calming measures by other highway users.

Particular concern has been raised over a number of years regarding on street parking in the vicinity of the City Lane/Offas Dyke Road crossroads junction. The extent of the proposed waiting prohibitions was selected to ensure that this nuisance/obstructive parking was not simply displaced a little further along the B4393 where it would give rise to a similar hazard.

The highway authority is able to modify the proposal to reduce the extent of the proposed waiting prohibitions along the B4393 without recommencing the entire consultation process if the community council and the local county councillor consider that such action is appropriate in light of the objection received.

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End of report.