

OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER

3

OUTCOME OF TRO PROCESS

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: The Shallows / Mead Lane, Saltford

PROPOSAL: Various Waiting Restrictions

SCHEME REF No: 20 – 014

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, in June 2020, the Divisional Director Environmental Services delegated the power to make, amend or revoke any Orders to the Assistant Director, Highways & Transport.

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	X

(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 No Parking At Any Time and No Parking Between 10am – 5pm restrictions in lengths of The Shallows, and Mead Lane, Saltford. To implement a Resident Parking Zone and Permit Holder Only bay in The Shallows, Saltford.

4. BACKGROUND

Proposed Resident Parking Zone - The Shallows, Saltford, has only limited on-street parking capacity, which results in residents frequently experiencing difficulties locating a parking space near to their property. This problem is often exacerbated by commuter and visitor parking. In response to residents' comments, Bath & North East Somerset Council is seeking to improve the parking situation for local residents and their visitors. A draft Residents' Parking Zone (RPZ) has been developed which would incorporate the 18 residential properties shown in the plan below. The proposal seeks to prioritise residents' parking over commuters and visitors within a set zone. The area that would be covered by the zone is shown by the purple boundary on Plan 1 below. The 45-metre-long parking bay running along the eastern edge of The Shallows as marked in blue would be allocated to Permit Holders Only along with the 30-metre section on the western side of The Shallows outside Mill Cottages. The remainder of the proposed Zone would be 'no parking at any time' indicated by the introduction of double yellow line parking restrictions shown in red. We are currently proposing that the zone would operate 7 days a week between 8am and 7pm only.

A number of proposals for No Parking At Any Time restrictions (shown in red on the plans below) at various locations along The Shallows and Mead Lane, Saltford and No Parking Between 10am – 5pm restrictions along The Shallows, Saltford (shown in yellow on Plan 1) were also submitted to the Council by local residents, Ward Members and Parish Council to prevent obstruction of the highway due to inconsiderate parking and to improve access for emergency and refuse vehicles.

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 report numbers 1 and 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.

Plans 1,2,3 and 4 – The Shallows, High Street, and Mead Lane, Saltford (No Parking At Any Time, No Parking Between Times, Permit Holder Parking)

Objections – 7, Support in Part – 5, Support - 56

Objections:

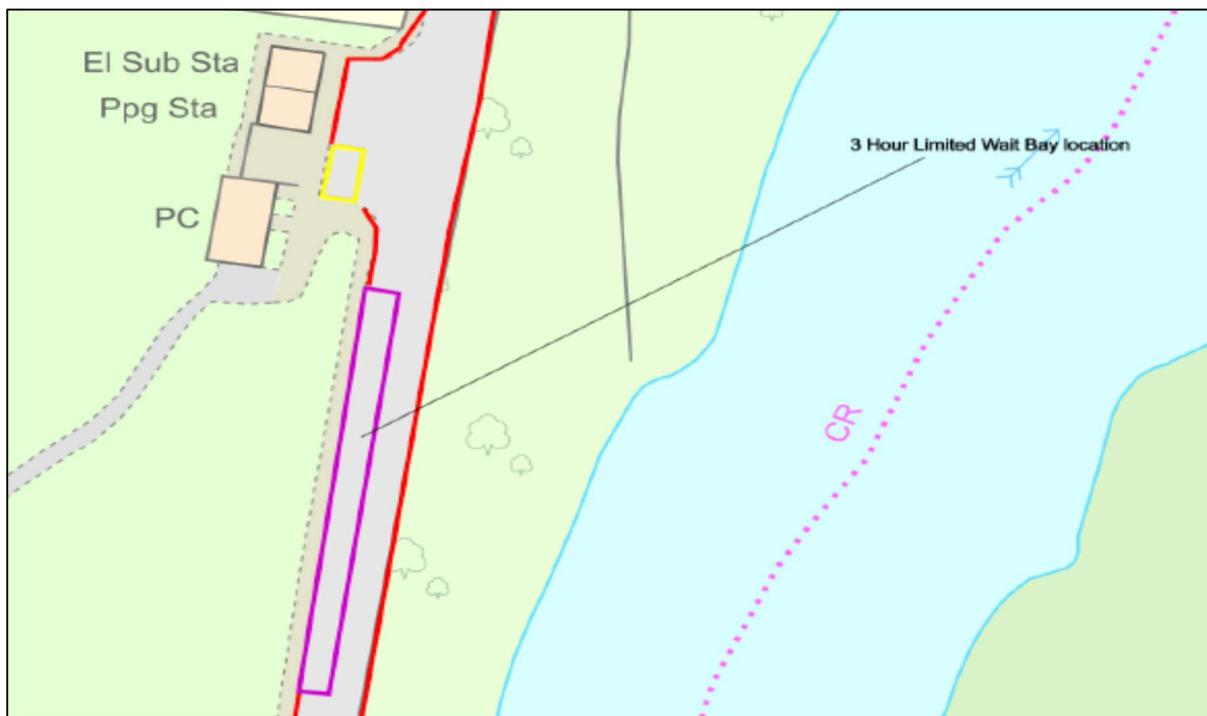
- I oppose this most strongly!! Whilst I understand the need to avoid the chaos caused last year, by the influx of lots of people, in cars, trying to get some relief from the effects of Covid, the imposition of parking restrictions on the scale of your temporary measures is unacceptable. Public parking should be allowed on these roads in such a way as to allow residential and service access. Please don't follow the Bristol Model of "Visitors Keep Out". The country is there to be enjoyed by everyone, not just the few.
- That due to the businesses by Bristol Boats having limited parking spaces, there is no overflow where cars can go. This will push cars onto The High Street and surrounding streets- not helping the issues raised. As an owner of a boat moored with Bristol Boats, I have had to frequently park on Mead Lane near to The Chandlery as there is only 3 spaces at most in their car park. Boat owners coming to take their boats out for the day/weekend will be penalised. And access for the older and disabled boat owners will be nigh impossible. Cars pushed further up into the village will cause even more congestion. The quoted reasons a) and c) under Legal Authority state to avoid danger to persons or other traffic and for facilitating passage of traffic. I have only known through traffic struggle on The Shallows last Spring/Summer when the village had to be closed due to unprecedented visitors once the first lockdown was lifted. Before this, although busy on Mead Lane, traffic and pedestrians could always move freely. I would reinforce that The High Street is particularly difficult for through traffic and this could become even more problematic by limiting car parking on Mead Lane.
- I understand vast numbers of cars and anti-social behaviour occurred on the back of the first lockdown restrictions being lifted in 2020. I regularly helped the clean-up process with the residents. I can only say that this time was an irregularity. And whilst during a regular summer it can get busy on Mead Lane due to the public enjoying walks by the river, the numbers seen in 2020 were undoubtedly not 'normal' nor do I expect it to be like that again, certainly not by next year. I believe the argument that Mead Lane was blocked comes solely from this time and does not reflect fairly the actual traffic parked there on an average day. Finally, whilst residents in The Shallows end of Saltford may struggle for parking, all houses on Mead Lane have their own private driveways. As long as no parking is allowed directly opposite the gateways to

allow for access, I see no argument for residents not having parking on Mead Lane.

