

Bath & North East Somerset Council

DECISION MAKER:	Cllr Caroline Roberts, Cabinet Member for Transport		
DECISION DATE:	On or after 12th October 2013	EXECUTIVE FORWARD PLAN REFERENCE:	
		E	2577
TITLE:	(Various Roads, Bath and North East Somerset)(Prohibition and Restriction of Parking)(Authorised Parking Places) Order 201- – consideration of responses to public consultation		
WARD:	High Littleton, Midsomer Norton North, Redfield, Peasedown St John, Publow, Whitchurch, Radstock, Westfield, Saltford, Paulton, Clutton, Chew Valley North, Bathavon, Bathavon West, Bathavon North.		
AN OPEN PUBLIC ITEM			
List of attachments to this report:			
Appendix 1 – Plans of proposals			
Appendix 2 – Comments received in response to public consultation			

1 THE ISSUE

- 1.1 This report considers comments received in response to public advertisement of the Traffic Regulation Order: (Various Roads, Bath and North East Somerset)(Prohibition and Restriction of Parking)(Authorised Parking Places) Order 201-

2 RECOMMENDATION

The Cabinet Member is asked to agree that in regard to the advertised proposals below that the proposals are implemented, modified or withdrawn as below:

- 2.1 Prohibit and restrict parking in lengths of road in Bath and North East Somerset. The affected roads are: Alder Terrace, Bath Old Road, Bath road, Beech Terrace, Belle Vue Close, Berkeley Avenue, Blenheim Close, Burlington Road, Carter Road, Chaucer Road, Church Street, Dovers Park, Elm View, Farrington Road, Fosseyway, Glebelands, Gullock Tynning, High Street, High Littleton, High Street, Midsomer Norton, High Street, Saltford, Keats Road, Kingsley Road, Knobsbury Lane, Longfellow Road, Maple Drive, Millards Hill, Mountain Wood, Northend, North Way, Plumtre Road, Priory Close, Redfield Grove, Rock Road, Rogers Close, Rudgeway Road, Ruskin Road, Sleep Lane, Somervale Road, Spencer Drive, Staunton Lane, St Peter's Road, Station Road, Stoneable Road, Tennis Court Road, The Daglands, The Dring, Waterloo Road, Waterside Crescent, Waterside Road, Wellow Lane, Wellow Tynning, Wells Road, Welton Road, Wesley Avenue, Wesley Road, and West Road.

Alder Terrace: That the proposals are implemented as advertised as no objections were received.

Bath Old Road: That the proposals are implemented as advertised. We received 3 objections to the proposed No Waiting At Any Time markings on the south west side of Bath Old Road outside the old school for use as a passing place by vehicles. However this proposal was put forward at the request of the Radstock Residents Association and approved by the area Safety Engineer to create a passing place in a stretch of road that becomes a 300 metre long single track carriage way when resident's vehicles park on both sides of the road. It was felt that the loss of available on street parking of approximately 3 cars is acceptable to prevent the need for vehicles to reverse for long stretches of road when encountering a vehicle traveling in the opposite direction through this stretch of single track highway. The proposed No Waiting At Any Time markings around the bend on the south west corner of Bath Old Road should be implemented as advertised for safety reasons to improve visibility. The proposed No Waiting At Any Time markings on the south side of Bath Old Road should be implemented as proposed as we received no objections.

Bath Road, Peasedown St John: That the proposals are implemented as advertised as we received only one objection during the public consultation and this proposal was requested by the local council and agreed by the parish council and approved by the area safety engineer to improve visibility when exiting Greenlands Road onto the busy Bath Road. That the proposed No Waiting At Any Time markings opposite the Belle Vue Close junction on the south and north side of Bath Road are implemented as advertised as we received no objections to these restrictions.

Beech Terrace: That the proposals are implemented as advertised as no objections were received.

Belle Vue Close: That the proposals are withdrawn due to the feedback received during the public consultation from local residents and the parish council who don't feel there is a need for parking restrictions in this location.

Berkeley Avenue: That the proposals are withdrawn as we received one objection during the public consultation and no responses of support for the proposed restrictions from local residents.

Blenheim Close: That the proposals are implemented as advertised as no objections were received.

Burlington Road: That the proposals are implemented as advertised as no objections were received.

Carter Road: That the proposals are implemented as advertised as no objections were received.

Chaucer Road: That the proposals are implemented as advertised as no objections were received.

Church Street: That the proposals are modified due to objections from local residents. The proposals should be reduced so that only the two bays on the south east side of the A37 New Road should become 1 hour Limited Waiting Bays. The 3 parking bays on the east side of Church Street should remain unrestricted.

Dovers Park: That the proposals are implemented as advertised as no objections were received.

Elm View: That the proposals are implemented as advertised as no objections were received.

Farrington Road: That the proposals are implemented as advertised as no objections were received.

Fosseway: That the proposals are implemented as advertised as no objections were received.

