

Report subject	Traffic Order Proposal, Goods Yard Development Loading Bay Proposal (P39 2023)
Meeting date	25 October 2023
Status	Public Report
Executive summary	The Council has received funding from the developer as part of the Section 106 agreement to implement a loading bay on Moor Road to enable a safe place for deliveries to be carried out to the Goods Yard Public House.
Recommendations	<p>It is RECOMMENDED:</p> <p>To make and seal the Traffic Orders as advertised and implement the restrictions which are outlined in Appendix 1 of this report.</p>
Reason for recommendations	<p>To approve the making and sealing of the Order. The proposed order is to implement a loading bay on Moor Road (plan shown within the Deposit Document) to facilitate the safe loading of deliveries to the Goods Yard Public House.</p> <p>Previously deliveries were carried out in the car park to The Goods Yard, however this land is being re-developed and the provision is no longer available, therefore the proposed loading bay provides a safe designated area for loading.</p> <p>In taking this decision regard has been had to the council's duty under section 122 of the Road Traffic Regulation Act 1984.</p> <p>No objections have been received, which is outlined in Appendix 1.</p>
Portfolio Holder(s):	<p>Councillor Vikki Slade - Leader of the Council and Portfolio Holder for Dynamic Places</p> <p>Councillor Millie Earl - Deputy Leader of the Council and the Portfolio Holder for Connected Communities</p> <p>Councillor Andy Hadley - Portfolio Holder for Climate Response, Environment and Energy</p>
Corporate Director	Jess Gibbons – Chief Operations Officer

Report Authors	Andy Brown – Traffic Team Leader Robert Walter – Senior Traffic Technician
Wards	Broadstone
Classification	For decision

Background

1. Planning permission (APP/19/00414/P) was issued on 20 October 2020 for the construction of 33 apartments on land adjacent to the Good Yards, which was historically used as a car park and to enable deliveries to the Goods Yard to be carried out. As this facility was being lost, a planning condition was added to the permission, which stated “Prior to the commencement of development, a scheme, including timetable, to secure alternative off site servicing for deliveries to the neighbouring public house shall be submitted and approved in writing by the Local Planning Authority. The agreed plan shall then be implemented in accordance with the approved plans and timetable and thereafter retained.”
2. As part of the planning process, it was agreed that the position of the loading bay would be along Moor Road, as shown on the approved plans.
3. A Section 106 Agreement dated 20 October 2020 (see Appendix 4) formed part of the planning permission and also refers to provision of the loading bay and securing payment for the Traffic Regulation Order contribution.

Options Appraisal

4. There are 2 Options:
 - Make the Orders and implement the provisions as advertised (this is the preferred option and proposed decision, as set out in Appendix 1).
 - Not to make the Orders

Summary of financial implications

5. The costs associated with consultation and the implementation of the Orders are funded by the developer as per the Section 106 Agreement.

Summary of legal implications

6. The Road Traffic Regulation Act 1984, as amended (RTRA) provides local authorities the power to make Traffic Orders. Consultation and notice provisions as identified in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 have been carried out as detailed above. In reaching a decision regard has been had to all relevant statutory provisions. They include, as appropriate, relevant requirements and duties as set out in s1 and s122 of the RTRA 1984 and s16 of the Traffic Management Act 2004.

Summary of human resources implications

7. There are no known human resource implications.

Summary of sustainability impact

8. There are no known sustainability impacts.

Summary of public health implications

9. There are no known health implications.

Summary of equality implications

10. EIA conversation/screening document has been completed and checked by the EIA panel. The impact assessment summary taken from the screening document is shown below:

In conclusion, the proposed loading bay, which is currently double yellow lines (no waiting at any time) creates a safe loading bay away from the junction and bend with Wentworth Drive.

The only protected characteristic group that may be affected is the disabled in that they can currently park on a double yellow lines for 3 hours, but they cannot park within a loading bay. There is however a number of parking bays to enable parking within the vicinity along with sections of double yellow lines to park for up to 3 hours.

The full EIA Screening document is set out in Appendix 3.

Summary of risk assessment

11. There are no known risk implications. Currently there are double yellow lines on the bend of Moor Road on the southern side up to the junction with Tudor Road, a restriction which allows for loading. However, a designated loading bay 15 metres away from the bend/ junction with Wentworth Drive will ensure loading can be carried out safely away from the bend and junction. Whilst there are parking bays on the opposite side of the road, this will not prevent any accessibility issues along Moor Road.

Background papers

12. None.

Appendices

Appendix 1 – Consultation Outcome and Recommendations – Goods Yard Development Loading Bay Proposal P39 2023

Appendix 2 – Goods Yard Development Loading Bay Proposal P39 2023 - TRO Deposit Document

Appendix 3 - Equality Impact Assessment Screening Document

Appendix 4 – Section 106 Agreement