Response:

The proposed No Parking At Any Time restrictions on The Shallows and Mead Lane were requested by the local Ward Members and Salford Parish Council and supported by the Police as these sections are too narrow to allow vehicles to park safely without causing an obstruction to the highway which is its primary purpose. Parking is an obstruction of that legal right and can therefore only be condoned where it is safe to do so, such as within the free public car park provided on The Shallows to allow visitors to be able to enjoy this natural beauty spot. It should also be noted that visitors to The Shallows and Mead Lane can stop on the proposed No Parking At Any Time restrictions for up to 5 minutes to load and unload. It is the recommendation of this report that due to the concerns raised above regarding parking for visitors to the area that a section of the proposed No Parking At Any Time restrictions on the western side of The Shallows as indicated on the plan below be made a 3 Hour Limited Waiting bay providing short term available on-street parking provision for visitors to this area. It is also the recommendation of this report that as we received 56 comments of support that the rest of the proposed restrictions are implemented on-site.

Amended Proposal Plan – 3 Hour Limited Waiting Bay on The Shallows (Between the car park and sub station)



- Objection to yellow lines at Mead Lane which will send traffic to park in nearby streets, making the local parking and car movement problem much worse and much more badly managed and unfairly distributed to other roads. Yellow lines merely push the cars elsewhere in the village where they will be even more of a nuisance than by the riverside, at the end of the road where there is

no through traffic except to a pub and Wessex Water. Yellow lines are a permanent eye sore. They will spoil a beautiful riverside spot. In order to limit visitors proper parking sites, need to be provided. As a prerequisite. The parking spaces at the Shallows are already inadequate for current traffic and it is not summer yet. These spaces are full every day. Provide safe, adequate and sensible parking first, before having restrictions which will send the car problem to others who happen to live nearby. Possibly make extra public parking space at the Wessex Water site or divert parking across the river via the proposed Wessex Water link road to A431 at Bitton using the footbridge to Mead Lane for walkers only. White lines would stop parking during the day. The white lines in Mead Lane need repainting. Try white lines before you do something drastic and permanent like yellow lines. White lines work well in other parts of the village. Temporary bollards, as they are placed now, could limit numbers in the summer and peak season. And afterwards be removed. Once the pandemic eases there should be less traffic. So stick with the bollards. Much better than yellow lines. And temporary.

Response:

The proposed No Parking At Any Time restrictions along The Shallows and Mead Lane were requested by the local Ward Members and Saltford Parish Council and supported by the Police as these sections are too narrow to allow vehicles to park safely without causing an obstruction to the highway which is its primary purpose. Parking is an obstruction of that legal right and can therefore only be condoned where it is safe to do so. The impacts of displacement are monitored when any new restrictions are introduced on the highway after the 6-month embedding period and any required amendments addressed within the Annual Area Traffic Regulation Order Parking Review. As this is a local beauty spot reduced width yellow line markings from 100mm to 50mm would be used to have less of a visual impact on the aesthetic of this area along The Shallows. As Mead Lane is a no through road Double Yellow Lines would not be marked out on-site, instead Restricted Parking Zone signage would be put in place at the entrance into Mead Lane and then small repeater signs on wooden posts placed along its length to reduce the visual impact of the restrictions in this area. Providing additional off-street parking spaces in the local area is outside the scope and remit of this Traffic Regulation Order consultation, however as stated above it is the recommendation of this report that an additional on-street 3 Hour Limited Waiting Bay be introduced on The Shallows to provide extra visitor parking provision. White Line markings are advisory markings only and used to provide guidance to drivers where best not to park. They cannot be enforced by our Enforcement Officers and as such would not be appropriate to prevent obstruction of these sections of highway. There is a large cost involved in providing temporary parking suspensions along the lengths of Mead Lane and The Shallows, such as placing notices in the local paper and on-site, placing and maintaining bollards on-site, sealing of temporary Orders etc. These costs cannot be met each summer and therefore is not a feasible solution to the access issues along these sections of highway. It is therefore the recommendation of this report that despite this objection and the fact that we received 56 comments of support that the proposed restrictions are implemented on-site.

- This email addresses the issue of the impact of the visual affect that the proposed means of controlling the above proposals by the introduction of double yellow line parking restrictions will have on The Shallows within the conservation area in Saltford which would appear to be in direct conflict with BANES' 2018 Conservation Plan for Saltford in which the absence of "unsightly yellow lines" is clearly seen as a positive factor. An alternative to yellow lines is a restricted parking zone that requires a limited number of signs which tell motorists if they can or cannot park and during which times and which are considerably less intrusive than conventional yellow lines.

It is unclear to me that this issue has been addressed. It is not mentioned in the "OFFICER DECISION REPORT – TRAFFIC REGULATION ORDER (TRO) APPROVAL TO PROGRESS TRO PREPARED BY: Traffic Management Team, Highways and Traffic Group". This refers to submissions to the Council by local residents, Ward Members and the Saltford Parish Council. I do not know what the submissions of the residents and ward members say and whether these address the issue, but I have read the Parish Council submission that is silent on the point. I enquired whether the issue had been discussed by the council, but it seems not.

I am attaching for ease of reference the Bath and North East Somerset Council Development Management Saltford Conservation Area Character Appraisal and Management Plan ("the plan") dated April 2018, referred to above and a 2013 Department of Transport publication. I refer to the "Character areas" plan on page 17 of the plan and it can be seen that areas 6 and 7 are within the proposed TRO double yellow lines proposals that is The Shallows. At page 20 there is a Summary of key issues in the conservation area landscape setting and traffic, pedestrian movement and parking including: "Protection of the setting of the conservation area and visual impact of parking on the riverside" This latter point is clearly being addressed by the proposals. As to the former, much is said in the plan about The Shallows that includes several listed buildings including the historic Brass Mills and the importance of protecting the conservation area. At page 11 it says: - "High Street and The Shallows are located in a 20-mph zone and the associated highway signage has been discretely positioned. Highway signage generally is not considered to be an issue in the conservation area provided the current 'low key' minimal approach is maintained for any new works. On street parking is allowed which avoids the need for unsightly yellow lines and also has the effect of narrowing the carriageway and slowing traffic speeds, particularly where the street is straight."

