

AREA COMMITTEE: SOUTH LUTON

DATE: 5TH OCTOBER 2004

SUBJECT: PETITION – MEDINA ROAD TO BE MADE ONE-WAY

REPORT BY: HEAD OF ENGINEERING AND TRANSPORTATION

CONTACT OFFICER: JONATHAN PALMER 546686

IMPLICATIONS:

LEGAL	COMMUNITY SAFETY
EQUALITIES	ENVIRONMENT
FINANCIAL	CONSULTATIONS
STAFFING	OTHER

WARDS AFFECTED: DALLOW

PURPOSE

1. To report the receipt of a petition to this Area Committee from the Medina Environmental Development Interactive Neighbourhood Association (MEDINA) containing 13 signatures representing 13 properties and requesting that Medina Road should be made one-way as originally advertised. Also to seek the views of this Area Committee on the way forward with Medina Road and one-way or two-way operation.

RECOMMENDATION(S)

2. The Area Committee is requested to select one of the following options:
 - (i) Medina Road becomes a one-way road in line with the original consultation and the request of the signatories of the petition being reported.

- (ii) **Medina Road remains a two-way road following the objection received.**
- (iii) **The operation of Medina Road continues to be monitored during 2004 & 2005 with a decision on the way forward being deferred. It should be noted that a decision to proceed with one-way has been made prior to January 2006 or the Traffic Regulation Order will lapse.**

REPORT

3. Medina Road forms part of the Portland Road Area Traffic Calming Scheme introduced as part of SRB Project 641. This project was funded from SRB Round 6 monies secured through the Luton Dunstable Partnership with match funding identified from the Council's Capital Programme.
4. The original scheme had Medina Road being made one-way in the direction Portland Road to Dunstable Road and was the subject of an area wide consultation. 603 leaflets were delivered throughout the area and 213 were returned. Of these 71% were happy with the proposals. There were seven responses from the 26 properties in Medina Road with five in favour of the scheme and two against.
5. The one-way street arrangement for the area was formally advertised in January 2004 and an objection was received to Medina Road being made one-way from the owner of the Yaqub Supermarket, 309 Dunstable Road. The objection was on the grounds that the supermarket relies on passing trade and that with Medina Road being one-way this would affect those that turn into the road to park. The objection was reported to the then Portfolio Holder for the Environment & Housing on 18 February 2004 and it was agreed that one-way operation should be deferred to see if the scheme would work with Medina Road remaining two-way. Additionally, it was felt that drivers/shoppers may be tempted to turn into Medina Road contrary to the direction of the one-way and that this could compromise road safety.
6. The traffic calming element of the scheme was completed by mid-May 2004 with the traffic management changes (one-way roads and 20mph speed limits) coming into force on Monday 19th July. Medina Road currently remains two-way for traffic although a one-way Traffic Regulation Order could be brought into force at anytime before January 2006.
7. The one-way roads were introduced primarily to allow parking to take place on both sides of the road without causing major obstruction to traffic flows. Similar schemes have been introduced in the roads between Ashburnham Road and Dallow Road and between Leagrave Road and

Biscot Road. These have been very effective at reducing the amount of inconsiderate and obstructive parking and have proved generally popular amongst residents. However, as with all one-way road arrangements some people will be inconvenienced.

8. It should be noted that Medina Road, along with Churchill Road and Beresford Road, contain a majority of semi-detached properties with access to off-road parking. Whilst, Durbar Road, Highfield Road and Chatsworth Road contain mainly terraced properties with limited access to off-road parking and hence suffer greater parking problems. Hence the need for a one-way road to create additional parking in Medina Road is less pressing than in Durbar Road, Highfield Road and Chatsworth Road.

LIST OF BACKGROUND PAPERS

LOCAL GOVERNMENT ACT 1972, SECTION 100D

9. There are no background papers relating to this report.