

6. Concerns were raised by the local community regarding the safety of pedestrians using the lane to access the footbridge and mill pond. Concerns were also raised by residents who are directly affected by the excessive amount of inconsiderate parking causing access obstruction issues to adjacent properties as well as deterioration of the highway verge due to constant turning manoeuvres.
7. The TROs proposing a prohibition of driving and new waiting restrictions (No waiting at any time) on High Street (locally known as Mill Lane), Figcheldean were formally advertised for comment on 11 July 2019. The Council's closing date for receipt of objections or other representations to the advertised TROs, together with the grounds on which they were made, was 5 August 2019.

Summary of Proposals

8. The proposals are to provide a prohibition of driving on a section of High Street (Mill Lane) along with a section of waiting restrictions (No waiting at any time) on the north-east side of High Street from its junction with Church Street, plans outlining the extents of the proposed restrictions are provided in **Appendix 1**.

Summary of responses

9. A total of twelve items of correspondence have been received in response to the Council's proposals. Of the twelve items; six expressed support for the Council's proposals, five objected to the Council's proposals and one expressed support with additional restrictions requested.
10. A summary of the issues raised and officer comments are included in **Appendix 2**. Details of the commentators are provided in **Appendix 3**.

Main Considerations for the Council

11. Consideration needs to be given to the comments received on the Council's advertised proposals and whether or not changes should be made to them in light of the comments received. The Council has to balance meeting its statutory obligations as the local highway authority against the wishes of local residents to, in the main, not allow vehicles to continue to drive along the lane and for parking not to take place.

Overview and Scrutiny Engagement

12. There are none in this scheme.

Safeguarding Implications

13. There is no risk to the Council as a result of these proposals.

Public Health Implications

14. There are none with this proposal.

Corporate Procurement Implications

15. There are none with this proposal.

Equalities Impact of the Proposal

16. There are none with this proposal.

Environmental and Climate Change Considerations

17. The Council's proposals would require the laying of road markings, the erection of new signs and the installation of a hinged gate on the public highway. This will have an impact on the visual vista for this rural environment.

Risk Assessment

18. If schemes, programmed for design or delivery within the current financial year, are not progressed the Council risks the potential of delayed delivery in subsequent years due to other funding demands and uncertainty of future budget allocations.

Financial Implications

19. There is an allocation in the 2019-2020 CATG budget which allows for the design and introduction of this scheme. Should the scheme not progress, the funding would be returned to the CATG budget allocation and would be available to be put towards other schemes.

Legal Implications

20. The introduction of a prohibition of driving and new waiting restrictions requires the processing of two TROs. The process of introducing TROs is governed by the Road Traffic Regulation Act 1984 and associated procedural regulations. Failure to adhere to the statutory processes could result in the restrictions being successfully challenged in the High Court.

Options Considered

21. To:
- (i) Implement the proposed prohibition of driving and waiting restrictions as advertised.
 - (ii) Amend the proposals in consideration of the comments received.
 - (iii) Abandon the proposals.

Reason for Proposal

22. The proposals are intended to improve road and pedestrian safety by minimising the number of vehicles using this length of road for the avoidance of obstruction to access properties, protect the highway verge from turning manoeuvres and ensure the safety of pedestrians using the lane to access the footbridge and mill pond. The proposals will also be in accordance with both Priority 2 and Priority 4 of the Council's Business Plan.

Proposal

23. That:
- (i) The proposals be implemented as advertised.
 - (ii) The commentators be informed accordingly.

The following unpublished documents have been relied on in the preparation of this Report:

None