There was no need to address the issue of "unsightly yellow lines" further in the plan because the problem did not then exist. If it had been, the alternative of restrictive parking zones would surely have been considered because disparaging comment is even made in the plan at page 16 on the unsympathetic nature of the road surface on The Shallows:- "Negative features: The visual intrusion on the rural character by the tarmac surface treatment of the road, footways and car park." If the road surface itself is considered to be a negative feature, clearly double yellow lines would be considered to be even more intrusive and unsuitable.

The problems in Mead Lane justifying restricted parking have been apparent and well publicised over recent times. Problems arising from parking issues in The Shallows have not received the same publicity until last summer

when Saltford was overwhelmed by visitors because of national lockdown restrictions. I am informed however that these problems have been longstanding and if BANES is of the opinion that evidence supports this and that permanent, rather than temporary parking restrictions during the covid crisis are justified, given the significant impact that double yellow lines will have and the importance of the appearance of the road surface that has been highlighted by BANES in its conservation plan, then alternative means should be implemented to control the proposed parking restrictions in this area of natural beauty.

Response:

The proposed No Parking At Any Time restrictions along The Shallows and Mead Lane were requested by the local Ward Members and Saltford Parish Council and supported by the Police as these sections are too narrow to allow vehicles to park safely without causing an obstruction to the highway which is its primary purpose. Parking is an obstruction of that legal right and can therefore only be coned where it is safe to do so. To reduce the visual impact the proposed No Parking At Any Time markings would have within this conservation area a reduced width of marking from 100mm to 50mm would be used along The Shallows. As Mead Lane is a no through road Double Yellow Lines would not be marked out on-site, instead Restricted Parking Zone signage would be put in place at the entrance into Mead Lane and then small repeater signs on wooden posts placed along its length to reduce the visual impact of the restrictions in this area. As stated above the removal of numerous vehicles along the water's edge will also improve the visual impact of this area of Saltford. It is therefore the recommendation of this report that the proposed restrictions are implemented as they have the support of the local Ward Members and Saltford Parish Council who represent this area and the Council is satisfied that measures have been taken where possible to reduce the visual impact of these restrictions.

- I serve on the River Avon Consultative Committee (RAUCC), and have done for decades, aiming to represent the interests of paddlers of Kayaks, Canoes and Stand Up Paddle boards (SUPs). Others on the committee represent other interests such as rowing, live-a-boards, sailors, fishermen, councils, landowners, Canals and Rivers Trust, marinas and more. My attention has been drawn to attempts to formalise the parking restrictions in the Shallows and Mead Lane in Saltford, reference Traffic Regulation Order Scheme number 20-014.

I feel that the introduction of what I view as drastic parking restrictions, whilst being very understandable given what I witnessed back in last summer after the pandemic lockdown was lifted, is really an over-reaction and may be counterproductive. I understand through my RAUCC meetings that BANES were interested in something I have been interested in achieving for more than a decade i.e. improving the launching facilities at the Shallows, but by imposing the restrictions it is making an argument against the need to improve the launch facilities. These parking restrictions mean that only a handful of cars can now park in the Shallows. It's not only water borne river users that use this area. I've witnessed fishermen, picnickers and people just spending some time winding down from the strains and struggles of the day. This

leaves very little room for people bringing their paddle craft to enjoy the river. In fact if they turn up and find they cannot park then they may not return, which indeed is what I feel some people would wish. For me to load up my canoe on the car and depart my home I have to allow at least half an hour, then to offload at the riverbank can take around another quarter of an hour. If I can't find a place to park my car that only adds time to the arrangements just to enjoy some time on the water. I understand that we would be allowed 5 minutes to off and on-load our craft. I would suggest it would take at least three times that amount to do it safely.

Has a survey been done to study the way the public use the Shallows area, so that an informed judgement can be made? If so would it be possible for me to view it please?

During the longer summer evenings there are a number of groups, including your local Scouts, that use the Shallows and with the parking restrictions as planned this would prove impossible for more than one small group to be accommodated.

You may well ask "Can you do your activity elsewhere?". This is true and for experienced paddlers they can and do most of the hours they spend on the water elsewhere, both here in the UK and abroad, they even have paddlers that have paddled for the British teams internationally. However, we all need to start somewhere. If you think of the River Avon it can be viewed in many places, but nearly all of those places are inaccessible when you think of it as a launching place for beginners and the parking of their cars. North Avon Canoe Club have 5 groups of 6 beginners planned for this season's training, many of them school children, plus one or two trainers/coaches per group. They also usually run a free paddle group of varying numbers for those with more experience and sometimes there is an impromptu group formed as a taster session. They can accommodate these numbers as they have around 50 boats and paddle boards. Plus they have all the kit necessary for people to get on the water for the first time. They don't have property apart from the craft, trailers and kit so they manage to keep the costs down for those aspiring paddlers to learn the physical and social skills. If this location is made unviable for them it would put this club in the position that they would no longer be able to run these courses. If they have to tell the youngsters that the courses they are already booked into are not now able to be run, then I can just imagine the look on their faces. Saltford Shallows residents can justly be proud of the dedicated efforts that this group have made over the many years and hope to do so for many years to come at the Shallows.

Would it be possible, if the planned parking restrictions are maintained, to extend the car park over the whole of the level grassed area to increase the number of vehicles it could accommodate. Also, in order that activities can continue could the extended car park be achieved before the parking restrictions are imposed. I know of at least one group that have spent a lot of time and effort planning a training programme, with dates, for when they can get back on the water. All subject to Covid regulations of course. Another partial alleviation could be to allow parking on the river side of the road, allowing cars to pass at the entrances to the car park and the area by the toilets.

Response:

The proposed No Parking At Any Time restrictions along The Shallows and Mead Lane were requested by the local Ward Members and Saltford Parish Council and supported by the Police as these sections are too narrow to allow vehicles to park safely without causing an obstruction to the highway which is its primary purpose. Parking is an obstruction of that legal right and can therefore only be condoned where it is safe to do so. Changes to the off-street car park on The Shallows is outside the scope and remit of this TRO consultation and therefore this request cannot be considered at this time. The issues above would need to be raised with the local Councillors and Saltford Parish Council who could then put forward a formal request for these matters to be assessed by Bath & North East Somerset Councils Parking Team who manage the carparks around the authority. However as stated above it is the recommendation of this report that an additional on-street 3 Hour Limited Waiting Bay be introduced on The Shallows to provide extra visitor parking provision to alleviate some of these concerns.

