

## Bath & North East Somerset Council

DECISION MAKER:	Cllr Caroline Roberts, Cabinet Member for Transport		
DECISION DATE:	On or after 14 <sup>th</sup> March 2015	EXECUTIVE FORWARD PLAN REFERENCE:	
		E	2749
TITLE:	(VARIOUS ROADS, KEYNSHAM) (PROHIBITION AND RESTRICTION OF PARKING AND LOADING) (NO STOPPING ON ENTRANCE MARKINGS) (AUTHORISED AND DESIGNATED PARKING PLACES) (VARIATION NO. 1) ORDER 201- consideration of responses to public consultation		
WARD:	Keynsham South		
<b>AN OPEN PUBLIC ITEM</b>			
<b>List of attachments to this report:</b> Appendix 1 – Plans of proposals Appendix 2 – Comments received in response to public consultation Appendix 3 – Masterplan for scheme			

### 1 THE ISSUE

1.1 This report considers comments received in response to public advertisement of the Traffic Regulation Order: (VARIOUS ROADS, KEYNSHAM) (PROHIBITION AND RESTRICTION OF PARKING AND LOADING) (NO STOPPING ON ENTRANCE MARKINGS) (AUTHORISED AND DESIGNATED PARKING PLACES) (VARIATION NO. 1) 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is asked to agree that in regard to the advertised proposals below that the proposals are implemented, modified or withdrawn as below: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 No Parking and No Loading at Any Time in lengths of road in Bath and North East Somerset. The affected roads are: Bath Hill, Back Lane, High Street, and Temple Street, Keynsham.

**Bath Hill:** That the proposals are implemented.

**Back Lane:** That the proposals are implemented.

**High Street:** That the proposals are implemented.

**Temple Street:** That the proposals are implemented.

2.1.1 No objections have been received relating to these parking and loading proposals.

2.2 Loading Only Bay, 10am – 4pm and 6pm – 7am, No Parking & No Loading 7am – 10am and 4pm – 6pm in lengths of road in Bath & North East Somerset. The affected roads are: Temple Street, Keynsham.

**Temple Street:** That the proposals are modified.

2.2.1 One comment was received in relation to the loading bay proposals. The Town Council suggested that the loading bay has restricted times only on a Monday – Friday and not seven days a week. This would allow the Keynsham Farmers Market traders to have early morning access for unloading. This appears to be a reasonable suggestion and, with no compelling reason to refuse, it is recommended that the order be modified accordingly.

2.3 Zebra Crossings in lengths of road in Bath & North East Somerset. The affected roads are: Bath Hill and Temple Street, Keynsham.

**Bath Hill:** That the proposals are implemented.

**Temple Street:** That the proposals are implemented.

2.3.1 All but one of the objections received was in relation to the positions of the advertised Zebras and the apparent lack of crossing points where people thought they should be (i.e. on the desire lines).

2.3.2 The Zebra crossing proposals were advertised along with the parking restrictions but the traffic regulation order (TRO) drawings by their nature do not give the whole picture of what is proposed on this scheme. There are an additional 5 courtesy crossing points to be constructed which do not need to go through the same advertising process as the Zebras and are, therefore, not shown. The attached drawing at Appendix 3 shows the whole proposal for crossing points including the existing crossing point with a refuge at the end of High Street. It also shows that the Zebra in Rock Road is proposed to be upgraded to a Puffin crossing which will be subject to its own public notification in due course.

2.3.3 In the early days of design of the scheme, a lot of consultation was carried out to determine what was required by all road users. This formed the basis for what has been designed since. As part of the subsequent scheme design development, the proposals went through a formal Road Safety Audit by an independent company (neither the promoters nor the designers) who look in detail at the safety of every part of the scheme and how it will work “in the real world”. Their recommendations are referred back to the designer for amendment of the scheme. This will be followed up after the construction of the scheme is complete with another audit to ensure that it has been built in accordance with the recommendations and provides a safe environment for all road users.

2.3.4 The scheme design principle was to slow traffic and make all road users more aware of each other and their needs. Hence, vehicles are slowed on the entries to the area with width restrictions, ramps and the Zebra crossings. Once within the area of the scheme, controlled crossings are not required. The reduced kerb heights

to the footways and different colours and textures of the courtesy crossings reinforce to the drivers the impression that they are in a different environment where they cannot expect to assume the right of way.

2.3.5 It is considered that the comments made about the Zebra crossings as advertised are resolved when the whole scheme is viewed in context, hence the recommendation to implement.

### **3 FINANCIAL IMPLICATIONS**

3.1 The cost of this work is estimated to be £2-4k and is funded from within the approved Transport Improvement Block which is funded by Department for Transport grant.

3.2 Lines have a life expectancy of between 7 and 10 years. The scheme will include works to upgrade existing and remove any unnecessary signing, road marking and street furniture thus reducing the revenue maintenance liability.

### **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 18<sup>th</sup> Dec 2014 to 15<sup>th</sup> Jan 2015. The proposals are shown in plan form in Appendix 1. The proposals were developed as the result of changes to the Keynsham town centre highway and to address concerns of Traffic & Safety, Parking and Traffic Management, due to increasing problems related to parking, which is becoming a greater concern on many streets around Bath & North East Somerset due to the increasing volume of vehicles on our roads and the growing number of vehicles parking inappropriately. A total of 34 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). The Council has considered and taken on board the local knowledge of residents.

## **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, 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.

<b>Contact person</b>	Andrew Culley (01225 477452)
<b>Background papers</b>	
<b>Please contact the report author if you need to access this report in an alternative format</b>	