

OFFICER DECISION REPORT

ADDRESSED TO: Group Manager, Highways & Traffic
PREPARED BY: Traffic Regulation Order Team (Guy Bardoe)

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TITLE OF REPORT : Saw Close Scheme (Public Realm Improvements, Saw Close)
PROPOSAL : Alternative Resident Permit Holder Parking (Central Zone)

SCHEME REF No : 17-011

1. STATEMENT

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, in January 2016, the Divisional Director Environmental Services delegated the power to make, amend or revoke any Orders to the Group Manager, Highways and Traffic.

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 with an "x" in the right hand column:

(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	
(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. BACKGROUND

B&NES has secured funding to improve the highway in Saw Close alongside the private redevelopment of the former car park and a 'shared space' design has been approved. The design itself and the proposals for changes to parking/loading management in adjoining streets cannot accommodate the existing order for resident parking in Barton Street and Upper Borough Walls (these two bays have not been implemented to date). Given the high demand for resident parking alternatives spaces have been sought and identified in Milk Street and Kingsmead North nearby for 4 and 5 car-length bays respectively.

In order to understand the context of this report reference should be made to TRO reports 16-033, 16-034, 16-035, 16-036 and 16-040. Also refer to drawing MMD-362005-DRA-0000-0005 Status: PRE Rev: P2 for a plan of the proposals covered in report 16-034.

4. ISSUES

The section of Milk Street under consideration, adjacent to the student accommodation building and currently vacant commercial unit (ground floor), is currently subject to a timed parking restriction (single yellow) Mon-Sat 8am-6pm. The opposite side of the road is subject to a 'no parking at any time' restriction (double yellow) and the street is wide enough to accommodate three cars. The proposed bay would start (at the north end) where the single yellow line transitions to double yellow lines. To the south it would terminate with adequate visibility for the entrance to private off-street parking at Kingsmead Terrace. Milk Street is a residential area and not a through route.

The section of Kingsmead North under consideration, on the western side adjacent to the Premier Inn, is currently subject to a 'no parking at any time' restriction (as is the other side of the street). The building façade along this section has no entrances until the entrance to the service yard to the south and adequate visibility will be maintained for the entrance. On the other side of the road there are service doors for refuse storage and a fire escape. Kingsmead North is a residential area and not a through route.

Both sections described above are used by blue badge holders; Milk Street is also occasionally used for loading for student tenants. Blue badge holders are entitled to park in resident bays though loading from them is not permitted.

5. **SOURCE OF FINANCE**

This proposal is being funded from within the project budget for Saw Close and therefore no additional finance implications arise.

6. **CONSULTATION REQUIREMENT**

The proposal requires consultation with the Police, Ward Members and the Cabinet Member for Transport. If the proposal is approved, any traffic regulation Order to be made or amended will require Statutory Notification by the Council Solicitor.

7. **INFORMAL CONSULTATION FEEDBACK**

Police: Enforcement of waiting restrictions within the Bath and North East Somerset Council area rests with B&NES Parking Services.

The proposals should meet the aspirations contained in the Officer Report.

Ward Members: Cllr Furse: "I am happy to support the Milk street change to permit parking as very often the street is regularly used by blue badge holders on DYL. I presume these individuals will find alternative parking – has this been considered?"

In addition, I would like to understand the proposed parking changes in Barton street and when these are planned to be implemented."

Guy Bardoe response: "To clarify, in Milk Street the section of highway that is proposed to be changed is single yellow lined (Mon-Sat 8am-6pm), meaning that during those times it can be used by blue badge holders and for loading (and can be parked in by anyone at other times). Currently, blue badge holders can park in resident permit bays. Therefore from the perspective of blue badge holders under the proposed change they could continue to use the space albeit they would now be in competition with resident permit holders but no longer in competition with people loading. Kingsmead North is Double yellow lines and the same change as described above would apply.

In terms of consideration of the parking needs of blue badge holders we want to propose parking for them adjacent to saw Close to off-set that lost within the scheme itself under the new design however before I can progress that I need to secure the 9 spaces of resident parking lost under the Saw Close proposals.

In terms of Barton Street I assume you mean the southern end i.e. that section of it that comes under the Saw Close scheme proposals (having checked with Kris Gardom who confirmed that no other changes in Barton St are in preparation). In short, we propose to revoke the order for 4 Nr resident parking bays (4 of the 9 as referred to above) that were

sealed in terms of the TRO but implementation of which was suspended pending the Saw Close design process. We also propose to leave the western side as Double Yellow Lines that can be used either by loaders or blue badge holders to go some way to mitigating the anticipated excess demand from those two groups, especially as the hotel/casino etc opens. We propose to ban loading (therefore any stationary vehicles) from a short section on the east side alongside the new built out kerb to prevent double parking and keep the 2 way cycle route viable. I attach a plan of the proposals as previously sent to you when we consulted ward cllrs informally on that proposal. “

Cabinet Member: No comments received.

8. **RECOMMENDATION**

The proposal should be approved and the Council Solicitor be instructed to carry out the statutory notifications to make the Order and, subject to there being no unwithdrawn objections, the Order is to be made.

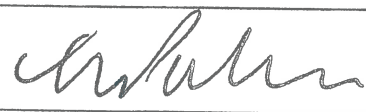
Signature: 
Team Manager, Traffic Management
& Network

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Contact No.: 01225 394129/07977 228288

Report Reference: 17-011
Date: 23 June 2017

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

Signed:		Date:	30/6/17
Group Manager, Highways and Traffic.			

End.

[Refer to file 'TRO17011InitialPlan']

