

OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER

3

OUTCOME OF TRO PROCESS

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: Keynsham & Saltford Area
PROPOSAL: Various Waiting Restrictions
SCHEME REF No: 22 – 002
REPORT AUTHOR: Kris Gardom

1. DELEGATION

The delegation to be exercised in this report is contained within **Section 4** of the Constitution under the **Delegation of Functions to Officers**, as follows:

Section A	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility....”
Section B	Without prejudice to the generality of this, Officers are authorised to: serve any notices and make, amend or revoke any orders falling within his/her area of responsibility.
Section D9	An Officer to whom a power, duty or function is delegated may nominate or authorise another Officer to exercise that power, duty or function, provided that Officer reports to or is responsible to the delegator.

For the purpose of this report, the Director of Place Management holds the delegated power to make, amend or revoke any Orders.

2. LEGAL AUTHORITY

This proposal is made in accordance with the Road Traffic Regulation Act 1984, which under Section 1 provides, generally, for Orders to be made for the following reasons, and in the case of this report specifically for the reason(s) shown below:

(a)	for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or	X
(b)	for preventing damage to the road or to any building on or near the road, or	
(c)	for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or	X
(d)	for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property,	
(e)	(without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or	

(f)	for preserving or improving the amenities of the area through which the road runs, or	
(g)	for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)	

3. PROPOSAL

To implement various parking / waiting restrictions around the Keynsham and Saltford area.

4. BACKGROUND

A number of proposals for: No Parking At Any Time markings, reduction of existing 3 Hour Limited Waiting bay, reduction of Permit Holder bay, and 2 Hour Limited Waiting at various locations around the Keynsham and Saltford area were submitted to the Council by local residents, Ward Members and the Bath & North East Somerset Councils Traffic Management Team. The reason behind these requests was to improve visibility and access for emergency and refuse vehicles, to allow for the safe passage and re-passage of vehicles and to provide limited on-street parking provision. These proposals have all been considered by the Principal Traffic Management Engineer.

5. SOURCE OF FINANCE

This proposal is being funded by the capital Parking budget, project code TC8302.

6. INFORMAL CONSULTATION REQUIREMENT

Informal consultation was carried out with the Chief Constable, Ward Members and the Cabinet Members for Transport.

The responses to the informal consultation can be found in TRO reports number 1/2.

7. OBJECTIONS / COMMENTS RECEIVED (following the public advertisement of the proposal(s))

The objection / comments received have been summarised below with the technical responses in italics underneath each one. **Appendix 1** attached to this report includes the full responses received during the 21-day public consultation.

Plan 1 – Beech Road, Saltford (2 Hour Limited Waiting, Monday – Friday, 9am – 5pm)

Objections – 2, Support – 8, Support in part - 1

Objection main points raised:

- I would request that the ‘big picture’ for parking is considered. I am not convinced this consultation paper does that e.g., are we reaching the stage for more residents parking zones, more double yellow lines and/or or a new parking area somewhere? As a Chestnut Walk resident next to Beech Road, our specific comments and objection relate to the proposed 2 hour waiting limit on Beech Road (Plan 1): The parking area in front of the shops could be improved by having; One way in and out. Limited parking time to 1 hour (allows plenty of shopping time) and needs to be monitored. Part of the rationale relates to shop users being able to park on Beech Road. A number of staff from those very businesses park on Beech Road all day and Bristol/Bath commuters, where will they park? Further down Beech Road or Chestnut Walk? Isn’t this just moving the problem elsewhere? If Beech Road is appropriate for a 2-hour limit, why stop there? What about a 2-hour limit on Tynning Road and Rodney Road? Passing towards the bottom of Tynning Road next to the Crown is hazardous for passing traffic – as it’s a long single lane because of all the parked cars.
- I am objecting to any parking restrictions in the Salford High Street where it intersects with Homefield Road. In addition, the 2-hour waiting limit in Beech Road. I do not believe that these schemes will have the desired effect and will just cause the residents who park on the street more issues. It’s a sticking plaster scheme that is ill-considered. You show the yellow lines by ‘Greystones’. And in the many years I have lived I the High Street, I have never seen a car parked there. Additionally, no one parks on the drive of No 25. Furthermore, where you show lines by No 24, parking at this location is infrequent and only in part of Homefield Road. I understand the proposed measures are to aid visibility? Well if this is the case, you’d leave well alone, as cars help slow down traffic and reduce the possibility of accidents. Finally, we all acknowledge that the road system is not ideal for the level of traffic. Consider that many residents are squeezing into small spaces and have very little visibility as they ease out into the Hight Street. It’s just the way it is. Not ideal for those of us without a drive or off-street parking. The area around Salford High Street where it intersects with Homefield Road is no bigger problem than in most other areas of the High Street. Please just leave us be and stop acting on the vested interests of the few.

Support main points raised:

- Beech Road has become an all-day Park & Ride area for non-resident commuters thereby depriving customers of the nearby shops of parking space. Those proposed bays are needed at the increasingly frequent periods when the (limited) parking bays by the shops are full or access is difficult, e.g. during stock deliveries to the Tesco Express store.
- Several vans have been parked on the road next to our drive. Due to this you are unable to come out of your drive and see any traffic coming up Beech Road.
- I live on Beech Road. We have noticed over the last years (apart from Lockdown) more and cars parking both sides of the road, leaving them all

day. Also vans from the Vauxhall garage sometimes leave their vans there all day also, hence making it more and more difficult to get safely out our drive. There have been a number of near misses- cars driving too fast and us unable to see clearly. I would suggest 2 hr limit one side and double yellow on the other side as Beech Road is narrow at the top.

