

CABINET



Report subject	Traffic Regulation Order - Aston Way
Meeting date	27 May 2020
Status	Public Report
Executive summary	To consider representations to the advertisement Waiting restrictions in Aston Way
Recommendations	The Transportation Advisory Group is asked to consider recommending to the Cabinet that it approves: The Orders are confirmed as advertised
Reason for recommendations	The proposed restriction would keep the road clear for use by commercial vehicles

SUB REPORT A

Portfolio Holder(s):	Councillor Andy Hadley – Cabinet Member for Transport and Infrastructure
Corporate Director	Bill Cotton – Director of Regeneration and Economy
Report Authors	Steve Dean – Senior Engineer Traffic Management
Wards	Alderney and Bourne Valley
Classification	For Decision

Background

Aston Way is an industrial estate road serving a number of commercial premises. A Traffic Regulation Order, to prevent parking at any time along the whole length of the road, was made while the road was being constructed. The yellow lines were not marked until after the final wearing course had been laid by the developer. The developer did finally lay the yellow lines, but most of the commercial units had been occupied by then, and one of the occupiers objected to the yellow lines. Now that the road has been adopted as Public Highway, the restrictions have now been advertised to give road users an opportunity to comment on the proposals.

Summary of financial implications

1. The costs associated with both the advertisement and implementation of the TRO will be covered by the Minor Traffic Schemes budget. The cost is estimated to be £1,000, although the cost will be less in this case, as there are already yellow lines in the road.

Summary of legal implications

2. Highways Authorities are required to give formal consideration to any representations received during the advertisement period.

Summary of human resources implications

3. None.

Summary of environmental impact

4. None

Summary of public health implications

5. None

Summary of equality implications

6. The Traffic Regulation Orders do not have direct equality implications

Summary of risk assessment

7. None

Background papers

8. None

Appendices

Appendix 1 – Summary of representations, and responses to issues raised

Appendix 2 – Plan of proposals

Appendix 1

Summary of Representations, and Responses to Issues Raised

Aston Way

Eight objections have been received, using standard wording. Two of the objections are from two of the companies on the road, and the other six come from members of staff. The objectors feel that:-

- The restrictions will make it difficult for customers and staff to park near these businesses,
- The restrictions will lead to increased vehicle speeds
- Unauthorised racing will lead to increased littering
- They allege that a Council officer gave permission to park on the yellow lines as long as they kept the area clean. Staff from these companies have carried out litter picks in the area.
- They ask if permits can be issued to allow staff to park here

A business from Aston Way has written to support the proposals and to ask that the existing yellow lines are enforced. The business has regular deliveries throughout the week and parking on the existing lines makes access difficult, and is a potential hazard when vehicles meet near the bend. The business subsequently submitted photos of an incident where a vehicle had needed to break sharply to avoid a collision with an oncoming HGV, which was driving past a row of parked vehicles, and had been struck by a vehicle from the rear.

Conclusion

Industrial estate roads are constructed to give unhindered access by commercial vehicles, and it is appropriate to impose waiting restrictions to keep them clear.

Customer and staff parking should normally be provided within the commercial sites themselves.