**OFFICER DECISION REPORT – TRAFFIC REGULATION ORDER (TRO)**

2

**INFORMAL CONSULTATION**

PREPARED BY: Traffic Management Team, Highways and Traffic Group

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| **TITLE OF REPORT:**  **PROPOSAL:**    **SCHEME REF No:**  **REPORT AUTHOR:** | **Various Roads, Keynsham**   1. **No Waiting At Any Time Restrictions** 2. **Goods Vehicles Loading Only**   **22 – 006**  **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:

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| **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 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:

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| (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 |  |
| (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**

1. To implement ‘No Waiting At Any Time’ restrictions (double yellow lines) in The Mead / Park Road / Dunster Road, Keynsham.
2. To change the ‘Loading Only’ Bay on Temple Street, Keynsham to a ‘Goods Vehicles Loading Only’ Bay.

**4. BACKGROUND**

1. The Taylor Wimpey development is in its final stages for the hand over and some parking restrictions are required to maintain single vehicle access through a narrow pinch point, and to maintain visibility on the roads listed.
2. The ‘Loading Bay’ located on Temple Street, Keynsham is used by numerous vehicles without any loading taking place, restricting the bay to ‘Goods Vehicles Loading Only’ will help reduce this activity and free up the bay for the business within the vicinity awaiting deliveries.

# 5. SOURCE OF FINANCE

1. This proposal is being funded by the developer Taylor Wimpey.
2. Internal cost code funded by the Traffic Management team

**6. CONSULTATION REQUIREMENT**

Theproposal 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.

Signature: Date: 17th May 2022



Paul Garrod

Traffic Management and Network Manager

**7. INFORMAL CONSULTATION ‘NO WAITING AT ANY TIME’**

Parking Services Manger - I’ve just had a further chat with Mandy about the Market Walk loading bay, and it has reminded me seeing this email from Lewis earlier. Is this an opportunity to get the loading bay changed to goods vehicles only at the same time?

Assistant Engineer response – The Team Manager for Traffic Management & Traffic Network is happy for me to include this along side the developer TRO as this does not have any effect on the TRO for ‘No Waiting At Any Time’ markings at The Mead / Park Road / Dunster Road.

Cllr Allen Hale - Are we not including the waiting restrictions farther up The Mead which as you will recall was subject of a resident’s request for what was planned to be extended. Or is that subject of a separate TRO?

Assistant Engineer Response – Cllr Hale is correct; this is a separate TRO subject to the area TRO review which is done annually.

Cllr Lisa O’Brien – No comments received.

Cabinet Member for Transport Cllr Rigby – No comments received.

**GOODS VEHICLES LOADING ONLY**

Parking Services Manger - I’m supportive of this proposal as it will help improve the management of this bay and reduce the risk to pedestrians using the adjacent crossing point. I note that additional loading provision for all vehicles is available nearby and that cars may make use of the local short stay car parks, including the free 30 minutes parking bays provided within Ashton Way car park.

Cllr Allen Hale - My first response is best of luck with that one.

Like every other parking control in the town, whether it be yellows, Clearway, or controlled zones of pedestrian crossings (police) they are all a waste of time and money if they are not enforced. It is also a nonsense that when we actually see civil enforcement officers in Keynsham and that is not often, they have to allow ten minutes grace before penalising.

Cllr Lisa O’Brien – A good move - some private vehicles create real hazards reversing out of the loading bay into in coming traffic. However, it will need to be enforced otherwise it will be ignored.

Cllr Simmonds – The original concept of the loading bay was to have motorised bollards which would be enabled by the delivery receiver. The space is not a car park and never could be because it is within the area of controlled crossing and is considered part of the restricted space where it is illegal to park within. This could also apply to the loading bay.

Cllr Clarke – No comments received.

Cabinet Member for Transport Cllr Rigby – No comments received.

**8. RECOMMENDATION**

As no significant objections and/or comments have been received following the informal consultation described above, the formal Traffic Regulation Order process (the public advertisement of the proposals) should be progressed.



Paul Garrod Date: 24/08/2022

Traffic Management & Network Manager

**9.** **DECISION**

As the officer holding the above delegation, I approve the progression of this Traffic Regulation Order.

In taking this decision, I confirm that due regard has been given to the Council’s public sector equality duty, which requires it to consider and think about how its policies or decisions may affect people who are protected under the Equality Act.

Chris Major Date: 24/08/22



Director for Place Management