- Beech Road has become like a carpark.
- I know many of the residents in Beech Road, and am often unable to park outside their properties to even collect them to take to hospital visits etc. I live on the other side of the A4 in Saltford and enjoy walking down to the river via Beech Road, but crossing over, especially with little children, is very dangerous and the parking is solid on both sides of the road, like many of the roads in Saltford!! This is so dangerous, and I truly hope it never results in a tragic accident. How emergency vehicles cope with getting into the properties on Beech Road is alarming. I do hope my support will make a difference.
- I wish to support the proposal to restrict parking in Beech Road Saltford. We support a friend who needs help to visit the doctor, hospital visits and physio. It is very difficult to get into his drive due to parked cars being parked so close to the entrance. It is also very hard to see around the cars to cross Beech Road
- During the COVID lockdown period I frequently needed to make deliveries to friends' resident in Beach Road who were having to self-isolate due to their medic condition. While trying to enter their private drives was made difficult due to the density of parked vehicles, exiting a drive was nothing short of dangerous due to restricted visibility caused by the parked cars and the high speed of vehicles passing through the restrictions they cause. Our investigations established that the majority of the parked cars were not owned by street residents, nor were they making short stays. Many of the vehicles were remaining parked for the whole of the working day. A 2-hr restricted parking order would be an effective deterrent to this custom and significantly improve the ability of residents to exit their drives safely.

Support in part main points raised:

- I have no objection to the proposed restriction apart from the following caveats: 1. If possible, I would prefer the end of the allowed parking to be moved approx. 4-5 feet away from the gate (towards No 3). The reason for this is that more often than not there is a high sided van parking right up to the limit obstructing visibility and a potential danger. 2. The existing road markings in this location have been totally eradicated and need to be renewed with long lasting and visible paint, as vehicles (even those temporarily stopping to visit the shops) have from time to time parked right in the access way.

Response:

The proposed 2-hour Limited Waiting restrictions operation Monday – Friday, between 9am – 5pm were requested by the local Councillor to provide short term on-

street parking provision near the local shops. Alternative locations such as Tynning Road have been considered and consulted on in previous years. The recommendations requested above such as the One-Way Order are outside the scope and remit of this TRO consultation. As this proposal was requested by the local Councillor and received 8 comments of support during the public consultation, it is the recommendation of this report that the proposed restrictions are implemented on-site and sealed within this Order with the northern end of the bay pulled back away from the gate of property number 5 by 5 feet to where the existing Double Yellow Lines currently finish.

Plan 7 – High Street / Homefield Road, Saltford (No Parking At Any Time)

Objections – 1, Support – 21, Support in part - 0

Objection main points raised:

- I am objecting to any parking restrictions in the Saltford High Street where it intersects with Homefield Road. In addition, the 2-hour waiting limit in Beech Road. I do not believe that these schemes will have the desired effect and will just cause the residents who park on the street more issues. It's a sticking plaster scheme that is ill-considered. You show the yellow lines by 'Greystones'. And in the many years I have lived in the High Street, I have never seen a car parked there. Additionally, no one parks on the drive of No 25. Furthermore, where you show lines by No 24, parking at this location is infrequent and only in part of Homefield Road. I understand the proposed measures are to aid visibility? Well if this is the case, you'd leave well alone, as cars help slow down traffic and reduce the possibility of accidents. Finally, we all acknowledge that the road system is not ideal for the level of traffic. Consider that many residents are squeezing into small spaces and have very little visibility as they ease out into the High Street. It's just the way it is. Not ideal for those of us without a drive or off-street parking. The area around Saltford High Street where it intersects with Homefield Road is no bigger problem than in most other areas of the High Street. Please just leave us be and stop acting on the vested interests of the few.

Support main points raised:

- This is in the interest of improving visibility splays at this junction and preventing obstruction.
- I support the above TRO 22-002 for the High Street, Saltford. Just one thing, would it be possible to replace the white lines that are already there with yellow lines as I can see people will park on the white lines and we will have the same problems as before and maybe extend the lines a couple of metres up to just passed the streetlight (no 6) to allow lorries coming from Homefield Road a bit more room to get round.
- I wholeheartedly support this plan. As a resident at the junction, I repeatedly witness the congestion caused by parking in this area. Vehicles approaching the area cannot see that the exit is clear thus, especially when several

vehicles approach from both directions (an all-year-round occurrence, but particularly frequent on sunny days), the road becomes jammed and tempers rise.

