

OFFICER DECISION REPORT – TRAFFIC REGULATION ORDER (TRO)

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INFORMAL CONSULTATION (with Cabinet Member for Transport)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT:	Pixash Lane, Ashmead Road, and Ellsbridge Close, Keynsham.
PROPOSAL:	Proposed additional and/or modified parking restrictions.
SCHEME REF No:	23-025
REPORT AUTHOR:	Neil Terry

1. DELEGATION

The delegation to be exercised in this report is contained within **Part 3, Section 4** of the Constitution under the **Delegation of Functions to Officers**, as follows:

Section A	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility....”
Section B	Without prejudice to the generality of this, Officers are authorised to: serve any notices and make, amend or revoke any orders falling within his/her area of responsibility.
Section D9	An Officer to whom a power, duty or function is delegated may nominate or authorise another Officer to exercise that power, duty or function, provided that Officer reports to or is responsible to the delegator.

For the purposes of this report, the Director of Place Management holds the delegated power to make, amend or revoke any Traffic Regulation Orders.

2. LEGAL AUTHORITY

This proposal is made in accordance with the Road Traffic Regulation Act 1984, which under Section 1 provides, generally, for Orders to be made for the following reasons, and in the case of this report specifically for the reason(s) shown below:

(a)	for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or	X
(b)	for preventing damage to the road or to any building on or near the road, or	
(c)	for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or	X
(d)	for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing	

	character of the road or adjoining property,	
(e)	(without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or	
(f)	for preserving or improving the amenities of the area through which the road runs, or	X
(g)	for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)	

3. **PROPOSALS**

1. To extend the existing double yellow line parking restrictions in Ashmead Road, adjacent to the vehicular access to Sparrow Crane Hire, to maintain access to and from Ashmead Business Park.
2. To introduce double yellow line parking restrictions in Ellsbridge Close, to deter indiscriminate parking.
3. To modify the existing double yellow lines in Pixash Lane to create two short lengths of unrestricted on-street parking.
4. The opportunity is also being taken to replace several (existing) advisory 'keep clear' road markings in Bath Road (parallel access road) with double yellow lines (indicated on the Ellsbridge Close drawing).

The proposals are shown on the attached pdf drawings.

4. **BACKGROUND**

1. Sparrow Crane Hire can experience access and egress difficulties at their premises in Ashmead Road due to the presence of parked vehicles in the vicinity of the entrance to Ashmead Business Centre, so it has been agreed that additional DYs will be promoted on the opposite side of Ashmead Road to ease these access and egress difficulties.
2. People working in the area are parking in inappropriate locations in Ellsbridge Close, causing access difficulties and road safety concerns for residents, so it has been agreed that additional DYs will be promoted along the road.
3. The construction of the new recycling centre on Worlds End Lane included the introduction of walking, wheeling, and cycling improvements along Pixash Lane, between the A4 Bath Road and Worlds End Lane. These measures narrowed the carriageway to such an extent, that it was considered appropriate to restrict parking along both sides of the carriageway by introducing double yellow lines (DYs).

Prior to the introduction of these DYLS, parking was unrestricted along much of the west side of Pixash Lane, between Ashmead Road and Bath Road, and this was utilised by some of the residents of numbers 187 – 209 Bath Road, visitors and, during the day, people working in the area.

The DYLS have created some difficulties for these residents etc., so it has been agreed that the removal of two short lengths of the DYLS on the west side of Pixash Lane will be promoted to reintroduce some un-restricted parking in the road. Whilst it is accepted that this will be available to people working in the area, it will normally be available for residents and their visitors during the evening and overnight.

Traffic movements in Pixash Lane have been observed following the opening of the new recycling centre, and it is considered that removing the lengths of DYLS proposed will not have an adverse impact on traffic flow or road safety.

5. SOURCE OF FINANCE

The proposals, if approved, will be funded by the Council's Major Projects Team.

6. CONSULTATION REQUIREMENT

The proposal requires informal consultation with the Chief Constable, Ward Members, and the Cabinet Member for Highways.

PROPOSAL(S) APPROVED FOR INFORMAL CONSULTATION WITH THE CHIEF CONSTABLE, TOWN COUNCIL, AND WARD MEMBERS.



Paul Garrod
Traffic Management and Network Manager

Date: 10th October 2023