Glebelands: That the proposals are implemented as advertised as no objections were received.

Gullock Tynning: That the proposals are modified to reflect the feedback from the public consultation by not implementing the proposed No Waiting At Any Time markings on the north side of Gullock Tynning, in front of Somer Court and by reducing the proposed No Waiting At Any Time markings, on the south side of Gullock Tynning by a distance of 32 metres from the eastern end of the proposed marking, so that the markings just wrap around the junction into the sports centre entrance. We received 10 objections to these proposed markings and no responses of support as it was felt that on street parking in this area is at a premium and any loss of parking would drastically affect local resident's lives.

High Street, High Littleton: That the proposed No Waiting At Any Time markings on High Street in front of the access to Eastwood Close are implemented as advertised as we received no objections. That the proposed No Waiting Monday – Saturday, between 8am – 6pm restriction on the west side of High Street (opposite the Star Inn Public House) is modified to reflect the feedback from the public consultation by reducing the length of the restriction by a distance of 15 metres at the northern end of the proposal to reduce the impact as much as possible on residents and their on street parking availability. Although we received 4 objections to these proposals, it must be remembered that the purpose of the highway is for the safe passage and re-passage of vehicles and not for parking. The Parish council logged the original request with the Traffic & Safety Department to remove this stretch of parking as vehicles were driving over the eastern kerbside and onto the public footway as the road width is not sufficient for two cars to pass when vehicles are parked in this location. Therefore we feel the reduced proposed No Waiting Between Times marking should be implemented.

High Street, Midsomer Norton: That the proposals are implemented as advertised as no objections were received.

High Street, Saltford: That the proposals are implemented as advertised as no objections were received.

Keats Road: That the proposals are implemented as advertised as no objections were received.

Kingsley Road: That the proposals are implemented as advertised as no objections were received.

Knobsbury Lane: That the proposals are implemented as advertised as no objections were received.

Longfellow Road: That the proposals are implemented as advertised. We received only one objection to these proposals but as the restrictions are being introduced to improve visibility and safety when exiting the junctions along Longfellow Road it is felt that the proposals should be implemented.

Maple Drive: That the proposals are implemented as advertised as no objections were received.

Millards Hill: That the proposals are implemented as advertised as no objections were received.

Mountain Wood: That the proposals are implemented as advertised as no objections were received.

Northend: That the proposals are withdrawn. We received 13 objections to the proposed No Waiting At Any Time markings and no responses of support. On street parking in the local area is in high demand and it is felt that parked vehicles in this location act as a traffic calming measure and help to slow vehicles down in what is a residential street near a school.

North Way: That the proposals are implemented as advertised as no objections were received.

Plumptre Road: That the proposals are implemented as advertised as no objections were received.

Priory Close: That the proposals are implemented as advertised as no objections were received.

Redfield Grove: That the proposal is withdrawn as we received one objection and no responses of support.

Rock Road: That the proposal is withdrawn as we received one objection and no responses of support.

Rogers Close: That the proposals are implemented as advertised as no objections were received.

Rudgeway Road: That the proposals are implemented as advertised as no objections were received.

Ruskin Road: That the proposals are implemented as advertised as no objections were received.

Sleep Lane: That the proposals are implemented as advertised as no objections were received.

Somervale Road: That the proposals are implemented as advertised as no objections were received.

Spencer Drive: That the proposals are implemented as advertised as no objections were received.

Staunton Lane: That the proposals are implemented as advertised as no objections were received.

St Peter's Road: That the proposals are implemented as advertised as no objections were received.

Station Road: That the proposals are implemented as advertised as no objections were received.

Stoneable Road: That the proposals are implemented as advertised as no objections were received.

Tennis Court Road: That the proposals are implemented as advertised as no objections were received.

The Daglands: That the proposals are implemented as advertised as no objections were received.

The Dring: That the proposals are implemented as advertised as no objections were received.

Waterloo Road: That the proposals are implemented as advertised as no objections were received.

Waterside Crescent: That the proposals are implemented as advertised as no objections were received.

Waterside Road: That the proposals are implemented as advertised as no objections were received.

Wellow Lane / Wellow Tynning: That the proposals are implemented as advertised. We received a number requests for the proposed markings to be extended further along Wellow Lane and Wellow Tynning, however we can only implement what has been proposed during the consultation and not any new restrictions. Therefore the current proposals should be implemented with a commitment to review Wellow Lane and Wellow Tynning and the requirement of extra parking restrictions in the future.

Wells Road: That the proposals are modified to reflect the public feedback during the consultation by reducing the No Waiting At Any Time proposals to just provide junction protection around The Dring and Welton Road. The No Waiting At Any Time markings should be implemented on the south side of wells road extending from its junction with The Dring for a distance of 6 metres in an easterly direction only and from a point 130 metres east of its junction with The Dring for a distance

of 38 metres in an easterly direction to prevent parked cars causing an obstruction around the Welton Road junction. The rest of the proposed markings should be dropped due to lack of public support.