- I am pleased with the proposal 7 for the junction of Homefield Rd and High Street in Saltford, but I feel that the issue of traffic flow along the High Street has not been addressed. As you go down the High Street towards Homefield Road you rely in a gap in the parking on the left-hand side in order to be able to make progress when traffic is going in the opposite direction. This works satisfactorily most of the time because most users are regular to the area. However, if there is no gap in the parking there can be problems with someone having to reverse. I think the situation could be improved if there was a stretch of no parking on the left-hand downhill side perhaps two car lengths long, which would allow cars to squeeze past. It would formalise the random gaps which exist so would have little effect on the residents. It would stop visitors to the area from unintentionally restricting traffic flow by filling in the random parking spaces. The issue of emergency vehicle access needs consideration but is perhaps improved by the Wessex Water bridge.
- I am fully supportive of the above plan, in particular the double yellow lines around the junction of Homefield Road and the High Street (phase 7). I am a resident of Homefield Road and I have experienced extreme difficulties in driving to and from my house in the summer months. I am also concerned for the safety of local residents and visitors as emergency services would not be able to access the river in the case of an emergency. The double yellow lines in this area would go some way to ease the congestion in this area.
- As a long-standing resident of Homefield Road, I wholeheartedly support the proposal for double yellow lines at the junction of Homefield Road and The High Street. The narrowness of The High Street has historically caused issues with parked cars and larger vehicles. At times it has been impossible for emergency vehicles to pass through. Over the last several years, this problem has become greatly exacerbated by vehicles parking illegally on the corners of Homefield Road and opposite the junction. Traffic exiting / entering Homefield Road has limited access and can result in excess manoeuvring being necessary. The High Street is frequently blocked resulting in frayed tempers which have occasionally become physical as some drivers practise a 'standoff' mentality. This situation can be a daily occurrence particularly during the warmer months.
- I support the introduction of double yellow lines at the junction of Homefield Road and High Street, Saltford as it should reduce the chances of previously experienced nose to nose traffic jams and thus, in the event of an incident/accident in the River Avon area the introduction should expediate the attendance of emergency vehicles to the site in a timelier manner. Additionally, the introduction will allow improved access to and from Homefield Road in times of high numbers of visitors to the area, by reducing the chances of traffic obstructions in the High Street and in the lower reaches of Homefield Road.

- I believe the no parking at any time is in the interest of all people who use the High Street for access to their homes, the River Avon or Salford Marina. At very busy times, especially in the summer, visitors do not always appreciate the bottleneck in the middle of the High Street and very often find themselves stuck in traffic that has nowhere to go. Added to which vehicles parking opposite Homefield Road make an already very narrow road very difficult for emergency vehicles to get through.
- I have lived in the High Street Salford for many years. I have a good view of what is happening at this site. I fully support the proposal for no parking at any time at the junction of Homefield Road and the High Street. The situation definitely requires action. The volume of large vehicles is inappropriate for the size of the road. The regular source of large vehicles are the 3 Public Houses, 2 Farms, the sewerage works and oversize delivery vans to individual houses. This proposal will help the situation, but it could be an opportunity to make this site much safer particularly for pedestrians and cyclists. The restrictions for Homefield Road are satisfactory but the restriction on the High Street definitely needs extending. In the north direction it needs at least to be extended to the walled garden of number 26 Norman House. Cars parked outside number 25 where there is no marking at present often cause lorries and some more nervous car drivers to mount the pavement on the east side of the road. Nobody parks on either side of the road outside Norman House but if you extend the yellow lines as I recommend you may consider including that section. In the south direction the road is a little wider but outside our house we still get vehicles mounting the pavement and they are regularly fully parked on the westside of the road. There are regular confrontations particularly between vehicles coming from the south demanding priority even though their side of the road is blocked with parked vehicles. All the houses from 21 to 25 on the west side and 24 to 20 on the east side have off road parking, so if the yellow lines to the south were extended to number 21 it would provide a place where vehicles from both directions could pass rather than one group having to back up a long way on a fairly narrow road. A sign giving priority to south bound traffic for that section would also be useful.

Response:

The proposed No Parking At Any Time restrictions around this junction was requested by the local Councillor on behalf of local residents to improve visibility splays and prevent obstruction of the highway. As the Council received 21 comments in favour of these proposals it is the recommendation of this report that the restrictions are sealed within this Order and implemented on-site as advertised. Extending the proposals any further along High Street or Homefield Road is outside the scope and remit of this consultation and would require further advertisement.

Plan 9 – Manor Road, Keynsham (No Parking At Any Time)

Objections – 10, Support – 0, Support in part - 0

Objection main points raised:

- The extension of the existing No Parking At Any Time restrictions is not necessary because: The existing restrictions are sufficient to prevent obstruction into Manor Road.
- The west side of the section of Manor Road where the new restrictions are proposed consists almost entirely of lowered kerbs and drives, therefore on-road parking does not normally happen there. This means that there is still room for two vehicles to pass each other when cars are parked on the east side of Manor Road, and therefore no obstruction.
- There have been no accidents at the point where the restrictions are proposed, therefore safety is not an issue.
- The parking restrictions will create an obstruction instead of removing one because the cars which are currently parked on the east side of Manor Road will be moved further up the road and will be parked on both sides of the road, narrowing the road to create a new obstruction.
- The parking restrictions will promote excessive speed and threaten safety because the absence of parked cars will encourage some drivers to proceed without caution as they pass the current area of parking restrictions, and they will then encounter the obstruction that the new restrictions will have created further up the road.
- The parking restrictions will create inconvenience and nuisance for the residents of Manor Road because they will no longer be able to park outside or near their houses and may have to park some distance away from their houses because of the number of drive entrances further up the road.
- Having to park on the opposite side of the road from their houses and cross the road will increase the danger of accidents for residents, especially as some vehicles may be travelling at increased speed thanks to the proposed parking restrictions.
- The Council has already decided that the cars parked at the northern end of Manor Road are not a problem because it rejected the objections that residents made to the extension to 101 Wellsway on the grounds that it would increase the number of parked cars. Therefore, it is inconsistent and unfair to residents to take action that contradicts the previous decision and further penalises the residents of Manor Road.
- The parking restrictions would be an egregious waste of taxpayer's money because they would cause problems instead of solving them.
- The parking restrictions are divisive and may lead to ill feeling because they penalise the residents of the northern end of Manor Road for the sake of allowing other residents to drive past their houses without due care and attention.

