

CYNGOR SIR POWYS COUNTY COUNCIL

**Montgomeryshire
10th January 2018**

REPORT AUTHOR: Chris Lloyd – (Traffic Engineer North)

**SUBJECT: Waiting and loading prohibitions, Kerry.
A489 and C2012 county highways.**

REPORT FOR: Decision

1. Previous report

- 1.1. Members will recall that a prohibition of waiting and loading proposal relating to parts of the A489 and the C2012 in Kerry received favourable consideration at the 5th July 2017 Montgomeryshire meeting, and the local highway authority was instructed to commence the legal consultation procedures for the proposed traffic regulation order, and that if no substantive objections were received, the traffic engineer was to implement the proposal.
- 1.2. A copy of the 5th July 2017 report and proposal plans are attached for reference.

2. Proposed actions as a result of the Public Consultation

- 2.1. The public consultation period ran from 12th October to 6th November 2017, with the proposals being advertised in the County Times, on public notices displayed at prominent locations on site, and on the Council's website; with a copy of all the deposit drawings and documents available to view by local residents at the Kerry Post Office.
- 2.2. Copies of all the objections have been passed to the local county councillor, and a summary of the objections received is attached for the committee's reference. All objections and representations have been acknowledged in writing.
- 2.3. The objections have been considered and minor amendments are proposed to lessen the impact of the proposals on local residents and businesses. These modifications have been discussed and agreed with the local county councillor. The extent of the proposed modifications are set out below:-
 - 1.3.1. The extent of the no loading prohibition along the A489 in front of The Herbert Arms has been reduced back to the street light in front of the public house to prevent delivery vehicles from pulling up too close to the junction, but not too far away from the pub so that delivery drivers would be less inclined to ignore the prohibition.
 - 1.3.2. The bus stop has been relocated slightly so that it extends up to the streetlight in front of 9 The Village, and has been shortened from the recommended 15 metres to the minimum required 13 metres. The exact location of the start of the existing school zig zags has been plotted on the proposal plan. These modifications have lengthened the unrestricted area

where all vehicles are still able to park in front of the terrace from 20 metres to approximately 25 metres.

1.3.3. The school has agreed with the proposal to time restrict the zig zag area so that it can be utilised for deliveries etc. over the weekend and during the evening/night. This gives residents more flexibility for deliveries in that area than they currently have.

1.3.4. The bus stop is now only reserved for buses from 8am to 5pm Mon to Sat (not 7am to 7pm as previously). It can be used for parking/deliveries by all other traffic outside of those times.

1.3.5. Given that vehicles stopped between and opposite the Common Road and Nook Lane junctions interfere with safe turning movements, there is no scope to relax the no loading at any time prohibition at these locations.

1.3.6. The no loading prohibition between the bus stop and the Kerry Lamb on the north side of the A489 has been modified so that is only effective in the morning and afternoon Mon-Fri to prevent school parents parking there to drop off and collect their children.

1.3.7. No revisions are considered necessary with respect to the proposed waiting and loading prohibitions along Common Road.

2.4. The modifications have not been issued to Kerry Community Council for further comment as all discussions with the community council have proven that they do not support the proposals in any form.

3. Refined Proposal

3.1. The post public consultation proposed prohibition of waiting and loading restrictions within the village are identified on the attached plans.

3.2. The part time bus stop clearway bay and part time school entrance keep clear zig zag restrictions can be implemented without a Traffic Regulation Order, but have been identified on the plans as they need to be co-ordinated with the proposed waiting and loading prohibitions which can only be implemented with a Traffic Regulation Order.

3.3. The traffic engineer fully endorses these refined proposals, which are also supported by the local county councillor.

Recommendation:	Reason for Recommendation:
<p>Committee is asked to consider the representations received during the public consultation period and determine whether to uphold or overrule the objections received during the public consultation period. The available options to Committee are as follows:-</p> <p>1) Uphold all objections and abandon the loading and waiting</p>	<p>To address safety concerns raised by local residents and manage traffic flows, by prohibiting loading and waiting at locations on the public highway where safe vehicle and pedestrian movements would otherwise continue to be compromised.</p>

<p>prohibitions proposed to manage safe traffic movements.</p> <p>2) Overrule all objections and implement the original waiting and loading prohibitions proposals set out in the 5th July 2017 committee report.</p> <p>3) Take into account the representations received and implement the post public consultation refined waiting and loading prohibitions put forward for consideration in the 10th January 2018 committee report.</p>	
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Relevant Policy (ies):	Local Transport Plan		
Within Policy:	Y	Within Budget:	Y
Relevant Local Member(s):	Cllr Kath Roberts-Jones		
Person(s) To Implement Decision:	Chris Lloyd – (Traffic Engineer North)		
Date By When Decision To Be Implemented:	As soon as possible		
Contact Officer Name:	Tel:	Fax:	Email:
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