- I'm writing as chair of North Avon Canoe club. North Avon Canoe Club is a local voluntary group that has been teaching members of the community to safely enjoy canoeing and kayaking activities on the River Avon for some 30 years. Saltford Shallows has been the centre of activities for our training courses and social paddles throughout this time as it provides a safe stretch of water for paddlers of varying abilities with appropriate supervision. The use of the Shallows has allowed us to keep overheads low which we pass on to members reducing barriers to the sport making it more accessible. The club has helped many aspiring local paddlers safely learn and progress in the sport whilst maintaining good relations with the local residents and respecting the local environment.

We understand the concerns of Saltford residents that drive the proposed parking restrictions under Traffic Regulation Order 20-014, particularly in view of the large and unmanaged crowds that gathered at the Shallows in the wake of last year's lockdown relaxations, and the club made a point of cancelling almost all activities at the Shallows over last year, so as not to contribute to the crowding issue. However, we are concerned that the restriction of public parking to only around 11 non-disabled bays at the Shallows car park would make it impossible for us to continue to operate organised group activities with our boat trailer from the Shallows, effectively ending thirty years of the clubs' community activities on this stretch of the river.

As the current lockdown measures ease, we are mindful of the risk of large crowds again causing problems at the Shallows, and the club intends to exercise the utmost caution in ensuring we do not contribute to any potential road safety or Covid safety issues. We nonetheless hope to be able to return to club activities at the Shallows when circumstances permit us to do so responsibly. In normal times, as prior to the lockdowns, our principle activities take place on Wednesday evenings in the lighter months - around 3 hours a week between April and September, when the traffic at the Shallows is generally quiet.

We are also mindful that in the current restrictions we all face, canoeing, kayaking and paddle-boarding have provided a vital outlet for

exercise, and the maintenance of physical and mental health, that have brought many recent newcomers to the sport. Our club has a strong emphasis on safety - our experienced coaches and leaders are all trained in river rescue techniques and first aid, and we are aware of the dangers that this stretch of river can present to inexperienced river users, not least from having heard of the tragic deaths that have occurred here in recent years.

We believe that our club's continued ability to operate from the Shallows can be of great benefit in helping beginners to enjoy the river safely, and that our presence on the river contributes to the safety not just of our members, but also of those using the river around us. We promote to our members the recommended environmental practices of our sport's governing body, particularly with regard to measures to prevent the spread of invasive aquatic species, which new paddlers are often unfamiliar with. In past years the club has often taken part in river clean up events organised by the paddling community, with members spending a day collecting litter from the water and from the bank.

We would urge the Council to consider the impact of the proposed traffic restrictions on our activities and welcome any amendments that would help preserve our ability to run club activities from Saltford Shallows.

Response:

The proposed No Parking At Any Time restrictions along The Shallows and Mead Lane were requested by the local Ward Members and Saltford Parish Council and supported by the Police as these sections are too narrow to allow vehicles to park safely without causing an obstruction to the highway which is its primary purpose. Parking is an obstruction of that legal right and can therefore only be coned where it is safe to do so. Changes to the off-street car park on The Shallows is outside the scope and remit of this TRO consultation and therefore this request cannot be considered at this time. The issues above would need to be raised with the local Councillors and Saltford Parish Council who could then put forward a formal request for these matters to be assessed by Bath & North East Somerset Councils Parking Team who manage the carparks around the authority. However as stated above it is the recommendation of this report that an additional on-street 3 Hour Limited Waiting Bay be introduced on The Shallows to provide extra visitor parking provision to alleviate some of these concerns.

Support in Part – 5:

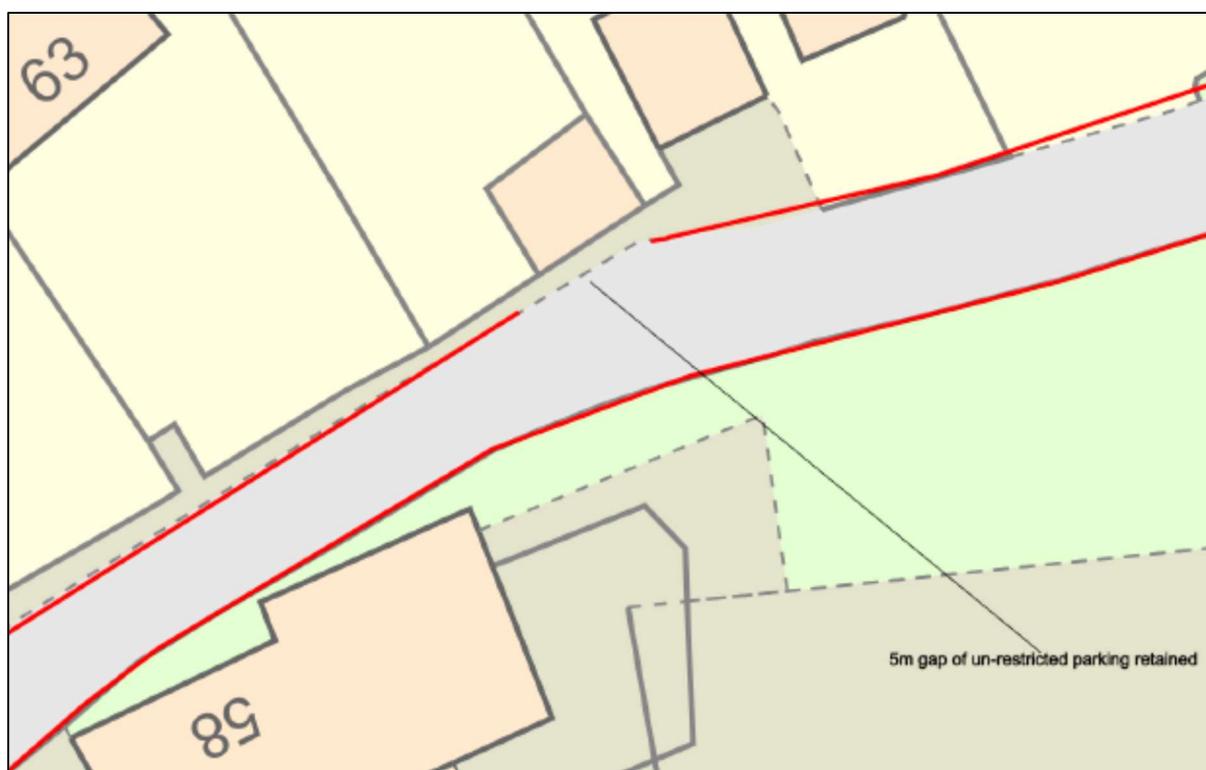
- We have been parking outside our house for the last 21 years without issue, as had the previous property owners. All vehicles can pass us as this is NOT a pinch point and on NO occasion, has parking caused an obstruction preventing large vehicles from Wessex Water or the emergency services from passing through. I have had discussions with Wessex Water and local police officers, and they have confirmed that parking outside the house does not cause a problem. For us, there is nowhere else nearby to park and not being able to park outside our gate would hinder greatly our day to day living. As there is no facility for us to have off street parking, this proposal will affect us more than those with private driveways or a garage. We understand the need for parking restrictions in Mead Lane and The Shallows but in our unique