- Please note, we wrote to the council to warn of the parking and traffic issues that would arise if planning permission was given to extend the house opposite into more flats. There was off street parking across the road before, but the extension removed this. The safety and parking issues are a Council caused problem.
- This measure will cause more dangers further up the road, with parking on both sides of the road. Bear in mind, this is next to a children's playground.
- Possible solutions: You don't act on this and put council money to better use. Opposite to us there is mainly off-street parking with lowered kerbs. People still park on the road here. While we don't agree with the yellow lines at all for this residential area, lines on this side might help. The Council builds a speed hump or other calming measure between Nos. 9 & 11 Manor Road. The main issue is from cars driving far too fast onto Manor Road. Slowing them down would lessen the chance of any accident. Please note: the issue is not with cars that approach Manor Road by turning right off the Wellsway. The Council lowers the pavements outside any of the affected houses, free of charge if requested and grants planning permission for off-road parking.
- We honestly believe that the parked cars actually serve as a traffic calming measure. If you take them away, you will have speeding and more accidents. During working hours when the street is emptier of cars, there is frequent speeding on the road.
- The introduction of double yellow lines at the lower end (Wellsway Junction) of Manor Road has led to inconvenience and to aggravation of residents. This introduction also appears to have promoted speeding of vehicles travelling from Manor Playing Fields along Manor Road to the Wellsway Road junction and speed of vehicles entering Manor Road from the Wellsway.
- The excessive speed of vehicles travelling from Manor Playing Fields along Manor Road to the Wellsway Road junction and speed of vehicles entering Manor Road from the Wellsway has not diminished since the introduction of double yellow lines and may have caused its increase.
- This introduction of yellow lines has created a problem where none existed before at the same time increasing the danger from vehicles travelling at excessive speed with undue care and attention from the Playing fields to the Wellsway junction.
- The continued disregard of resident's views and concerns will create ill feeling as the proposals will merely allow other residents to drive without consideration or due care and attention.
- The proposals are ill considered and have no practical benefit to residents and will create a new problem. The existing double yellow lines need to be reconsidered. The practical problem of speeding vehicles has not been addressed.

- Personally, I feel that if this change absolutely has to be applied then the no parking at any time should be extended up to the border of 27/29 manor road. This would allow a clear view to the road and corner and reduce the chances of an incident due to reduced visibility when emerging from the driveways.
- The proposed end of the yellow lines feels unsuitable. I feel it should either be reduced or, perhaps go up to the shared driveway after number 29. I further foresee many of the houses without driveways in this area then needed to build one, thus reducing the natural habitats available for our wildlife. I strongly urge you to reconsider this proposal.
- This is preposterous and a preposterous waste of money and time. There are far better ways to spend rate payers' money than painting yellow lines everywhere. There have not been any accidents on this part of Manor Road that would necessitate such measures.
- Any conflict is more likely due to the inconsiderate nature of drivers and their dangerous driving, exceeding the speed limit and their driving ability by some considerable measure. I am astounded at the velocity of some of these vehicles. All too often I hear the engine straining as they accelerate along Manor Road. Exceeding the limit sufficient to get them points and a fine, when caught, if not worse. There were no issues when the road was a thirty MPH limit. It is now only twenty MPH, so should be even fewer issues as more thinking time.

Response:

The proposed No Parking At Any Time restrictions around this junction was requested by the local Councillor to improve visibility around the bend and prevent obstruction and conflict between vehicles traveling in opposing directions. However due to the objections raised above and the fact that parked vehicles in this location do act as a traffic calming measure slowing vehicle speeds down around the bend, coupled with the issue that available on-street parking in this location for residents is in short supply, it is the recommendation of this report that these restrictions are not implemented at this time and are given further consideration.

Plan 10 – Park Road, Keynsham (No Parking At Any Time)

Objections – 1, Support – 0, Support in part - 1

Objection main points raised:

- The extension of the no parking zone looks to be limited to one side of the street only. The only area that would be permissible to park is actually on a slight bend and so anyone driving from the Albert Road junction would be faced with significant visual obstruction when cars are parked there. It is my view that once the new restrictions are in place cars (or vans) would always occupy this parking area (from Albert Road junction - 109) given the rest of the road has been earmarked for no parking, and so a more dangerous road situation would be created.

- As a resident who has lived on Park Road for a number of years, I have witnessed several aggressive confrontations outside my house where people could not see if the road was clear due to the parked cars obstructing their view.
- The bus that uses this route would not have right of way on this stretch of the road as the parked cars would be on the buses side, and assuming there would always be cars parked on this stretch (which is likely given the restrictions to the rest of the road) then the bus would have to wait, potentially clogging up the Albert Road junction, and eventually move onto the other side of the road to pass. Again, I have witnessed on many, many occasions that people are not very patient when it comes to buses, and I anticipate more aggressive driving on this part of the road.
- The speed at which people drive along Park Road is scary. Using parked cars as a 'chicane' is both dangerous and frightening. If this parking arrangement is intended as some sort of 'traffic calming' measure, then I think this should be reconsidered due to the lack of clear visibility caused by the parked cars. Instead, proper chicanes with kerbs and bollards/reflectors would be more appropriate along with speed bumps.
- I appreciate that the council have tried to retain some parking for residents on this area of road, but I really do think this will lead to accidents as cars/vans will have no other option but to park there and cause the problems described above. My suggestion would be to restrict parking on BOTH SIDES of the road (from Albert Road junction down to 109 Park Road). This would ensure that the bus route is clear at all times and that there are no visual obstructions for drivers approaching the slight bend, therefore reducing the risk of head-on collisions or aggressive driving around the parked cars. It is worth noting that currently, vehicles tend to avoid parking in these spaces in favour of parking on the other side of the road - but once the restrictions are in place - cars will be forced to relocate to this less favourable spot.

