

Forward Plan reference number: Not applicable'

Report title: Proposed 'No Waiting at Any Time' Restrictions on Maltings Road, in the City of Chelmsford	
Report to: Councillor Tom Cunningham, Cabinet Member for Highways, Infrastructure and Sustainable Transport.	
Report author: Paul Crick, Director Highways and Transportation	
Date: 13 October 2023	For: Decision
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County Divisions affected: Great Baddow	

1. Everyone's Essex

- 1.1 Everyone's Essex sets out four strategic aims and twenty commitments for Essex County Council to deliver over the next four years. As part of the high-quality environment strategic aim and a good place for children and families to grow, a key commitment is to deliver a step change to sustainable travel across the county, by maintaining safe and sustainable transport infrastructure. The implementation of the proposal will help to ensure that many of the junctions and turning heads are protected by maintaining the safe movement of vehicles and adequate sight lines which may otherwise be restricted by On-Street parking, particularly during times of higher vehicular and pedestrian traffic.
- 1.2 Essex County Council has formally advertised the proposed implementation of a 'No Waiting at Any Time' Restriction, on Maltings Road, in the City of Chelmsford ("The Proposal") which will stop vehicles being parked around the circular island in the middle of a crossroad junction and for 10 metres at each junction on Maltings Road, which severely reduces the mobility of large vehicles particularly buses. The implementation of the proposal will ensure that parked vehicles keep clear of these areas so that access can be maintained for the continuation and potential future improvement of the existing bus service as well as aiding access for all other large vehicles and ensuring that the existing pedestrian crossing points can be used and are not blocked by parked vehicles at this point.
- 1.3 The Proposal has undergone formal consultation to the public, particularly for residents within the vicinity of the proposed changes. As twelve objections (one being a petition with 28 signatures) have been received; the Cabinet Member is asked to decide whether on balance the Proposal should be implemented.

2. Recommendations

- 2.1 To approve the implementation of 'No Waiting at Any Time' Restrictions, on Maltings Road, Chelmsford in the City of Chelmsford, as advertised and set out in Appendix 1.

3. Background

- 3.1 Currently, bus services operating through many of the residential areas of Great Baddow incur ad hoc and unpredictable delays due to hindrances to their accessibility; there are a number of schemes in various states of progress to address some of the most consistently problematic areas - this proposal is one of them and should enable buses to adhere more reliably to their registered schedules and contribute to local and central government aspirations for encouraging more journeys to be undertaken by sustainable modes rather than the private car.
- 3.2 Wider congestion issues have impacted upon the Maltings Road bus service in the intervening period since it was first brought to The Council's attention in November 2019.
- 3.3 Over recent years the bus route operating through Maltings Road has increasingly faced issues with regard to accessibility which has in turn resulted in the service becoming more unreliable and incurring extended journey times. As a consequence, passenger numbers have fallen, and the frequencies have steadily reduced. If the current circle of decline is not actively addressed it is a real possibility that the service could be lost completely, which will bring a negative impact on many local residents who have no alternative to the bus in order to achieve their day-to-day life needs. This decline in service level goes firmly against Essex's commitment to government contained within the Bus Service Improvement Plan.
- 3.4 Currently there are no restrictions on parking throughout the area, which results in inconsiderate actions by the local residents and their visitors. The problem has steadily become more acute over recent years with the rise in multi-car households.
- 3.5 The resultant parking in this area impacts a number of areas, including all around the junction corners off the circular intervention (hereinafter referred to as "roundabout"), as well as around the circumference of the roundabout and actually on its central refuge. Of the eight properties surrounding the roundabout six have access to off-road parking.
- 3.6 Such activity, aside from the impact on through access for larger vehicles, also represents a safety risk for children, elderly, the less mobile and visually impaired, who's forward visibility of oncoming traffic can be impaired as can their physical ability to cross the road, where dropped kerbs are parked across.
- 3.7 Parking in such a manner is also in contravention of the highway code, which stipulates that parking should not occur on roundabouts, nor within 10 metres of a road junction (Essex Highways usually stipulate 15 metres). Local residents have acknowledged that they are aware that they should not park in this manner

however, they feel it is acceptable as there is nothing to prevent them currently from doing so. It is important to keep in mind that there should be no automatic assumption that parking on the public highway is permissible – often it is allowed, where this does not impact negatively on the purpose of the highway which is to enable vehicles to 'pass and repass'. These proposals will also cover the existing dropped kerbs for pedestrians to use, which means that the pedestrians will be seen and will no longer have to manoeuvre round parked vehicles to cross the road safely.