situation we simply ask that our reasonable expectation to continue to be able to park outside our home on the High Street is retained by slightly amending the proposed coverage of the double yellow lines immediately outside our home.

Response:

After conducting a site inspection along the High Street the Traffic Management Team have concluded that this section of highway is considered to be the widest point and it is therefore the recommendation of this report that a 5 metre section of the proposed No Parking At Any Time restrictions be removed from the Order in front of 65 High Street allowing one vehicle to park in this widest point which will not cause an obstruction to the free flow of traffic.

Amended Proposal Plan – 5 metre section of un-restricted parking retained on the High Street in front of number 65.



- This representation is from the Salford Brass Mill Project (SBMP). SBMP is a registered charity whose volunteer members work to help maintain Salford Brass Mill and present an interpretation and education centre within the Mill for the benefit of the public. The Mill is a unique remnant of the important Eighteenth and Nineteenth Century Brass Industry in the Bristol and Avon region. Salford Brass Mill itself is a Listed Building and a Scheduled Ancient Monument held on a long-term maintaining lease by the Bath and Northeast Somerset Unitary Authority. Situated in what is now a garden on the River Avon in The Shallows, on the edge of the Salford Conservation Area, it is a significant and attractive element of the “street scene” and the riverbank.

SBMP fully understands and respects the views of our neighbours and their wish to restrict the disruption and damage witnessed in recent times, indeed several of our members are residents of The Shallows, Saltford High Street and Mead Lane. However, may we ask that some variations to your proposals receive consideration? In more normal years our volunteers open the Mill to the public on two Saturdays each month from May to October, adding a few Sundays when there are Local or national heritage events. We also open on some extra days during that season for arranged visits by societies and other organisations. We give guided tours and visitors can see displays and models and watch videos. Visitors are always directed to use the public car park.

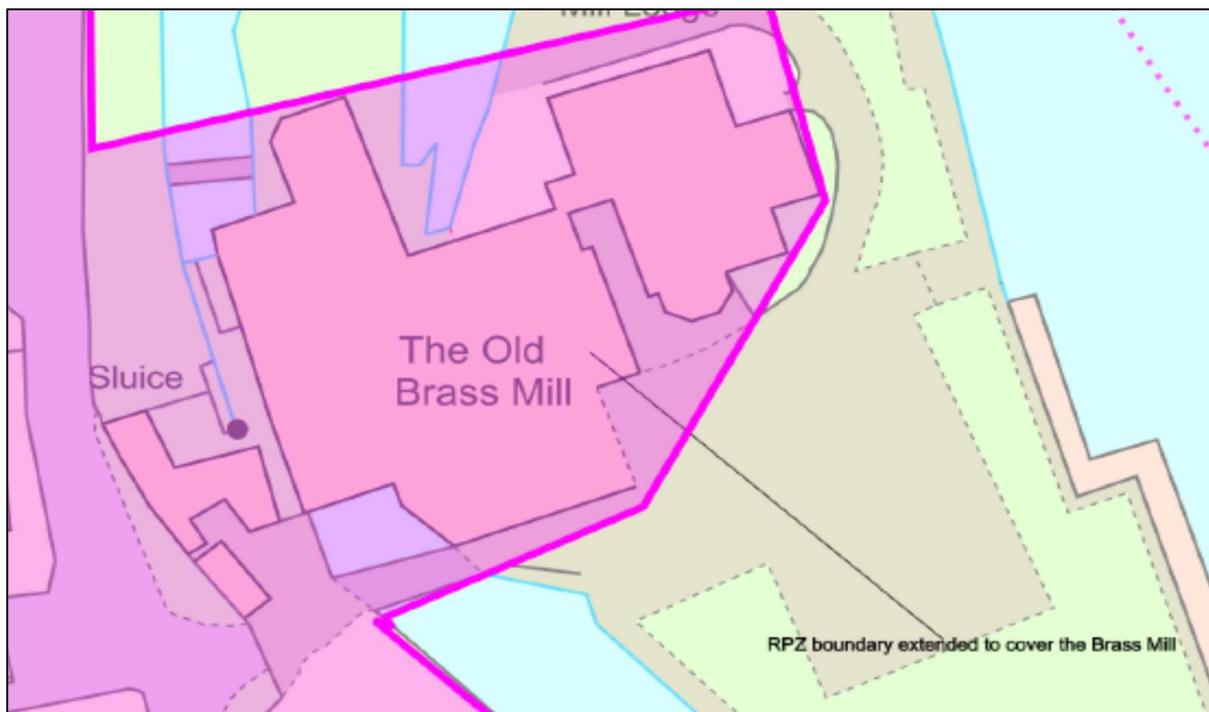
Our volunteers also work throughout the year to maintain the garden and carry out mainly minor maintenance tasks on the building and the remaining operational watermill equipment and machinery. We meet as working groups on two Saturday mornings each month and on other days as required. Usually on these occasions' volunteers have found no difficulty in parking in the bay just to the North of the Mill on the riverbank side of The Shallows. Often volunteers need to load or unload bulky tools and materials from their cars. If parking in this bay is restricted solely to resident permit holders, this will no longer be possible. It is also the case that some of our members are advanced in age and restricted in mobility and have valued being able to park near to the Mill. We would be grateful if consideration could be given to these difficulties. We have some proposals: First, could the restrictions (double yellow lines and residents parking bays) be seasonal? Perhaps operating only from April to September. We have seen such arrangements elsewhere in the southwest. Second, would be possible to extend the public car park southwards, perhaps even marking some spaces for SBMP use? Third, although no one lives in the leased parts of the Mill, could the Mill be brought within the boundary of the Shallows Residents Parking Zone (RPZ). This might mean B&NES, as leaseholder, applying to B&NES TMT for inclusion of the Saltford Brass Mill in the RPZ so that they (B&NES as leaseholder) can apply for Visitor Day Visitor Parking permits on behalf of the SBMP. These permits could then be passed to the SBMP volunteers to enable them to park their cars in the Shallows Residents Parking bays whilst attending to Mill maintenance and public opening duties. We believe that, as a start, SBMP should be given 100 Day Visitor Permits for such purposes and this allocation reviewed with our B&NES contacts in due course. In reality a maximum of four or five would be used on any working party day. If this is not possible then could the SBMP be recognised as a Resident of the Shallows within the RPZ so that we (SBMP) can apply for Day Visitor Parking permits ourselves?