Welton Road: That the proposals are modified to reflect in part some of the comments received during the public consultation. The proposed No Waiting At Any Time markings on the north side of Welton Road outside properties 54 and 55 were the most contentious part of the Welton Road scheme. It must be remembered that the purpose of the highway is for the safe passage and re-passage of vehicles and that cars parked in this location do cause an obstruction to an access way. There is an argument that vehicles parked in this location do act as a traffic calming measure and help to slow vehicles down traveling along Welton Road. Therefore it is the feeling that the proposed No Waiting At Any Time markings should be implemented but reduced by a distance of 6.5 metres at the western end of the proposed marking so that the total length of the No Waiting At Any Time marking is 7 metres. This will keep the access clear to the entrance on the south of Welton Road but provide valuable on street parking acting as traffic calming for drivers when approaching the bend.

Wesley Avenue / Wesley Road: That the proposals are implemented as advertised as no objections were received.

West Road: That the proposals are implemented as advertised as no objections were received.

- 2.2 Limit waiting in lengths of road in Bath & North East Somerset. The affected roads are: High Street (High Littleton), Gullock Tynning, Church Street (Pensford), A37 New Road (Pensford).

High Street, High Littleton: That the proposals are implemented as advertised as no objections were received.

Gullock Tynning: That the proposals are withdrawn as we received 10 objections to these proposals and no responses of support as it was felt that on street parking in this area is at a premium and any loss of parking would drastically effect local residents lives.

Church Street and A37 New Road, Pensford: That the proposals are implemented as advertised as we received one response in favour no objections.

- 2.3 Restricted Loading Bay only in lengths of road in Bath & North East Somerset. The affected road is High Street, High Littleton.

High Street, High Littleton: That the proposals are implemented as advertised as no objections were received.

- 2.4 Restricted Disabled Parking Only Bays in lengths of road in Bath & North East Somerset. The affected road is St Chad's Green.

St Chad's Green: That the proposals are implemented as advertised as no objections were received.

3 FINANCIAL IMPLICATIONS

- 3.1 Funds are confirmed as available from within the Local Transport Plan Capital Budget for this financial year.
- 3.2 Lines have a life expectancy of between 7 and 10 years. The consultation process included Highways and no concerns were raised regarding on-going maintenance costs and these works can be incorporated within the existing revenue budget. The highways maintenance budget is prioritised for road safety issues in the first instance; however parking restrictions do need to be maintained to ensure enforcement can be undertaken.

4 CORPORATE OBJECTIVES

- 4.1 The following corporate objectives apply:
- Creating neighbourhoods where people are proud to live
 - Building a stronger economy

5 THE REPORT

- 5.1 The proposals were publicly advertised from 30th May to 20th June 2013. The proposals are shown in plan form in Appendix 1. The proposals were developed as the result of the concerns of the Traffic & Safety Team, Ward Councillors and local residents caused by parking issues. A total of 66 responses were received during the public consultation. The responses are summarised in Appendix 2.
- 5.2 Consideration needs to be given to the responses received and a decision made on the way forward. Common Law states the highway is for the passage and re-passage of persons and goods, and consequently any parking on the highway is an obstruction of that right of passage. There are no rights to park on the highway but parking is condoned where the right of passage along the highway is not impeded. The consideration of objections to the introduction of controls has to be considered in this context. There is also no legal right to park on the highway either outside a property or even within a specific street.
- 5.3 The TRO is being proposed as it is the duty of every local authority to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities as set out in section 122 Road Traffic Regulation Act 1984 (RTRA).

6 RISK MANAGEMENT

- 6.1 The report author and Cabinet member have fully reviewed the risk assessment related to the issue and recommendations, in compliance with the Council's decision making risk management guidance.

7 EQUALITIES

- 7.1 An EqIA has been completed. No adverse or other significant issues were found.

8 RATIONALE

8.1 The proposals are designed to address operational traffic issues.

9 OTHER OPTIONS CONSIDERED

9.1 None considered.

10 CONSULTATION

10.1 Ward Councillor; Cabinet members; Staff; Other B&NES Services; Local Residents; Other Public Sector Bodies; Section 151 Finance Officer; Monitoring Officer

10.2 Ward Councillors, Parish Councils, Emergency Services and local residents have been consulted via public advertisement. Internal staff have been consulted via circulation of this report.

11 ISSUES TO CONSIDER IN REACHING THE DECISION

11.1 Social Inclusion; Customer Focus; Sustainability; Health & Safety; Other Legal Considerations

12 ADVICE SOUGHT

The Council's Monitoring Officer (Divisional Director – Legal and Democratic Services) and Section 151 Officer (Divisional Director - Finance) have had the opportunity to input to this report and have cleared it for publication.

Contact person	Kris Gardom, Traffic & Safety Team 01225 395362
Background papers	
Please contact the report author if you need to access this report in an alternative format	