Support in part main points raised:

- Plan 10 which places additional 'no parking at any time' along the stretch of Park Road occupied by the bus stop is going to help deter dangerous parking, but it does not address the main problem on Park Road, which is very unfortunate as this is a missing opportunity. There needs to be some out of the box thinking to deter visitors and indeed some residents from parking on various sections of the verge along both sides of Park Road; around the bus stop it is a frequent occurrence creating poor visibility for users of the bus stop and dangerous view blockers where children may run out into traffic and they do!).
- There is a vehicle often swathed in illegal substance smoke further along, roughly opposite Windsor Avenue, that parks on the verge beside one of the large trees.

- Further up still (just past Coronation Ave entrance), a piece of the verge has all but been destroyed by a resident driving a huge van in and out of their double drive and not using the access point that is tarmacked, but instead going over the verge. This is getting very close to damaging the listed and much loved very large tree outside house 142. This tree has nesting wildlife regularly and residents want it protected and not driven next to. In addition, the gentle corner where the tree stands has the same resident parking a car regularly over the pavement and road half-n-half, blocking both! This has caused a bottleneck for drivers going towards or out from the k2 development. Houses in that area struggle to safely get on and off their driveways with cars confused as they try navigating around the vehicle next to the tree. This house causing both the large van and this car have several vehicles and only a double driveway, meaning that when guests arrive (often!) these cars literally park over the whole verge and pavement at that point, making it impossible for wheeled users to use the pavement. That whole stretch of road needs to be 'no parking at any time' from the pillar box up to the large tree, and the access tarmac sections leading to people's drives should be for access, not parking. The verges should be protected and parking or driving over them in a way that causes damage should be prohibited. If you own five cars, don't buy a house with a single or double drive unless you are content to park several cars legally further along the road, or rent a garage elsewhere. Please consider the protection of the verges and the large tree. Cars can move – trees cannot.

Response:

The proposed No Parking At Any Time restrictions along Park Road were requested by the local Councillor on behalf of local residents. The request for additional restrictions on the opposite side of the highway sits outside the scope and remit of this consultation. It is therefore the recommendation of this report as these restrictions were requested by the local Councillor that they are implemented on-site and sealed within this Order as advertised. It is the recommendation however that once these restrictions are marked on-site that the impact of possible displaced parking is reviewed and any additional proposals deemed necessary put forward for further consultation within the next area Traffic Regulation Order.

Plan 11 – Rhode Close, Keynsham (No Parking At Any Time)

Objections – 3, Support – 0, Support in part - 0

Objection main points raised:

- I think this is unnecessary to put these kinds of restrictions on what is obviously a driveway which no one has obstructed for the entire time I have lived here. Could you let me know why we are being singled out in this way? Why are lines in front of other people's driveways not being proposed around the close as there are other corners. Parking is an issue in the Close, I suggest the pavement where the line is pointing to near number 7 should be removed on the corner to create an extra parking space which is desperately

needed, people often need to park here, and this causes no obstruction to anyone.

- I wish to object to plans to prevent parking on the designated area on Rhode Close, Keynsham. No one parks across a driveway. This is a totally unnecessary expense in times of rising fuel prices, costs etc. Just because you now have more revenue coming in from increased council taxes and more house building shouldn't be an excuse to waste our money. Parking on this road has not been easy especially if families have more than one car. My suggestion is to leave the idea of painting a line on the road as it is not helpful to people with disabilities.
- Further to your notice to install double yellow lines. I would have to object to having double yellows installed outside my property, having lived on Rhode Close for many years. During this period of time living here, there has never been a need or requirement for that matter to have them installed in or around my driveway, or for that matter to my neighbours. Therefore, I do not want them outside my property.

Response:

The proposed No Parking At Any Time restrictions along Rhode Close were requested by the local Councillor due to the obstruction of pedestrians on the pavement by parked vehicles. It is the recommendation of this report that due to the objections raised above that the proposed restrictions are reduced to extend around the pavement area only as shown on the plan below but not to run in front of the driveways of properties 4, 5 and 6.



Plan 14 – The Mead, Keynsham (No Parking At Any Time)