Response:

No Parking At Any Time restrictions (Double Yellow Lines) operate 24 hours, 7 days a week and therefore cannot be made seasonal. Although the impacts caused by obstruction are felt along The Shallows and Mead Lane more in the summer months when the number of visitors to the river are greater, they also occur all year round due to the narrow width of these highways and various activities that take place along these waterways. The operating times of the proposed Resident Permit Parking bay were identified through informal consultation with the local residents, local Ward Members and Saltford Parish Council and cannot be amended at this

time. Extending the public car park on The Shallows is outside the scope and remit of this TRO consultation which has a limited budget available. It is the recommendation of this report however that based on the comments raised above by the SBMP that the boundary of the proposed Resident Parking Zone is extended within the Order to cover the Saltford Brass Mill allowing them to purchase Visitor Permits to be able to park within the Permit Bays when required. The current provision for visitor permits stands at: £10 for 100 hours (max. 1000 hours per year or £100 worth).

Amended Proposal Plan – RPZ boundary extended to cover Saltford Brass Mill to allow them to purchase visitor permits.



- We fully support the TRO proposals and believe these are necessary for both residents and for the many law-abiding visitors that the area attracts in normal times. We have two issues that we believe need to be addressed to ensure the Orders are fully effective.

Issue 1: Public Car Park: There is no specific mention of any additional measures with regard to the Public Car Park in the Shallows Picnic Area. This is a grave concern as when the car park gets busy vehicles simply use the grass areas. This will become a bigger issue once the parking restrictions operate effectively and the number of vehicles that can park legally in the Shallows area is much reduced. We believe that physical barriers should be placed around the boundaries of the car park to stop people parking on the grass areas. (see the two end pictures below). In addition, we would like to see a height barrier by the entry and exit points to stop large live-in vans from gaining entry and from staying overnight. On some nights last year, we had up to five such vans parked in this area. (See the picture on the LHS below).

Response:

Changes to the off-street car park on The Shallows is outside the scope and remit of this TRO consultation and therefore this request cannot be considered at this time. The issues raised above would need to be discussed with the local Councillors and Saltford Parish Council who could then put forward a formal request for these matters to be assessed by Bath & North East Somerset Council's Parking Team who manage the car parks around the authority. However as stated above it is the recommendation of this report that an additional on-street 3 Hour Limited Waiting Bay be introduced on The Shallows to provide extra visitor parking provision to alleviate some of these concerns.

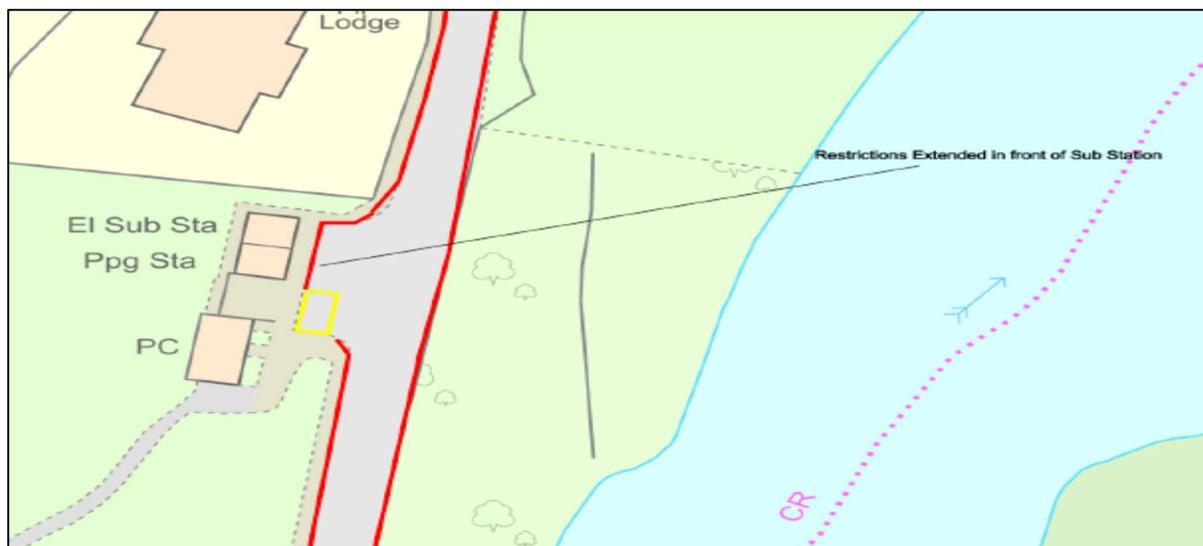
Issue 2: Area by the Pumping Station/Public Toilets: This area has a single bay for Disabled Drivers and needs to be kept clear to enable such drivers to access this bay and also allow access to the Pumping Station. (See the picture in the middle panel below.) The temporary restrictions currently in operation were supposed to include this area as a no- parking area and cones were placed on the boundary. However, these were routinely moved by motorists and the area was used for parking. (See the picture on the RHS below).

The proposed restrictions do not appear to include this area so we assume that it is an oversight which will now be corrected by extending the double-yellow lines to include this corner up to the Disabled parking bay. We have felt quite insecure with the number of live-in vans that were parked overnight at this spot, often leaving drug- related and other litter on departure. We have no idea who these people are and what criminal histories they harbour. The Police are unable or unwilling to do anything unless there is clear evidence of criminal activity, as apparently overnight parking in an unrestricted area is legal. I would ask that one aspect is reconsidered, namely the double yellow lines that are proposed. In this historic area the colour would be intrusive and jarring. Instead I suggest the minimum of white lines be used together with clear signs to explain the significance.

