

OFFICER DECISION REPORT – TRAFFIC REGULATION ORDER (TRO)

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INFORMAL CONSULTATION – CABINET MEMBER FOR TRANSPORT

PREPARED BY: Traffic Management Team, Highways and Transport Group

TITLE OF REPORT:	High Street, Keynsham
PROPOSAL:	The introduction of traffic management measures to support the public realm improvement scheme.
SCHEME REF No:	21 – 005/LC
REPORT AUTHOR:	Neil Terry / Lewis Cox

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 purpose of this report, the Director of Place Management holds the delegated power to make, amend or revoke any Orders.

2. LEGAL AUTHORITY

This proposal is made in accordance with Section 90C of the Highways Act 1980, the Road Traffic Regulation Act 1984, which, under Section 23, enables local highway authorities to establish crossings for pedestrians and 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	

(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 especially 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. **PROPOSAL**

In the length of Keynsham High Street between Charlton Road and Bath Hill, modify the parking arrangements to include a Restricted Zone (no stopping or loading other than in assigned bays), rearrange the blue badge, loading and limited waiting parking bays, and relocate the existing zebra crossing. A series of speed tables are also proposed to assist pedestrians and regulate vehicle speeds, including at the location of the zebra crossing.

The existing one-way with contra-flow cycling, the existing right-turn restriction for general traffic at the Bath Hill junction, and the existing exemption for buses and taxis travelling towards Temple Street from the High Street are all retained.

These proposals are shown on the attached drawing.

4. **BACKGROUND**

Keynsham's historic town centre continues to be the focus of local shopping, services and celebrations for its residents and visitors. The demand of the high street, however, has declined due to competition from online shopping and nearby out of town retail parks. Unsympathetic development and congestion have exacerbated the problems facing Keynsham High Street and Covid-19 has only confounded them further. The enhancement of the public realm seeks to rejuvenate the town centre and attract locals and visitors back to the High Street.

The public realm scheme will create a high-quality public space, promoting the High Street as a key centre of retail and other economic activity. Through the rationalisation of the one-way system the amenity of high street will be improved and opportunities for walking, cycling and other sustainable mode of transport will be increased.

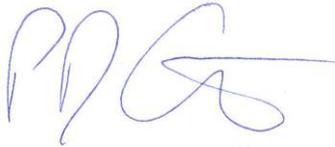
5. **SOURCE OF FINANCE**

The scheme is funded by the West of England Local Enterprise Partnership through the Local Growth and Getting Building Funds, administered by the West of England Combined Authority. It is also funded by the Combined Authority through its Love our High Streets programme.

6. **CONSULTATION REQUIREMENT**

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

PROPOSALS APPROVED FOR INFORMAL CONSULTATION WITH THE CHIEF CONSTABLE AND WARD MEMBERS.



Date: 20th May 2021

Paul Garrod
Traffic Management and Network Manager

7. **INFORMAL CONSULTATION RESPONSES**

Chief Constable Police – No comments received.

Parking Services – You may wish to revisit the TSM part 3 – page 104 regarding the use of 619. As we're only permitting buses, taxi's through this location and it remains in force 24/7, the use of 953 may be more appropriate.

Response: This suggestion is accepted. 'Bus Gate' signing to Diagram 953 (and associated road markings) will be promoted. The Traffic Regulation Order will be modified to reflect the introduction of a Bus Gate, rather than the existing arrangement whereby buses and taxis are not restricted from turning right towards Temple Street from the High Street. It is considered that this will improve compliance with the restriction.

Cllr Hal Macfie – The bubble about turning right in the moving restrictions file appears to prohibit buses and motorcycles from turning right! (Something missing there)

Response: There is an existing right-turn restriction for general traffic at the Bath Hill junction, and this will be retained. The existing exemption which allows buses and taxis to access Temple Street from the High Street will also be retained, although it is now proposed that the current junction arrangement will be replaced with a Bus Gate to improve compliance with the restriction, as reference above.

Cllr Andy Wait – No comments received.

Cllr Vic Clarke – No Comments received.

Cllr Brian Simmons – No comments received.

Cllr Alan Hale – No comments received.

Cllr Lisa O'Brian – I have asked several times that the disabled parking bays be split so that at least one is next to the zebra crossing, as the two key retail outlets- the pharmacy and the post office, are on the opposite side. I accept that the road is too narrow for both to be moved but I believe there is space for one disabled parking bay.

Response: The proposed parking and loading restrictions, including the Blue Badge parking, were included in an extensive consultation carried out during the development of the proposals for the High Street, and these proposals reflect the approved design following this consultation. It is also considered that compliance with the Blue Badge parking bays will be improved with the proposed arrangement of adjacent bays.

PROPOSALS APPROVED FOR INFORMAL CONSULTATION WITH THE CABINET MEMBER FOR TRANSPORT.



Date: 28th September 2021

Paul Garrod
Traffic Management and Network Manager