- 3.8 The Proposal is to provide No Waiting at Any Time (NWAAT) restrictions around the roundabout at Maltings Road and to protect the approaches and exits for a distance of between 10-15 metres. It will also provide a bus stop cage marking, to ensure the accessibility of buses to and from the bus stop, enabling functional alignment with the kerb line and to protect the stop from the potential for displaced parking migrating to this point.
- 3.9 The proposed package has been suggested in order to improve accessibility for all large vehicles, including buses passing through Maltings Road. The presence of inconsiderately parked vehicles can be problematic throughout the day and is not restricted to any particular times.
- 3.10 Currently the bus service operates in one direction only through the area however, as part of the development of a future enhanced partnership it is expected that the city's bus network will be reviewed and as a consequence there could be a return to 2 way operation through this locale - certainly the Council would like to see a steady increase in the frequency of services citywide, to increase their attraction to new and existing passengers.
- 3.11 It is important that the restrictions apply on both sides of the 'roundabout', for whilst the scheme was brought forward by Essex County Council's Passenger Transport team to address their issues, whether or not 2-way bus operation recommences, other larger vehicles (such as Fire Service and refuse collection vehicles) passing in either direction through the area also face difficulty. The solution is deemed to improve upon the current wider safety credentials of the area.
- 3.12 The proposals will have an impact on sustainable travel, making it easier and quicker to use.
- 3.13 The Proposal was discussed with South Essex Parking Partnership (SEPP), in early 2022 and consequently a design was developed and agreed with them. SEPP are one of the delivery partners undertaking highway intervention works in other areas of Great Baddow which will benefit this and other bus service operation.

Consultation

- 3.14 On the 12 January 2023, the Council advertised "The Proposal" in the Essex Chronicle newspaper and it was also made available on the Essex Highways website. At this time a consultation letter was also sent to all affected properties

where residents and businesses were invited to comment on the Proposal. In addition to this, public notices were placed on the affected lengths of roads.

3.15 The Council undertook specific consultation for the Proposal. The results of this consultation were as follows:

- Traffic Management (Essex Police) had no comments.
- County Councillor McQuiggan supports any bus schemes within his area.
- South Essex Parking Partnership had no comments.

3.16 Twelve responses (including a petition with objections from 28 residents) were received during the consultation undertaken by the Council. A summary of the comments can be found in Appendix 2.

Objections and Responses

3.17 Eight of the objectors (Objectors 1,3,4,6,7,8,9 and 11) objected to parking issues mainly: that this will cause lots of problems in the area pushing vehicle parking further up the arms of Maltings Road in already congested areas and that with parking already very limited this would mean taking valuable parking spaces away that would accommodate 8-12 vehicles with nowhere else to park.

3.18 The First of the objectors stated, they believe that these restrictions will add to the existing parking aggravation and adversely affect the living standards of the residents of Maltings Road and surrounding area.

3.19 The Council responded saying, Whilst the Council appreciate that some of the restrictions will displace some of the parking, many of the properties in this area do have the ability to have off-street parking. With parked vehicles on the perimeter of the roundabout it has been reported to the Council on a regular basis that buses cannot perform the manoeuvre without difficulties. Highway Law states 'the highway is to pass and repass' and this statement must always be behind any decision that is made, the Council cannot be governed by the lack of parking on the highway - where possible the highways authority allows it in some areas as it can assist with traffic calming, and the Council do on occasions put parking restrictions on both sides of the carriageway, although if the restrictions are only on one side, the parked vehicles move to the other side, which residents dislike.

