

## Bath & North East Somerset Council

DECISION MAKER:	Cllr Roger Symonds, Cabinet Member for Transport		
DECISION DATE:	On or after 23 <sup>rd</sup> July 2011	EXECUTIVE FORWARD PLAN REFERENCE:	
		E	2231
TITLE:	Extension to No vehicles Order, New Orchard Street, Bath		
WARD:	Abbey		
<b>AN OPEN PUBLIC ITEM</b>			
<b>List of attachments to this report:</b> Appendix A – Original Traffic Regulation Order Plans Appendix B – TRO Objections and Responses Appendix C – Equalities Impact Assessment			

### 1 THE ISSUE

1.1 A number of Traffic Regulation Orders (TRO's) have been proposed and consulted upon in connection with the extension of the existing cycle facility between New Orchard St and Lower Borough Walls, required as a result of the extended pedestrianised area into New Orchard St, as part of the new Southgate development. Other orders were promoted, which merely formalised the existing road layout of Henry St, bringing them into legal effect.

### 2 RECOMMENDATION

The Cabinet member is asked to agree to the implementation of the following orders (Ref: PEV7210/ST):-

- 2.1 The extension to existing 'Prohibition of Driving - Except for Cycles' in New Orchard St;
- 2.2 No Waiting At Anytime and No Loading At Anytime order in Henry St;
- 2.3 Disabled Parking in Henry St.

### **3 FINANCIAL IMPLICATIONS**

- 3.1 There is no financial implication to either the Council or Developer as all signs and lines required in connection with the orders have already been implemented.

### **4 CORPORATE PRIORITIES**

- 4.1 *Improving transport and the public realm* – The new Traffic Regulation Orders will ensure that the spaces defined for the various functions of the street will give clear direction to users and allow parking enforcement officers to manage the spaces appropriately. This will protect the public realm and improve the operation of the street.

### **5 THE REPORT**

- 5.1 Traffic Regulation Orders were advertised on street, through local media and on the B&NES website between 24<sup>th</sup> March 2011 and 14<sup>th</sup> April 2011.
- 5.2 Two e-mailed objections were received. Their concerns related to the perceived loss of disabled parking and ability to load/ unload in Henry St, as a result of the cycle facility, which would prevent nearby access to city centre shops.

It appeared to be a case of mis-interpretation of TRO notices posted up on street and following, both were e-mailed to clarify the situation (see attached responses). One person responded to thank us for clarifying the situation.

### **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 As discussed with the Equalities Team, an Equalities Impact Assessment has not been undertaken in this instance, as the scheme merely re-provides the same functionality within the new layout. The TRO's will allow Parking Services to manage the space appropriately, which will ensure that users remain uncompromised, by reducing the potential for in-appropriate and nuisance parking.

### **8 RATIONALE**

- 8.1 The new Traffic Regulation Orders will ensure that the spaces defined for the various functions of the street will give clear direction to users and allow parking enforcement officers to manage the spaces appropriately.

### **9 OTHER OPTIONS CONSIDERED**

- 9.1 "None".

## 10 CONSULTATION

10.1 *Ward Councillor; Cabinet members; Overview & Scrutiny Panel; Staff; Other B&NES Services; Service Users; Local Residents; Community Interest Groups; Youth Council; Stakeholders/Partners.*

10.2 Traffic Regulation Orders were advertised on street, through local media and on the B&NES website between 24<sup>th</sup> March 2011 and 14<sup>th</sup> April 2011.

## 11 ISSUES TO CONSIDER IN REACHING THE DECISION

11.1 *Customer Focus; Sustainability; Human Resources; Property; Corporate Health & Safety.*

## 12 ADVICE SOUGHT

12.1 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.

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<b>Background papers</b>	None
<b>Please contact the report author if you need to access this report in an alternative format</b>	