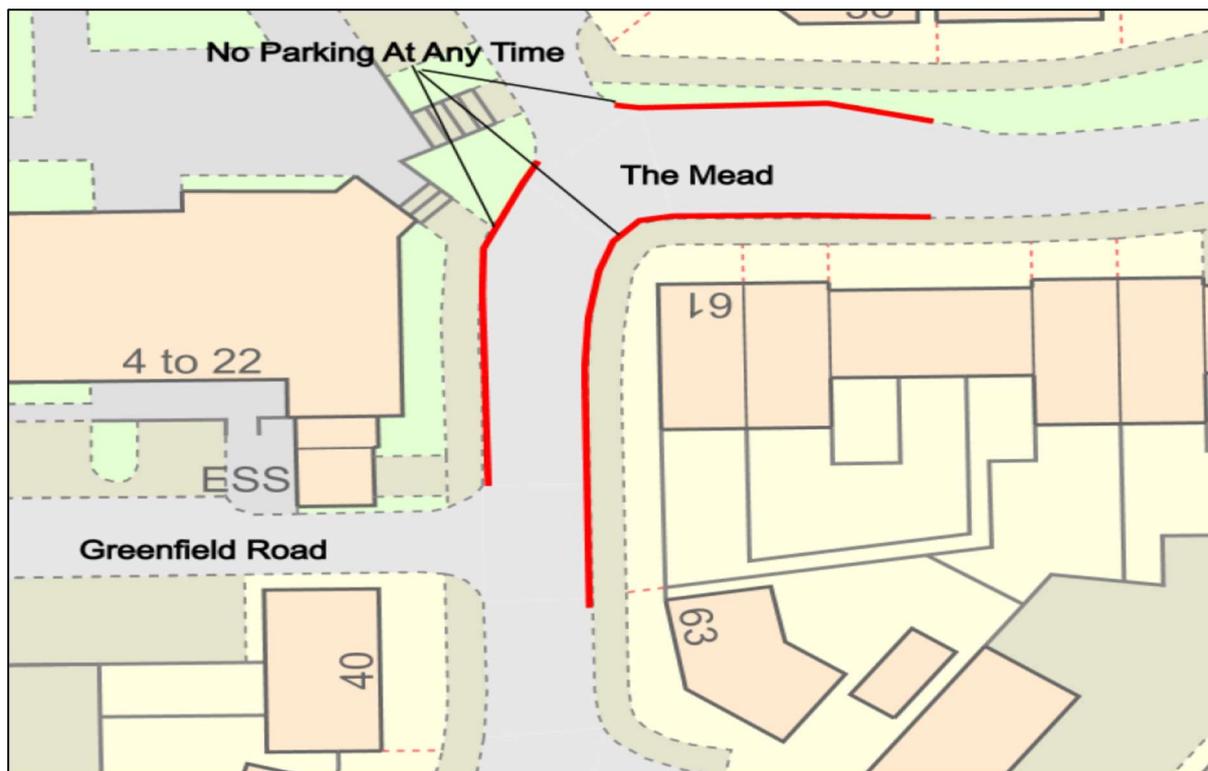
Objections – 0, Support – 1, Support in part - 0

Support main points raised:

- I welcome the traffic parking restriction proposal 22-002, in particular the restrictions on The Mead, Keynsham. I live on Greenfield Road and the parking of vehicles on the stretch of The Mead, highlighted on the plan, is very problematic. Therefore, the banning of parking as shown on the proposal, would be most welcome. Trying to drive into or out of Greenfield Road can be quite dangerous at times. I do, however, feel that the parking ban does not go far enough along the road opposite the entrance to Greenfield Road. The 'no parking at anytime' should definitely go past the entrance to Greenfield Road as this is where the worst problem is. There is one particular work van, a Bristol Waste vehicle, which is always parked there in the evenings and at the weekend as well as sometimes during the daytime. This causes unnecessarily danger for vehicles trying to exit Greenfield Road when there are other vehicles coming along The Mead, which have been forced out into the middle of the road. Large vehicles, such as refuse collection lorries, also find it really difficult to turn into or out of Greenfield Road when there is a vehicle is parked on the road opposite to the entrance. It would solve all of these issues if the parking ban were to be extended along that part of The Mead to the corner of Blackberry Way. I trust that you will give my submission due consideration and that you will see the logic behind my suggestion. I hope to see that you will act upon my suggestion as your proposal really does not solve the problem.

Response:

The proposed No Parking At Any Time restrictions along The Mead, Keynsham were requested by the local Councillor due to obstruction issues caused by parked vehicles. There is no legal right to park on the highway, the purpose of which is for the safe passage and re-passage of vehicles. Parked cars are an obstruction of that legal right and can therefore only be condoned where it is safe to do so. The request above to extend the restrictions on the eastern side of The Mead slightly south, running in front of the junction of Greenfield Road to allow larger vehicles to safely manoeuvre around this junction has the support of the local Councillor and is not considered to be a substantial change to this Order and it is therefore the recommendation of this report that these restrictions be implemented on-site at the longer length as shown below. The extension of these restrictions all the way to the junction with Blackberry Way cannot be implemented however as part of this TRO and would require further consultation due to the length of the extension.



Plan 15 – The Shallows, Salford (No Parking At Any Time)

Objections – 0, Support – 2, Support in part - 0

Support main points raised:

- We support these proposals as they will prevent visitors to The Shallows from parking and leaving their vehicles in this drop off area outside the resident's home.

Response:

The proposed No Parking At Any Time restrictions along The Shallows, Salford were requested by a local resident and supported by the Parish Council. As no objections were received it is the recommendation of this report that the restrictions are implemented on-site as advertised and sealed within this Order.

Plan 17 – The Shallows, Salford (No Parking At Any Time)

Objections – 0, Support – 0, Support in part - 1

Support in part main points raised:

- The parking bay outside my property is only used by three cars that have permits, of which only one car uses this on a daily bases. This part of the shallows is very narrow, my wall has been hit several times by large vehicles trying to get through this stretch of the road. We also have problems with large vans parking overnight with people sleeping here. I feel removing one

parking bay outside my gate way will not be sufficient, I need to be able to pull up outside my gates, so that the gates can be opened, this is not possible when cars are parked in the bays outside my property. The road towards the Riverside Pub is wider and not obstructing any properties, this would be a safer place to have extra parking bays. We were under the impression the parking restrictions were to enable emergency services to get through, this would be very difficult when cars are parked in this bay. Also, the timber railing opposite the car park, further along the Shallows have been damaged because of the parking bays at that end, again the emergency vehicles would struggle to get through this stretch of road.

Response:

The proposed No Parking At Any Time restrictions along The Shallows, Saltford and reduction in the length of the existing Permit Holder Bay was requested by a local resident and supported by the Parish Council. Relocating this bay to a new location along The Shallows sits outside the scope and remit of this TRO consultation and would require further advertisement within a new Order. It is therefore the recommendation of this report as no objections were received that the existing Permit Bay is shortened by one cars length as originally requested and advertised. This can then be monitored and if required further proposals can be drawn up and put forward for consultation within the next area Traffic Regulation Order for Saltford.