3.20 The Second of the objectors stated, that there are only 5 buses a day – when they aren't cancelled. There are no buses before 9.30am or after 2.30pm in the afternoon – therefore it would make sense to have a limited no waiting period – say from 9 until 4pm. This would allow people to park in the evenings when it doesn't restrict normal traffic.

3.21 The Council responded saying, Essex Highways work with, and for, all parts of the community, including the bus services, if the Council can improve accessibility for large vehicles, then it is hoped that in the future the bus service frequency and operating day could be improved., Thus it would become more of

an asset to the community and in keeping with the desire of both Central and Local government to promote more sustainable travel such as walking/cycling/bus travel over the use of private motor vehicles.

- 3.22 The Third of the objectors stated, they felt this would affect the people who actually live there more than the amount of people that use the bus. They believe the many should have right, than the few, who use the bus.
- 3.23 The Council responded saying, Essex Highways work with, and for, all parts of the community, including the bus services, if the Council can introduce some parking restrictions, it is hoped that not too far in the future the bus service will increase and expand, with longer hours, becoming more of an asset to the community and in keeping with the desire of the government to promote more sustainable travel such as Walking/cycling/bus travel over private vehicles.
- 3.24 The Fourth of the objectors stated, they do object to the no parking proposal on the four branches off the roundabout as this does not affect the buses in any way.
- 3.25 The Council responded saying, if the Council introduced no parking on the roundabout only, that parking could go on to the arms off the roundabout, nobody should be parking within 10 metres of a junction as the highway code stipulates – and this inhibits the ability of some residents to cross the road, using the dropped kerbs.
- 3.26 The Fifth of the objectors stated The C6 bus (as it is now, not no.51) also has problems navigating entry to Park View Crescent from Vicarage Lane and the next 2 corners that bring it into Maltings Road. Unless restrictions apply there as well, not only will problems remain but also vehicles not able to park in Maltings Road will use neighbouring roads instead making the Park View Crescent section even more hazardous than it is now.
- 3.27 The Council responded saying, this scheme is being progressed to help address the issues faced along this route. The Council aspires to increasing the level of bus service provision as part of a revitalisation of the bus network in the city. Essex County Council have made commitments to the government to work with bus operators to make bus use more attractive and increase ridership – service reliability is a big element of this. Government papers state that everyone needs to look at sustainable travel cycling, walking, using buses. This scheme is being proposed so that with the installation of the parking restrictions, and with the resulting ease of access, the buses will run much more frequently, and for longer hours thus dramatically reducing the need for car usage. The reason there are not more services at this moment in time is due to the difficulties experienced by the bus services running in this area.
- 3.28 The Sixth of the objectors stated they understand that buses may have difficulty getting round the island but there is no reason to restrict parking completely on the roundabout, maybe just the sections on the North side of the East and West side arms adjacent to the roundabout. There is no need to restrict parking on the side North and South side arms at all, let alone for 10 metres. These arms are

not used by buses at all. Also, the buses only travel from West to East so there is no need to restrict parking on the South side of the East and West side arms.

