

		AGENDA ITEM 8
		<b>PSEG/09/15</b>
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	28 May 2015	
CALL IN OF DECISION FP/081/04/15: COLCHESTER TOWN CENTRE TRAFFIC REGULATION ORDERS		
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On 13 April 2015 Councillor Stephen Robinson called in decision FP/081/04/15: Colchester Town Centre Traffic Regulation Orders and in particular the making of traffic regulation orders including the introduction and revocation of various waiting and loading restrictions, dedicated disabled parking bays, and no stopping restrictions except for buses in Queen Street, Head Street and High Street, Colchester. A copy of the decision is published on the [Council's website](#)

In line with the procedure for handling the call in of a decision, an informal meeting was held on 22 April. A formal note of that meeting together with a copy of the Notification of Call-In form is attached at the Appendix.

At the informal meeting Councillor Robinson agreed to withdraw his Call In on the basis of the explanation given by the Cabinet Member.

**Action required by the Committee:**

**The Committee is invited to note the action taken in this matter.**

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**Appendix**  
**Note of Informal meeting held on 22 April 2015 regarding the Call In of**  
**decision reference FP/081/04/15: Colchester Town Centre Traffic**  
**Regulation Orders**

In attendance:

Councillor Stephen Robinson (Councillor responsible for calling the decision in)  
Councillor Theresa Higgins (Councillor on whose behalf decision was called in)  
Councillor Simon Walsh, Chairman of Place Services and Economic Growth  
Scrutiny Committee  
Councillor Rodney Bass, Cabinet Member for Highways and Transportation

Andrew Cook, Director for Operations: Environment & Economy  
Katrina Davies, Cabinet Advisor  
Christine Sharland, Scrutiny Officer  
Alex Polak, Scrutiny and Corporate Governance Officer

Councillor Walsh welcomed everyone to the informal meeting that had been set up as part of the County Council's Call In procedure for the consideration of proposed decision reference FP/081/04/15 namely the making of traffic regulation orders including the introduction and revocation of various waiting and loading restrictions, dedicated disabled parking bays, and no stopping restrictions except for buses in Queen Street, Head Street and High Street, Colchester. Details were set out in the report accompanying the decision.

Councillors Robinson and Higgins were then invited to explain the reasons for calling in the decision as set out in the Notification of Call In as attached at Appendix A to this note. Councillor Higgins expressed her concern at the loss of disabled facilities in the High Street and described how the proposed changes could affect individuals with disabilities. While she was aware that objections had been lodged to the proposals, she had not been able to trace published versions of those objections. When she had looked at the County Council's website Appendices A and B to the decision were missing. She acknowledged that pedestrian crossings were not set out as a part of the decision, but drew attention to local opposition to proposed changes.

In response Councillor Bass began by acknowledging that the Appendices A and B should have been published with the decision from the outset, and stressed that it had not been his intention to withhold information. Councillor Walsh confirmed that the Appendices had been subsequently published on 15 April.

Decision FP/081/04/15 was one of several individual highways decisions affecting Colchester town centre. It did not contain any proposals relating to pedestrian crossings, and therefore such proposals fell outside the purview of the call in.

Various traffic management measures were being proposed in Colchester town centre to support the new Park and Ride Service. With particular reference to the loss of disabled parking spaces in High Street, it was accepted that there would be a loss of seven disabled parking bays without the replacement of four new bays as envisaged originally. At the meeting Councillor Bass identified existing broader disabled parking provision within the vicinity of the town centre as well as seventeen new bays at the Park and Ride facility. There are no regulations that stipulate that there should be a given level of disabled parking spaces in a town centre. In practice it was not possible to sustain parking bays in High Street while work was being undertaken at a local departmental store, as well as address local loading and unloading needs.


Overall Councillor Bass confirmed that close attention was being given to the effects of the new Park and Ride Service in Colchester, and the new Northern Approach Road. The situation was being kept under close observation so that traffic management measures could be introduced and varied as appropriate to ensure their fine tuning in response to changing circumstances.

On the basis of the Cabinet Member's explanation of the decision in question Councillor Robinson, on behalf of Councillor Higgins, agreed to withdraw formally the call in of decision FP/081/04/15.

*Addendum: Following the meeting Councillor Bass engaged in discussion with Councillors Higgins and Robinson on the introduction of broader traffic measures in Colchester, and in particular those relating to pedestrian crossings.*

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## Appendix A - Notification of Call-in

<b>Decision title and reference number</b> FP/081/04/15 Colchester Town Centre Traffic Regulation Orders	
<b>Cabinet Member responsible</b> Councillor Rodney L Bass	<b>Date decision published</b> 02/04/2015
<b>Last day of call in period</b> 13/04/2015	<b>Last day of 10-day period to resolve the call-in</b>
I am calling in the decision on Colchester Town Centre Traffic Regulation orders because: (1) The promised 4 replacement disabled spaces in the High Street have been dropped from the proposals. (2) The removal of pedestrian crossings will adversely affect people with mobility / sight problems. This has been highlighted by the Tourist Guide Association as well as the Access Group. (3) The TROs do not mention the pedestrian crossing opposite Cowdray Crescent. (4) Appendices 1 and 2 are not attached on the report circulated to members, on the version online or on TRO reports on the Essex Highways website and, therefore, the Equality Impact Assessment cannot be checked.	
<b>Signed:</b>  Cllr Stephen Robinson	<b>Dated:</b> 13 April 2015
Called in on behalf of: Cllr Theresa Higgins	
<b>For completion by the Governance Officer</b>	
<b>Date call in Notice Received</b> 13 April 2015	<b>Date of informal meeting</b> 22 April 2015
<b>Date of Audit and General Scrutiny Committee Meeting (if applicable)</b>	<b>Date call in withdrawn / resolved</b> 22 April 2015