Additional Proposal Plan – Mayfields, Keynsham (No Parking At Any Time)

Objections – 1, Support – 0, Support in part - 1

Objections main points raised:

- The street already suffers from reduced parking spaces, following approval to add residential buildings on the corner plot of Mayfields and Rock Road. With the latter scheme directly affecting parking capacity for the residents. Any further reductions will make the matters worse. Please note, the issue was raised and put forward to the council for consideration, but the reality is, the space currently marked as a parking bay is often in use and it poses no problem to the traffic. I, personally, drive and report zero problems manoeuvring in and out of the space. The same applies for driving out of the garage area.

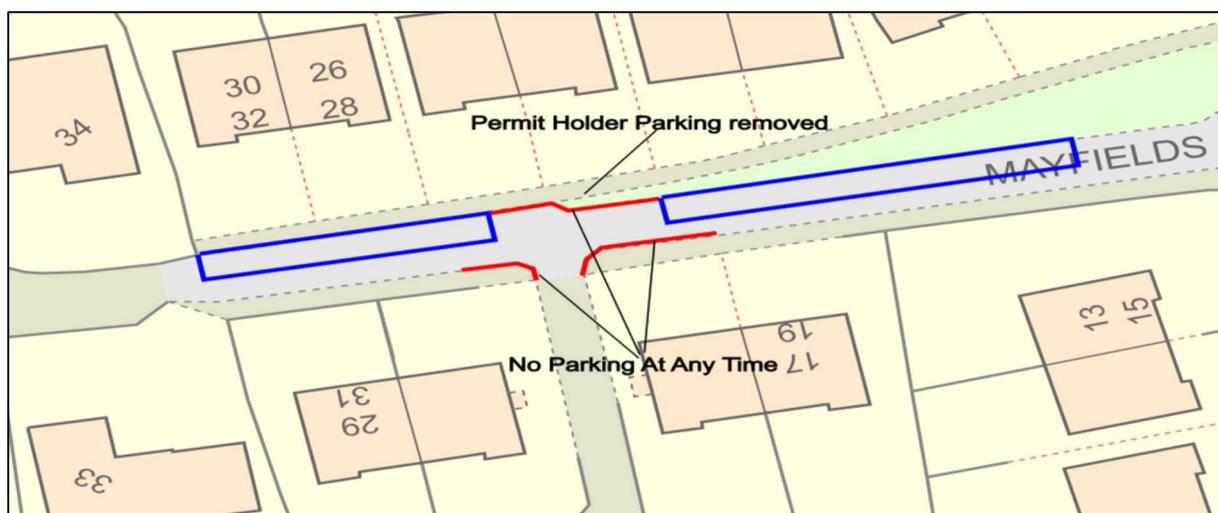
Support in part main points raised:

- These restrictions are needed to provide the space to turn a car around and exit the road. Current situation: Parking permit one side of the road, the road is extremely narrow and only one vehicle at a time can use the road, once you have driven into the road there is nowhere to turn your vehicle around safely. Larger vehicles - delivery vans, recycling and waste collection vehicles, all mount the kerb and drive on the path to be able to perform their role. The only possible place to attempt to turn a vehicle around, is at the entrance road to the garages, but at present, this is not possible due to the permit parking opposite the road - The consequence of this, is vehicles mount the kerbs,

drive on paths and over the corner of the garden. Resolution: To put parking restriction (double yellow lines) on the road opposite the access road to the garages. This is needed to provide the space to turn a car around and exit the road safely. It is extremely important that enough space is provided for a vehicle to manoeuvre its turning for this to be successful. I suggest 5-6 metres opposite the garage entrance and 5-6 metres opposite my flat = a minimum of 10 - 12 metres in total. IMPORTANT: Please view the proposal, it was rushed to be submitted in time and it has NOT been drawn realistically and adequately! (Please see Mr Brian Simmons - he will clarify this) You can clearly see the red line opposite the garage entrance needs to be longer - more space must be provided to be able to manoeuvre a vehicle and exit the road. You can clearly see that it would be impossible to reverse a vehicle backwards and make the turn in to the garage entrance road without hitting a car parked in the permit parking space, hence you would still need to mount the kerb, which is part of the problem we are trying to rectify. 5-6 metres each side of the corner of the start of the grass verge that protrudes, must be double yellow lines, to rectify the problem. Anything less will be pointless and unsuccessful. Please can the proposal plan be changed/rectified to allow the 5-6 metres each side of the corner of the start of the grass verge that protrudes?

Response:

The proposed No Parking At Any Time restrictions along Mayfields, Keynsham and reduction in the length of the existing Permit Holder bay was requested by the local Councillor on behalf of a local resident. The restrictions were requested to provide a turning area for larger vehicles when entering / exiting the garage area. The purpose of the highway is for the safe passage and re-passage of vehicles. Parking can only be condoned where it is safe to do so. It is therefore the recommendation of this report that despite the objection raised that the proposed restrictions are implemented on-site and sealed within this Order with an extension of the restrictions on the southern side by a distance of 6 metres as shown below, to ensure the free unobstructed passage of vehicles as this is not considered to be a substantial change to what was advertised. Restrictions can not be extended along the entrance into the garage area as this is not adopted highway.