- 3.29 The Council responded saying, with parked vehicles on the perimeter of the roundabout it has been reported to the Council on a regular basis that buses cannot perform the manoeuvre without difficulties. If the Council introduced no parking on the roundabout only, that parking could go on to the arms off the roundabout, nobody should be parking with 10 metres of a junction as the highway code stipulates. It is the practice of Essex County Council to normally install 15 metres at any junction, longer if required. Highway Law states 'the highway is to pass and repass' and this statement must always be behind any decision that is made, we cannot be governed by the lack of parking on the highway - where possible the highways authority allows it in some areas as it can assist with traffic calming, and we do on occasions put parking restrictions on both sides of the carriageway, although if the restrictions are only on one side, the parked vehicles move to the other side, which residents dislike..
- 3.30 The Eighth of the objectors stated there are many elderly and people with disabilities who live in Maltings Road leading to Sydnor Close who require transport to pick them up or drop them off due to mobility and health issues. Access is required for those that need care at home.
- 3.31 The Council responded saying accessibility will be permitted for emergency vehicles and others: Many people do have private drives that can be utilised. The Council are not placing parking restrictions where they are not needed, and there are areas without any parking restrictions. The public can drop off and pick up for 5 minutes on double yellow lines. No access is being denied. Essex Highways are not responsible for the parking ability of its residents, that is the responsibility of the vehicle owners.
- 3.32 The Tenth of the objectors stated their spouse is an on-call firefighter at Great Baddow station and if they get a fire call, they have to be there within 5 minutes, this could prove impossible if they have to park away from their home.
- 3.33 The Council responded saying whilst the Council appreciate that some of the restrictions will displace some of the parking, many of the properties in this area do have the ability to have off street parking. The objector themselves does have off street parking, and the restrictions will not be outside their house anyway. With parked vehicles on the perimeter of the roundabout it has been reported to the Council on a regular basis that buses cannot perform the manoeuvre without difficulties.
- 3.34 The Eleventh of the objectors stated the proposed parking restrictions are symmetrical and not in proportion to the solution of the problem. (Bus traffic is in one direction only). The parking restrictions extend to the North and South of the junction – this appears to be unnecessary - buses do not go there. Restrictions on the roundabout seem to extend longer than necessary. The parking restrictions remove the number of available resident parking spaces – these are scarce. The proposed restrictions are 24/7 when the problem is to deal with a small transitory issue.

- 3.35 The Council responded saying it is true that the bus routing is currently unidirectional however it has been operational in both directions in the past, it is quite possible that along with other highway measures being progressed along the route, that the network of services in the area could alter. The scheme is symmetrical as the interventions apply equally to all borders of the 'circular roundabout style structure'. No driver should be parking on any of the junctions, nor the roundabout – vehicles parking on the approaches to the roundabout cause particular issues for larger vehicles and the Councils' proposals are only upholding the highway code. It is the unreasonable numbers of cars per property that are causing the issue for other road users. Communication with residents have suggested that the available garages are not being used fully, nor are the provided visitors/residents' bays. It is a common fact, residents who do not provide their own parking facilities prefer the easy option of parking outside their own property, however Highway Law states 'the carriageway is there to pass and repass', it is not an automatic right that residents can park on the public highway. Whilst it is true that the main party bringing the issue to the Council's attention currently operates only for a restricted period, this issue remains for large vehicles/emergency services 24/7. Additionally, as relayed earlier, the Council aspire to the bus service through the area, being improved over time as the package of interventions along the route to aid accessibility are implemented. The illegal parking on the roundabout and at junctions is not timed that is 24/7 and should be always adhered to.
- 3.36 The objectors on the petition stated, if as the Council have stated, there is legislation already in place prohibiting parking within 10 metres of a junction, it would be redundant to put double yellow lines on the side arms of Maltings Road. If the Council are unable to police the situation as it stands, how do the Council propose to monitor the situation ongoing. If the Council propose to place double yellow lines off the roundabout in the middle of Maltings Road, why are these not also being applied at the end of the road, where it meets Park View Crescent?
- 3.37 The Council responded saying the petitioners are correct, however if there are no yellow lines this is not enforceable, unfortunately people parking in these areas are not complying with legislation and therefore these will now be made formal. With parking restrictions in place, they could be enforced by the Councils parking partnership. Parking restrictions are being installed on the bus route only, where bus operators have reported incidents and not being able to access or pass through.
- 3.38 All of the objectors on the petition stated the Council have advised that the site has been assessed, but clearly the assessor was unaware of the actual bus routes as it only runs in one direction. Why are restrictions being applied to the side of the roundabout where a bus never travels? With such a short window during which buses travel along Maltings Road – why could the Council not have a restricted parking for a limited period say 9am-3pm?
- 3.39 The Council responded Essex Highways are aware of the bus route direction, however the Council do have to look at the bigger picture when making assessments, any changes should include others that may also experience the

