

**CYNGOR SIR POWYS COUNTY COUNCIL**

**Montgomeryshire  
5<sup>th</sup> July 2017**

**REPORT AUTHOR: Chris Lloyd – (Traffic Engineer North)**

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

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**REPORT FOR: Decision**

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**1. Parking Reviews**

- 1.1. Members are advised that 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 for Kerry**

- 2.1. Concerns have been raised by local residents with the local county councillor and the council's traffic engineer regarding nuisance parking within the village of Kerry along the A489 and the C2012 county highways.
- 2.2. Proposals to address these concerns are identified on the attached plan.
- 2.3. Inconsiderate and hazardous parking along the A489 in the vicinity of the junctions of the C2012 (Common Road) and the C2144 (Nook Lane) with the A489 is the primary concern; principally in the morning and afternoon periods when parents park on the A489 to drop off and collect their children from the nearby St Michael's primary school; but also at other times of the day when vehicles are parked too close to these side road junctions where they restrict safe turning manoeuvres into and out of these side road junctions and/or obstruct the area where the public service bus stops to set down or pick up passengers.
- 2.4. Yellow zig-zag lines already prohibit loading and waiting in the immediate vicinity of the primary school access along the south side of the A489, and this prohibition marking is generally respected. However, the entire south side of the A489 between the zig-zag lines and the Common Road side road junction is used for parking or loading/unloading at the times stated above, which results in regular vehicular and pedestrian conflicts as traffic travelling in both directions is forced to travel along the eastbound lane of the A489 over a distance of approximately 65 metres where drivers are loading/unloading passengers and/or trying to park or move off from a parked position.

- 2.5. As a result of this inconsiderate and extensive on street parking, the local service busses and the high school/college buses are forced to wait on the A489 immediately adjacent to the Common Road junction where they interfere with turning manoeuvres and obstruct visibility to the detriment of highway safety.
- 2.6. It is acknowledged that a degree of on street parking and loading along the A489 at this location acts as an effective traffic calming measure, and it is also acknowledged that local residents will have the occasional need to park in front of their properties to load and unload passengers and goods. The proposal therefore seeks to leave a length of approximately 20 metres in front of the terraced properties between the bus loading bay and the zig-zag markings on the south side of the A489 where residents and parents can park or load/unload at any time. The bus loading bay would only prohibit waiting and loading by other types of vehicles between 7am and 7pm Monday to Saturday, so could be used for waiting and loading by other vehicles at all other times.
- 2.7. When introducing waiting and loading prohibitions, it needs to be recognised that drivers inevitably try to find other nearby locations to park on street if certain locations are prohibited. To prevent such an occurrence at this location, the proposed loading and waiting restrictions have been applied on both sides of the A489 where the hazardous parking currently occurs, to eliminate the risk of the problem simply being transferred to the opposite side of the road.
- 2.8. The secondary concern relates to an increase in the number of vehicles which are regularly parked along Common Road within the 20 mph zone on the northbound approach to the zebra crossing (which is located between the U4726 and the U4728 side road junctions), where they restrict the movements of larger vehicles, interfere with the movement of two way vehicular traffic, and interfere with turning movements into private accesses and the side road junction.
- 2.9. There is also a risk that the introduction of the waiting/loading prohibitions along the A489 will intensify the problem along Common Road unless prohibitions are imposed along appropriate locations of Common Road too.
- 2.10. Kerry Community Council have been consulted on the proposal, but have expressed an opinion that the waiting and loading prohibitions are unnecessary and feel that the prohibitions could potentially become a source of annoyance and/or neighbour disputes. The community council have not taken the opportunity to suggest any alternative proposals.
- 2.11. Given the highway safety nature of the current on street parking problem, the community council have been advised that the traffic engineer will continue to liaise with Cllr Kath Roberts-Jones to agree whether to progress the proposed Traffic Regulation Order; and that in the event that Powys County Council decides to progress the introduction of the permanent Traffic Regulation Order, the community council will have a further opportunity to make reasoned written representations during the statutory 21 day public consultation period.

### **3. Proposal**

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

- 3.2. The bus loading bay can be implemented without a traffic regulation order, but has been identified on the plans as it needs to be co-ordinated with the proposed waiting and loading prohibitions which can only be implemented with a Traffic Regulation Order.
- 3.3. It should be noted that the prohibition of waiting areas along Common Road would still permit residents or visitors to park their vehicles on double or single yellow lines for up to 5 minutes to load or unload their vehicles; and that Blue Badge holders would be exempt from the limited waiting restriction within the on street parking areas when correctly displaying their blue badges. The same is not true for areas which would be the subject of a prohibition of loading, or during the stated times within the bus loading bay.
- 3.4. The traffic engineer fully endorses these proposals, which are also supported by the local county councillor.

Recommendation:	Reason for Recommendation:
<p><b>Committee is asked to:-</b></p> <p><b>1) Support the proposed loading and waiting prohibitions on the county highways within Kerry as identified on the proposal plan.</b></p> <p><b>2) 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.</b></p>	<p><b>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.</b></p>

<b>Relevant Policy (ies):</b>	Local Transport Plan		
<b>Within Policy:</b>	Y	<b>Within Budget:</b>	Y
<b>Relevant Local Member(s):</b>	Cllr Kath Roberts-Jones		
<b>Person(s) To Implement Decision:</b>	Chris Lloyd – (Traffic Engineer North)		
<b>Date By When Decision To Be Implemented:</b>	As soon as possible		
<b>Contact Officer Name:</b>	<b>Tel:</b>	<b>Fax:</b>	<b>Email:</b>
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