No Objections received to:

- **Plan 2 – Bristol Road, Keynsham (No Parking At Any Time)**
- **Plan 3 – Caernarvon Road, Keynsham (No Parking At Any Time)**
- **Plan 4 – Chandag Road, Keynsham (No Parking At Any Time)**
- **Plan 5 – Coronation Avenue, Keynsham (No Parking At Any Time)**
- **Plan 6 – Ellsbridge Close, Keynsham (No Parking At Any Time)**
- **Plan 8 – Lytton Grove, Keynsham (No Parking At Any Time)**
- **Plan 12 – Severn Way / Welland Road / Kennet Road, Keynsham (No Parking At Any Time)**
- **Plan 13 – St Annes Avenue / St Ladoc’s Road, Keynsham (No Parking At Any Time)**
- **Plan 16 – The Shallows, Saltford (No Parking At Any Time / Reduction in length of 3 Hour Limited Waiting bay)**
- **Plan 18 – Chewton Close, Keynsham (No Parking At Any Time)**

Response:

As there were no objections received to these proposals it is recommended that these restrictions be approved and sealed within the Order.

Chief Constable

We have nothing to add to our previous response.

Parking Services

No comment.

Ward Members

Keynsham East:

Cllr Hal MacFie – No comment.

Cllr Andy Wait – No comment.

Keynsham North:

Cllr Vic Clarke – No comment.

Cllr Brian Simmons – No comment.

Keynsham South:

Cllr Alan Hale – No comment.

Cllr Lisa O’Brien – No comment.

Keynsham Town Council – No comment.

Saltford:

Cllr Duncan Hounsell – I am completely content with the Traffic Management responses to the public consultation on ALL the various parking/waiting restrictions in SALT福德. In particular I note the overwhelmingly positive response to the proposal for no parking at any time at the High Street/Homefield Road junction. This proposal essentially reinforces parking guidelines set out in the Highway Code and will improve visibility splays and prevent obstruction on the highway. I also welcome the response to the consultation on the proposed 2-hour limited waiting restrictions in Beech Road. This parking bay does not take away parking space. It facilitates short-term parking which enhances accessibility to the shop parade and other nearby facilities. I wish you to proceed as set out in the officer decision report.

Cllr Alastair Singleton – No comment.

Saltford Parish Council – Plan 1 - Beech Road, Saltford (Creation of a 2hr limited waiting bay) – **No Comment.**

Plan 7 - High Street / Homefield Road, Saltford (double yellow lines on junction to prevent obstruction and improve visibility) – **Support: for safety and access reasons.**

Plan 15 - The Shallows, Saltford (extension of double yellow lines to in front of a residential property to ensure access) – **Support: for safety and access reasons.**

Plan 16 - The Shallows, Saltford (reduction in length of 4 metres of the 3hr limited time parking bay to improve access) – **Support: for safety and access reasons.**

Plan 17 - The Shallows, Saltford (reduction in length of 5 metres on the residents parking bay near Mill Cottages to improve access) – **Support: for safety and access reasons.**

Cabinet Members

Cllr Manda Rigby – No comment.

8. RECOMMENDATION

That the Traffic Regulation Order is sealed as described below.



Signature:

Date: 4th May 2022

Paul Garrod
Traffic Management & Network Manager

9. **DECISION**

As the Officer holding the above delegation, I have decided that the objections / comments be:

a)	not acceded to and the Order as advertised be sealed.	
b)	acceded to in full and the proposal(s) withdrawn.	
c)	<p>acceded to in part and the following adjustments, being of minor significance; be included in the Order to be sealed.</p> <p><i>specify minor amendment to Order here:</i></p> <ul style="list-style-type: none"> • <u>Plan 9 – Manor Road, Keynsham (No Parking At Any Time)</u> <i>However due to the objections raised above and the fact that parked vehicles in this location do act as a traffic calming measure slowing vehicle speeds down around the bend, coupled with the issue that available on-street parking in this location for residents is in short supply, it is the recommendation of this report that these restrictions are not implemented at this time and are given further consideration.</i> • <u>Plan 11 – Rhode Close, Keynsham (No Parking At Any Time)</u> <i>It is the recommendation of this report that due to the objections raised above that the proposed restrictions are reduced to extend around the pavement area only as shown on the plan below but not to run in front of the driveways of properties 4, 5 and 6.</i> • <u>Plan 14 – The Mead, Keynsham (No Parking At Any Time)</u> <i>The request above to extend the restrictions on the eastern side of The Mead slightly south, running in front of the junction of Greenfield Road to allow larger vehicles to safely manoeuvre around this junction has the support of the local Councillor and is not considered to be a substantial change to this Order and it is therefore the recommendation of this report that these restrictions be implemented on-site at the longer length as shown below. The extension of these restrictions all the way to the junction with Blackberry Way cannot be implemented however as part of this TRO and would require further consultation due to the length of the extension.</i> 	X

	<ul style="list-style-type: none">• <u>Additional Proposal Plan – Mayfields, Keynsham</u> <u>(No Parking At Any Time)</u> <i>It is therefore the recommendation of this report that despite the objection raised that the proposed restrictions are implemented on-site and sealed within this Order with and extension of the restrictions on the southern side by a distance of 6 metres as shown below, to ensure the free unobstructed passage of vehicles as this is not considered to be a substantial change to what was advertised. Restrictions can not be extended along the entrance into the garage area as this is not adopted highway.</i>	
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In taking this decision, I confirm that due regard has been given to the Council's public sector equality duty, which requires it to consider and think about how its policies or decisions may affect people who are protected under the Equality Act.



Signature:

Date: 23/05/22

Chris Major
Director of Place Management