same difficulties, such as emergency services (the Fire Brigade) and other large vehicles that are not subject to strict routes. If restrictions were only placed on one side of the roundabout, then parking would all transfer to the other side, whilst this may not be a bus route, there are larger vehicles that access the estate, and they need access. The government have passed legislation with regards to increasing sustainable transport, which includes using buses/cycling/walking and does not include car usage – originally the buses on this route were reduced due to the problems that the bus operators experienced in trying to access the bus stops, drive the route and to keep to a timetable. With the implementation of the proposed scheme, it will allow the bus operators to relook at this area with a view of increasing the frequency of the buses for a longer period, and large vehicles with no strict timetable should be able to access the estate without difficulties.

- 3.40 All of the objectors on the petition stated the Council have advised that there is 'no waiting at any time' on all areas where double yellow lines are proposed. However, the Council have also individually indicated that it is permitted to stop on them for 5 minutes to drop off'. 'When residents are dealing with elderly people (i.e., visiting parents) or very young children, it is not practical to drop them off and then leave them unsupervised while the driver go to find parking elsewhere and then walk back'. 'This will also reduce access for carers, emergency vehicles and other essential services.
- 3.41 The Council responded This statement is correct, there is an indicator in the highway code to allow for the loading/unloading of passengers for 5 minutes, applied to double yellow lines. Double Yellow Lines are called 'No Waiting at Any Time' Double Red Lines are called 'No Stopping At Any Time', with Double Yellow Lines you get a 5 minute drop off pick up period which you would provide drivers with scope to undertake minor tasks without risk of penalty. Essex County Council are not responsible for providing parking. The majority of properties on this route do have the facility to provide off street parking (or already possess it). Emergency vehicles would not be affected, according to law emergency vehicles may park on double yellow lines or other restricted parking road markings.
- 3.42 All of the objectors on the petition stated Not everyone is able to walk long distances for a variety of health-related reasons, given that walking a long-distance carrying shopping may not be feasible', 'The bus service is a joke. Over the past years it has reduced from 7 days a week service to 6 days and then to 5 days. From a bus every 30 minutes to one an hour, amalgamated with another route and then to just 5 buses a day, that frequently don't turn up'. 'For residents trying to get into Chelmsford City Centre this can be a difficult and expensive process. The Council's suggestion that the bus service will increase and expand is unrealistic, given the history. Despite many residents asking for improvements over the years. Currently local residents without cars who cannot walk far are unable to get to the doctor, the local shopping centre, and other amenities. If smaller buses (e.g., 'hopper' buses) were put on this route they would not only be more viable, but also be able to negotiate the roundabout more easily. 'Can the Council liaise with the bus company and ascertain the actual plans, rather than 'hoping' there will be a change?

- 3.43 The Council responded This is one of the reasons why a more reliable and frequent bus service is essential. Essex Highways has no say in the running of the bus service, if the community that use it are unhappy with it they should approach the bus service providers with these suggestions, it may be that they do not have the finances to buy smaller buses. However, it is hoped that with the introduction of these restrictions this bus service can be more frequent and for longer hours because they will not face the difficulties they have at present. All Councils have been given directives to increase cycling, walking and bus services. without the scheme being installed there is little scope to seeking improvements to be made to the extension of the operating time for buses or frequencies of the services. Residents could remove the vehicles off the road by installing off street parking if people had parked more considerately a scheme such as this would not be being introduced. It is not only buses that are struggling it is other large vehicles such as, removal lorries, dust carts, and delivery lorries. It is the team within Essex County Council that liaise with the bus companies that are asking for this scheme.
- 3.44 All of the objectors on the petition stated There are no cycle routes in this part of Great Baddow'.
- 3.45 The Council Responded This is currently true, but there may be in the future.
- 3.46 All of the objectors on the petition stated Currently, the ability to park on the street near to a property is an asset, which will be removed when parking is restricted. That may affect the value of the homes that are owned by the tenants. Several properties are still under the control of the Chelmer Housing Partnership – most of which do not have any off-road parking facilities.' 'Houses that do have off road parking cannot be parked in front of so, parking is already reduced in the road and when everyone is home from work it is already challenging to park anywhere in Maltings Road. In fact, some residents have had visitors park across the dropped kerb access to their off-road parking, which simply aggravates the problem.'
- 3.47 The Council responded It is residents' responsibility to provide their own parking as and where they can. As residents have no automatic right to park on the public highway as Highway Law states that 'the carriageway is there to pass, and repass' the carriageway does not form part of any residents property. Those properties under Chelmer Housing Partnership need to contact them directly with regards to off street parking. Essex Highways cannot be involved with neighbourhood parking issues and do not form part of the remit of the scheme. It is down to each individual resident to sort their own parking out.
- 3.48 All of the objectors on the petition stated While some homeowners have room for creating off-road parking, they don't have the financial ability to afford that kind of alteration to their properties and Chelmer Housing properties would not have this potential. Why have the Council suggested this as a solution to the problem, when it is not practical, - or does the County Council propose to fund these alterations?

