

## STATEMENT OF REASONS

### **Hawarden Avenue, Robinson Road, Leicester - Parking Prohibitions for Junction Protection.**

Leicester City Council has received concerns and a request to look at issues on Hawarden Avenue. The issue raised relates to safety regarding access and egress for traffic, especially for HGVs at the junction of Hawarden Avenue and Robinson Road. Hawarden Avenue is a cul-de-sac road that is approximately 73 metres in length and does not have a formal turning head. Therefore, HGVs drivers who are required to service the industrial units, find that from a pragmatic point of view, it's better to reverse down Hawarden Avenue especially in an articulated HGV.

The junction of Hawarden Avenue and Robinson Road currently has junction protection in the form of 10 metre Double Yellow Lines (DYLs), this is where waiting is prohibited at all times. However, both working and visitors to the area, tend to park on both sides of the unrestricted sections of the road. As space is limited, they can also park on some parts of the yellow lines, making the entrance narrower. The concerns that have been raised, is that vehicles will park on the junction making it difficult and at times impossible for HGVs to manoeuvre safely, unless those vehicles are removed.

In the past the local authority has sent Civil Enforcement Officers (CEOs) to the area to tackle this problem. This has led to potential contravening vehicles belonging to workers at nearby businesses being alerted when a CEO is on site. The drivers look to use the observation time used by CEOs to move their vehicle. Once the CEO has left the area, drivers then return to the place they previously parked. This approach has not deterred indiscriminate parking at the junction of this street.

It is proposed to amend the existing double yellow lines of Hawarden Avenue, by extending them from 10 to 15 metres on both sides of the road. In addition, to introduce a loading ban that operates at all times on all days covering that same 15 metre junction protection on both sides. For the northern side of Robinson Road, the same loading prohibition will be introduced along the length of the existing DYL and will not exceed 15 metres in either direction from the junction of Hawarden Avenue. Finally on the southern side of Robinson Road, the existing DYLs from the junction with Coleman Road heading in a south-westerly direction will be extended from 33 to 42 metres, this will cover the traffic calming feature.

The proposed order is intended to improve the road safety around a junction and ensure the safe and expeditious movement of traffic which includes pedestrians. The increased restriction lengths should allow drivers to either turn or reverse in or out of Hawarden more safely. The loading prohibition at the junction would allow CEOs to tackle indiscriminate parking quickly. As there is no observation period before a Penalty Charge can be issued. This approach should look to deter drivers from parking close to the junction. In line with the highway code it advocates that drivers should not park within 10 metres (32 feet) of a junction. The authority is looking to extending the junction protection from 10 to 15 metres is to help articulated HGVs, especially when reversing into the junction.

### **Summary**

- Extend the 10 metre waiting restriction to 15 metres and introduce a loading ban. This aims to increase space and visibility for manoeuvring along with deterring illegal parking.
- Extend the waiting restrictions on the south side of Robinson Road opposite Hawarden Avenue, westward for approx. 10 metres. This aims to increase space for manoeuvring in and out of Hawarden Avenue.