

CYNGOR SIR POWYS COUNTY COUNCIL

Montgomeryshire
6th September 2017

REPORT AUTHOR: Chris Lloyd – (Traffic Engineer North)

SUBJECT: On street waiting and loading prohibition review,
Llanfyllin.

REPORT FOR: Decision

1. Parking Reviews

- 1.1. Following the introduction of Civil Parking Enforcement in Powys it was agreed that on street parking reviews would be carried out on a town/village by town/village basis as and where required and justified.
- 1.2. The moratorium of Traffic Regulation Orders was partially lifted in September 2012 by Cabinet specifically to permit loading and waiting restrictions to be made or modified.

2. Background

- 2.1. A review of the existing waiting and loading prohibitions on the county highways within the town of Llanfyllin has been requested by the local County Councillor and Llanfyllin Town Council.
- 2.2. Problem locations have been identified over a period of time by the highway authority's Civil Enforcement Officers, the ambulance service and the fire service.
- 2.3. A number of meetings and discussions have taken place to identify where prohibitions need to be modified to address nuisance and inconsiderate parking within the town.
- 2.4. Proposal plans to address these concerns have been drawn up; considered by the Town Council, the fire service, the local County Councillor and the Civil Enforcement team; and subsequently modified to accommodate requested revisions which were supported by the local highway authority.
- 2.5. The fire service and the Civil Enforcement team have expressed full support for the modified proposals.
- 2.6. The Town Council and the local County Councillor have expressed their support for the extents of the modified waiting and loading proposals, but do not support the proposed limited waiting period for the timed on street bays.
- 2.7. The local highway authority proposal is for the designated timed on street bays to be 1 hour limited waiting with no return within 1 hour (Monday to Saturday, 8am to 6pm). Parking outside of those hours within designated on street parking bays will not be time restricted.

- 2.8. The Town Council have requested the timed bays to be 2 hours limited waiting with no return within 1 hour (Monday to Saturday, 8am to 6pm); as they feel that a 2 hour waiting period will encourage more visitors and local people to park on the street to explore the town and visit the businesses along the High Street. This request is supported by the local County Councillor.
- 2.9. At a recent meeting, members of the Town Council pointed out that a number of shops and facilities within the town had closed, and expressed an opinion that this could be due to the activities of the Civil Enforcement Officers issuing penalty charge notices which discourages visitors to the town.
- 2.10. It was however noted that the closure of these smaller independent businesses has occurred since the new large Spar store had been constructed adjacent to the free town car park, and the High Street bank had closed. Therefore it is also possible that these were the primary factors leading to the closure of these smaller businesses.
- 2.11. The Environment, Infrastructure and Crime and Disorder Scrutiny Committee, in a review of Civil Parking Enforcement dated March 2015 recommended that Cabinet standardises parking restrictions across the county to ensure uniformity but allow areas of implementation to be decided at a local level. On the 9th June 2015 Cabinet agreed with this recommendation. Therefore during the parking reviews the standardised times of either 1 hour or 30 minutes is being promoted with local dialogue with individual Elected Members and Town/Community Councils to determine which areas to include.
- 2.12. The reason for standardising is to reach a level of consistency across all areas so drivers have less chance of not knowing which zone they are in and how long they can stay there. The 1 hour is deemed the appropriate maximum as it gives sufficient time to the visitor who wishes to undertake quick visit to a locality visiting a few shops/businesses/facilities and move on. The 1 hour allows for a relatively quick turnaround of spaces so that these type of visitors will generally be able to find a parking space to undertake their business.
- 2.13. Having longer times such as 2 hours has the effect of reducing the effective parking capacity by half and it therefore not supported. Additionally the longer the time allowed impedes on effective enforcement which in turn could lead into greater disrespect and long term parking occurring blocking out large proportions of on street parking. 30 minute parking is generally considered in locations where increase parking capacity is required where visitors do not tend to visit for long such as the core of a town centre.
- 2.14. With the above in mind, the proposal presented to the Montgomeryshire Committee as the recommendation by the highway authority will be for the timed bays to be 1 hour limited waiting with no return within 1 hour (Monday to Saturday, 8am to 6pm); with any longer term visitors expected to make use of the large off street car park which is free for all users, and a very short walk from all the shops and facilities within the town.

3. Proposal

- 3.1. The proposed prohibition of waiting and loading restrictions within the town are identified on the attached plans.

- 3.2. Timed on street designated bays to be 1 hour limited waiting with no return within 1 hour (Monday to Saturday, 8am to 6pm).
- 3.3. Plans identifying the location of the existing on street waiting and loading prohibitions are also attached for cross reference.

Recommendation:	Reason for Recommendation:
<p>Committee is asked to:-</p> <p>1) Support the proposed loading and waiting prohibitions on the county highways within Llanfyllin as identified on the proposal plans.</p> <p>2) Support the proposal for the timed on street designated parking bays to be 1 hour limited waiting with no return within 1 hour (Monday to Saturday, 8am to 6pm).</p> <p>3) Authorise the local highway authority to commence the legal consultation procedures for the proposed traffic regulation order, and if no substantive objections are received, authorise the traffic engineer to implement the proposal.</p>	<p>To manage traffic flows, and prohibit loading and waiting at locations on the public highway where safe vehicle and pedestrian movements would otherwise continue to be compromised.</p>

Relevant Policy (ies):	Local Transport Plan		
Within Policy:	Y	Within Budget:	Y
Relevant Local Member(s):	Cllr Peter Lewis		
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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