Response:

Double Yellow Line restrictions give legal authority to the Traffic Regulation Order for No Parking At Any Time. White markings are advisory only and used as guidance to drivers were best not to park. Therefore, in order to prevent parking along The Shallows Double Yellow Line markings will need to be painted on-site to allow our Enforcement Officers the powers to restrict vehicles from parking in these areas. It is the recommendation of this report that the No Parking At Any Time restrictions on The Shallows will be extended to include the area in front of the substation within the layby area as outlined above to keep this area clear for maintenance access when required. The Double Yellow Lines will run up to the existing Disabled Parking bay on-site.

Amended Proposal Plan – No Parking At Any Time restrictions extended in front of Sub Station.



- I fully support the proposal to restrict parking on both sides of Mead Lane with the addition of double yellow lines along the full length and continuous from the gates of the Wessex Water site to the junction with high street and shallows beside the Bird in Hand pub. I would add, however, that the double yellow lines should also continue alongside the parking layby between Avon Lane and the access lane to the cycle track as some vehicles do park overhanging the roadway thereby restricting the road width making the blind bend a hazard to vehicles, cyclist and walkers. There have been a number of accidents at this section in the past.

Response:

The locations of the proposed No Parking At Any Time restrictions along Mead Lane, The Shallows and the High Street were requested by the local Ward Members and Saltford Parish Council. The Traffic Management Team were asked to leave this layby un-restricted as it is a popular spot for walkers. It is the recommendation of this report that consideration be given to the placement of an advisory sign in this location requesting that drivers park their vehicles considerately and to not obstruct the highway. As part of the process of introducing new restrictions on the highway there is a 6-month embedding period where the effectiveness of these new markings is assessed. If vehicles in this location continue to park in a manner which blocks the free flow of traffic on the highway then further restrictions may be required and included within the next annual area Traffic Regulation Order for consultation.

- I wish to respond to your proposals with the following points. While I agree that the current arrangements promotes chaos particularly in the summer months, I do have serious concerns with some of the aspects of what you are proposing.

I note from your plan that you intend to ban parking outside our property. This is the point where I park my car. This is necessary as my husband and I are both of pensionable age and my husband has serious

health issues limiting his mobility. Transferring goods into our property requires us to park here, and we pay an inexorable amount of Council Tax for the privilege.

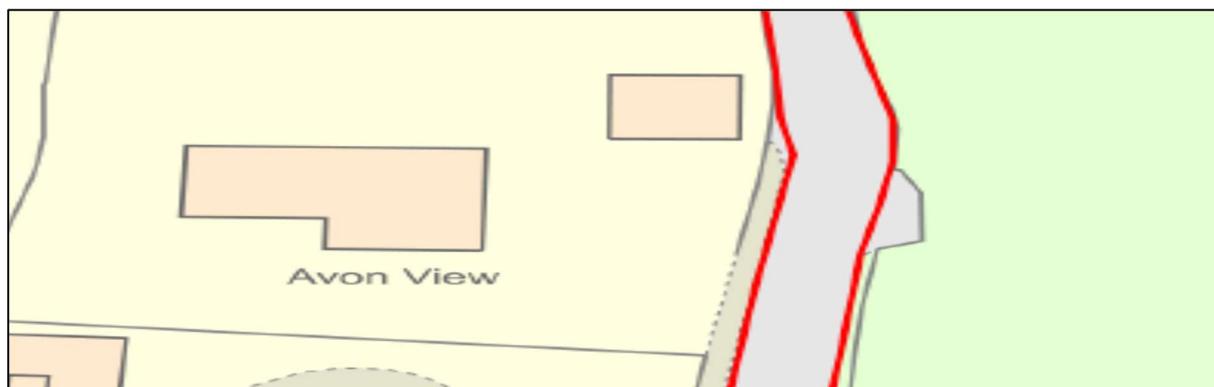
I note also that the lay-by situated at the northern end of The Shallows opposite the property known as Avon View is included in your proposal. This area is private property and not public ground.

I have very grave concerns about the outcome of your parking ban along this stretch of the Shallows. I speak here from personal experience on an almost daily basis on this matter. Taking into account the factors of gradient and lack of sighting along the narrow road I have witnessed many minor accidents and 'close shaves' with both pedestrians and vehicles. I avoid walking along here particularly with children and dogs as there is no pavement. There are also a large number of larger vehicles using this highway as access to the water plant on Mead Lane. I fear, or indeed 'know' that with a clear road and a gradient to manage, vehicles will whether knowingly or not, will speed along the Shallows. Only three days ago, I vividly recall a young father screaming in blind panic at his young daughter wobbling on a bicycle in front of him, as a car veered towards them uphill around the bend. It was only by hearing the motor that he was aware of the danger. He could not see it. It is only a matter of time before there will be a catastrophic incident.

Response:

The proposed No Parking At Any Time restrictions along The Shallows and Mead Lane were requested by the local Ward Members and Salford Parish Council and supported by the Police as these sections are too narrow to allow vehicles to park safely without causing an obstruction to the highway which is its primary purpose. Parking is an obstruction of that legal right and can therefore only be coned where it is safe to do so. It must be noted however that vehicles can park on Double Yellow Line markings for up to 5 minutes to load and unload goods. The point raised above regarding the layby area being private land is confirmed to be correct after checking the adoption highway records and therefore it is the recommendation of this report that the proposed No Parking At Any Time restrictions run along the edge of the carrieway in front of this layby area but not within it as seen within the plan below.

Amended Proposal Plan – The Shallows – removal of No Parking At Any Time restrictions from within the layby area.



Comments from:

Chief Constable

No comment.

Parking Services

As stipulated in the Permit Terms & Condition's, visitor permits are only available to **residents** that reside within the proposed zone boundary, which means that The Old Brass Mill as a charity organisation would not be able to purchase visitor permits.

Response:

In light of the comments raised above by Parking Services the proposed RPZ boundary on The Shallows will remain as advertised, which will not include the Old Brass Mill site.