- 3.49 The Council responded That is something that each resident needs to address and does not form part of this scheme. Off road parking is a solution, and would increase the value of properties, it is not down to the tax payers to pay for residents to have off street parking, so it increases the value of their property.
- 3.50 All of the objectors on the petition stated How do the Council propose to rectify the fact that they are simply moving the problem from its current location to somewhere else locally?' If the roundabout was either reduced in size or altered to feature a drive over section similar to the roundabout in Writtle Road near the Crematorium, this would make negotiating the roundabout much easier for buses – and larger vehicles.
- 3.51 The Council responded Essex County Council are trying to make sure a bus service and large vehicles have access through Maltings Road. like many other areas, where residents choose not to have off road parking on their properties and continue to park on the public highway, there may come a time when a conflict occurs which may need to be resolved. As many of the properties have the ability to have off road parking and there are garage parking spaces, it would be the responsibility of the residents to find alternative parking. The suggestion of removing the roundabout would likely encourage inappropriate use of the road, causing detriment to local residents and would also cost 10's of £1000's to implement due to the need to reconfigure utility companies apparatus, new drainage, Street lighting as well as resurfacing activities – and this would not be cost effective, justifiable nor a reasonable solution, given the current economic position, especially when a much more cost efficient solution would be equally, if not more effective, at a fraction of the cost, and therefore would undermine the ability to provide a solution to assist the passage of larger vehicles, including buses, even if the roundabout were to be removed, the residual NWAAT restrictions would still be required to address the issue of residents parking around the corners of junctions – contra to the Highway Code.
- 3.52 Each individual objector was written to, and following upheld objections, at the request of the County Member an additional correspondence was sent out to every objector providing a holistic response to all of the various issues that had been raised as shown in Appendix 4.
- 3.53 A full objection report and The Councils responses can be found under Appendix 2.

4. Links to our Strategic Ambitions

- 4.1 This report links to the following aims in the Essex Vision
- Strengthen communities through participation.
 - Develop our County sustainably.
 - Connect us to each other and the world.
- 4.3 This report links to the following strategic priorities in the Organisational Strategy - 'Everyone's Essex':

- A strong, inclusive, and sustainable economy.
- A high-quality environment.
- Health wellbeing and independence for all ages.
- A good place for children and families to grow.

5 Options

The recommendation is that the progression of Option A is approved as the most holistically suitable way forward.

Option A – Continue with the Proposal.

- 5.1 This option would be of benefit for residents of Maltings Road, in the City of Chelmsford as it would help to ensure that many of the junctions and turning heads are protected by maintaining the safe movement of vehicles and adequate sight lines which may otherwise be restricted by On-Street parking, particularly during times of higher vehicular and pedestrian traffic. This option also provides a safe crossing point on all arms of the roundabout on the existing dropped kerbs for pedestrians.

Option B – Abandon the Proposal.

