

From: Will Wilson <Will@TROltd.co.uk>
Sent: 02 March 2022 12:05
To: clerk@kembleandewen-pc.gov.uk; richard.gray@gloucestershire.gov.uk; Roger Pettit; SPIVEY, Cllr Lisa
Cc: Tom Hayward; Will Cox
Subject: TRO Meeting @ Kemble - Summary of Discussions and Moving Forwards

Good afternoon all,

Thank you for our productive and informative meeting yesterday at the Tavern Inn car park to discuss the ongoing Traffic Regulation Order at Kemble.

As discussed, the scheme has previously undergone a Notice of Proposal (Public Consultation) stage in 2021 and various sites garnered varying numbers of Objections. What was clear is that there has been some confusion from the Parish Council, as to why some elements of the proposals have been pushed forward and that historically there hasn't been a clarity of communication regarding what is/is not included in this scheme.

It was explained by ourselves that according to the regulations if, following the receipt of the Objections, it is decided to reduce the number of restrictions we may not be required to undertake a second Public Consultation (Notice of Proposal) process. Whereas, if we are to add additional restrictions to the plans advertised in 2021, a second Public Consultation (Notice of Proposal) will be required. However, as we pointed out yesterday, this is pending discussions with the TRO Team Leader at GCC, whom may wish to undertake a fresh round of consultation in any case.

The Parish Council also expressed a desire for residents to have the opportunity to have a fresh view of what is being proposed at the various sites given the lack of feedback during the Public Consultation undertaken in 2021. A potential drop-in session was suggested by the PC. If the scheme is to be progressed without undertaking a further Public Consultation process, at the very least all Objectors must be written to formally explaining that their Objections have been received, and considered in alignment with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and it is advised that all residents should be written to with an area specific plan explaining the outcome of the Public Consultation and the consequent changes made.

The general 'wider picture' in the area is that commuter parking in the village has significantly reduced since the Covid-19 pandemic. It was observed whilst reviewing the sites that the general level of on-street parking was insignificant and that the train station car parks were largely empty. This was on a typical weekday when you would expect to see some commuter parking if it were occurring.

In terms of the specific site discussions:

Station Road

- We collectively decided that the small sections of DYs previously proposed were not necessary.
- No restrictions on Old Manor Gardens is the desire of the PC.
- It is essential that the its junction with West Hay Grove and the private road just east of the bridge remain as proposed.

Windmill Road

- It was broadly agreed that these proposed restrictions continued too far to the north of the village which is considered unnecessary given that parking here was said to be very rare and probably a 'one off'. The proposals here are to be scaled back southwards with the final extents to be agreed.
- Restrictions proposed at its junction with Station Road and Windmill Road are to be kept.

School Road

- The PC expressed some confusion as to this particular areas inclusion in the scheme.

- It was broadly agreed that the proposed DYLS could be scaled back around the junction of School Road and West Lane.
- The proposed additional No Stopping (School Keep Clear) restrictions were agreed to be reviewed in terms of whether they are necessary. It was explained by the PC that the car park which it covers is very rarely used as it is a staff car park.

Clayfurlong Grove

- The PC stated confusion as to why this area was included in the wider scheme.
- There have been a large number of objections to these proposals (22) which particularly relate to the centre of the road.
- It was broadly agreed that the desire is to remove this central section from the proposals but to keep the restrictions at its junctions with Windmill Road and A429.

Moving forwards, we will consult with our colleagues at GCC TRO Team pertaining to specific elements of the scheme and advise on our suggested proposal amendments as well as the process moving forwards. We will then circulate our revised proposal plans for your approval and advise on what next steps in the process are to be undertaken.

In the meantime, if you have any queries/concerns which you wish to convey, please don't hesitate to get in touch or give me a ring on the number below.

Kind Regards,

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