Ward Members

Salford:

Cllr Duncan Hounsell – I am pleased with the outcome of the formal consultation on the TRO, the number of people who supported the proposals, and I agree with the minor amendments proposed to address the objections. There are **two** important aspects of the proposed implementation I wish to draw attention to:

- 1) I wish the restriction of parking in **Mead Lane** to be marked out with double yellow lines of narrow width. I do not agree with the suggestion to use Restricted Parking signage and repeater signs on wooden posts to indicate to the public the parking restriction in Mead Lane. Double-sided signage is to be installed very soon by B&NES at intervals along Mead Lane indicating where there is no mooring ("Nature Zone") and where 14 day moorings (except in winter months) are allowed. A proliferation of signs would have a negative visual effect. Indeed, some boaters might use the proposed no parking signs to moor! The local residents and the Mead Lane Neighbourhood Watch are expecting double yellow lines and I consider these to be clearly understood, permanent, and unarguable. Repeater signs may well be removed in the same way that the cones are moved at present by those who do not want to comply with rules. Double yellow lines will make enforcement easier to manage. The Atkins engineering survey commissioned by B&NES makes clear that parking must not take place on the river-bank to help ensure the future stability of the river- bank. Double yellow lines will allow that conservation measure to take effect more efficiently.
- 2) The extension of the proposed RPZ in The Shallows to cover Salford Brass Mill should explicitly only apply to the historic Brass Mill site which is held by B&NES on a long-term lease and looked after by the members and volunteers of the Salford Brass Mill Project. It should not apply to the adjacent private property there which has significant off-street parking. The visitor permits need to be made available directly and solely to the **Salford Brass Mill Project** volunteers.

Response:

In light of the comments raised above Double Yellow Line markings at a reduced width of 50mm will be used along the length of Mead Lane to ensure clear enforcement of these restrictions and reduce the visual impact additional signing would have on the local environment. Regarding the Old Brass Mill and visitors permits. Please see Parking Services comments above.

Cllr Alastair Singleton – No comment.

Salford Parish Council

Consultation Response: Salford Parish Council strongly supports the proposed Traffic Regulation Order ((Various Roads, Keynsham and Salford) (Prohibition and Restriction of Parking and Loading) (No Stopping on Entrance Markings) (Authorised and Designated Parking Places) (Variation No.14) Order 2021 reference 20-014 affecting The Shallows and Mead Lane in Salford, and urges its swift implementation and enforcement for the benefit of the community and its visitors.

The proposals are essential to address long-standing safety and access concerns along these roads which occur regularly during busy periods. In considering its response, Salford Parish Council notes the concerns expressed to it from residents, visitors, the police and the Fire Brigade regarding safety and access – including the actions having had to be taken by the police to ensure safety and access including road closures. These concerns have since considerably alleviated from July/August 2020 following the implementation of the Temporary Traffic Orders by B&NES Council, which have proved highly successful.

Additionally, the proposals will protect the amenity value of the Salford riverbank for residents and visitors whilst also helping to reduce incidents of damage to the riverbank and breaking up of the roadside edge itself in Mead Lane from vehicles attempting to park partly on the riverbank; the riverbank's structure is not designed to accept vehicle parking.

The residents parking scheme element is supported to maintain and improve parking access for residents without off road parking, viewed as required due to the high number of vehicle-using visitors to The Shallows.

The Parish Council requests that the TRO proposals accommodate safety measures with regards to the layby on Mead Lane. Measures should be put in place to ensure that vehicles parking in the layby do not overhang or in any way obstruct the highway. This is for the prevention of accidents and to enhance safety for pedestrians and cyclists, due to there being no pavement and poor visibility on this bend.

Response to Report 3 – Outcome of the TRO Process: Salford Parish Council appreciates the consideration given to its response to the TRO consultation as demonstrated in the Outcome of the TRO Process document.

In response, Saltford Parish Council requests that for reasons of compliance the TRO includes marked double yellow lines (reduced width, as appropriate) on Mead Lane, and not Restricted Parking signage and repeater signs on wooden posts.

Saltford PC views that double yellow lines are better noted and understood by vehicle users. Saltford PC is concerned that signage alone will go unnoticed and/or ignored, especially in light of other signage due in the immediate area related to moorings.

As well as safety and access, the importance of compliance regarding parking – as better achieved via yellow lines – is further underlined by Saltford PC's environmental concerns for the area. As expressed in our formal response to the TRO, reducing incidents of damage by vehicles attempting to park partly on the riverbank is very important, and much more likely to be achieved through the use of yellow lines.

Furthermore, SPC has been made aware that residents of Mead Lane and members of the sailing club (BASC) are in full favour of double yellow lines, and not signage alone.

Apart from strongly urging reconsideration of signage in favour of double yellow lines the length of Mead Lane, Saltford Parish Council is supportive of the remainder of the recommendations. Clarity would be welcomed on whether the visitor permits would be for volunteers at the Brass Mill Project only (preferable due to capacity/availability of resident's parking spaces), or for the residents and numerous tenants of the Old Brass Mill / Mill Island Moorings also.

Due to the high number of visitors already visiting Mead Lane and The Shallows, and the associated impact on residents' parking on The Shallows, Saltford PC would like to express its sincere thanks for the speed in which the TRO consultation has been considered. Further, the swift implementation of the TRO recommendations would be very much appreciated by the Parish Council considering the busy spring and summer months ahead, as experienced at this location on an annual basis.

Response:

Please see response to Cllr Hounsell's comments above.

Cabinet Members

Cllr Neil Butters – Ok by me.

Cllr Joanne Wright - I recommend that this TRO is approved and that the mitigation measures included put in place which will help with the necessary changes that this TRO will deliver on. From speaking to Ward Councillors, they are of the understanding that many in the community support this TRO.

8. RECOMMENDATION

That the Traffic Regulation Order is sealed as described below.

Signature:

Date: 13th April 2021

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> <p><i>As only 7 objections were received to this Order it is the recommendation of this report that the Order is sealed as advertised with 4 slight amendments which are not considered to be a substantial change to what was advertised.</i></p> <ol style="list-style-type: none"><i>1) Remove a 5 metres section of proposed No Parking At Any Time markings in front of 65 High Street.</i><i>2) Extend the proposed No Parking At Any Time restrictions by a length of 5 metres to run in front of the Sub Station on The Shallows the prevent obstruction when maintenance works are required.</i><i>3) Removal of the No Parking At Any Time restrictions within the layby area which is privately owned on the eastern side of The Shallows opposite the property known as Avon View and to re-position these proposed restrictions to run along the edge of the highway in front of the Layby.</i><i>4) Replace a section of proposed No Parking At Any Time markings on the western side of The Shallows, between the sub station and car park with a 3 Hour Limited Waiting parking bay.</i>	X

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: ...

A handwritten signature in black ink, appearing to be 'Chris Major', written over a dotted line.

Date: ...14/04/21

Chris Major
Group Manager – Assistant Director Highways and Transport