- 5.2 This option could potentially satisfy the objectors as they feel that the 'No Waiting at Any Time' Restrictions are not necessary, however, this option would not achieve any Highway benefits and would not aide the movement of buses and other through traffic along Maltings Road, Great Baddow. Abandoning the proposal will not comply with local and central Governments' policies and strategies, and Chelmsford City Council's aspirations which focus on encouraging modal shift from private car to the use of sustainable modes, nor would it align to the four key elements contained within 'Everyone's Essex'.

6 Issues for consideration

6.1 Financial implications

- 6.1.1 The proposal set out within this report will be funded through the Passenger Transport budget previously allocated within Essex Highways. Therefore, there are no additional financial implications as a result of this proposal.

6.2 Legal implications

- 6.2.1 The Road Traffic Regulation Act 1984 (as amended) gives the Council a statutory duty to exercise its traffic functions to secure the expeditious, convenient, and safe movement of traffic of all kinds, including pedestrians, and to provide suitable and adequate 'No Waiting at Any Time' Restrictions. So far as practical the Council is also required to have regard to
- (a) The desirability of securing and maintaining reasonable access to premises.
 - (b) The effect on the amenities of any locality affected so as to preserve or improve the amenities of the areas through which the roads run.
 - (c) The importance of facilitating the passage of buses and their passengers.

- 6.2.2 Justifiable 'No Waiting at Any Time' Restrictions assist with the expeditious, convenient, and safe movement of traffic and pedestrians.
- 6.2.3 Whilst there appears to be no real legislative requirement to hold a public inquiry in view of the objections received, the decision to make the Order may be subject to judicial review. Whilst judicial review is a risk, there have been clear and reasoned considerations put forward as to why the Order is recommended.
- 6.2.4 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ('the Regulations') provides that, before making an Order, the Council is required to publish a notice of the Proposal.
- 6.2.5 Any person or Authority required to be consulted by the Council may object to the making of an Order by the date specified in the notice, or, if later, the end of the period of 21 days beginning with the date on which the Council has complied with all the requirements of the Regulations. Any objections must be made in writing, state the grounds on which it is made; and be sent to the address specified in the notice of proposals.

7 Equality and Diversity Considerations

- 7.1 The Public Sector Equality Duty applies to the Council when it makes decisions. The duty requires us to have regard to the need to:
- (a) Eliminate unlawful discrimination, harassment and victimisation and other behaviour prohibited by the Act. In summary, the Act makes discrimination etc. on the grounds of a protected characteristic unlawful.
 - (b) Advance equality of opportunity between people who share a protected characteristic and those who do not.
 - (c) Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.
- 7.2 The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, marriage and civil partnership, race, religion or belief, gender, and sexual orientation. The Act states that 'marriage and civil partnership' is not a relevant protected characteristic for (b) or (c) although it is relevant for (a).
- 7.3 The Equalities Comprehensive Impact Assessment indicates that the proposals in this report will not have a disproportionately adverse impact on any people with a particular characteristic. Although it is noted that the mobility impaired, disabled and also those on lower income are statistically more likely to be dependent on buses as a key means of achieving their day to day life activities. As such option 1 is likely to affect these groups in a positive way, where as abandoning the scheme (option 2) would leave a status quo, where there are known pedestrian access issues and may also lead to a further reduction or total loss of bus services through the area.

8 List of Appendices

- Appendix 1 – Proposed Scheme Drawing
- Appendix 2 – Objection Report
- Appendix 3 – Equalities Comprehensive Impact Assessment
- Appendix 4 – Residents Letter - 29 June 2023

9 List of Background papers

None

I approve the above recommendations set out above for the reasons set out in the report.	Date 24/10/2023
Councillor Tom Cunningham, Cabinet Member for Highways Maintenance and Sustainable Transport	

In consultation with:

Role	Date
Director Highways and Transportation	08/09/2023
Paul Crick	
Nicole Wood – Executive Director for Finance and Technology	Consent not needed
Director, Legal and Assurance (Monitoring Officer)	13.10.2023
Laura Edwards on behalf of Paul Turner	
Head of Network and Safety	07/09/2023
Jo Heynes	
Head of Design	31/08/2023
Julia Johnson	