

OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

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OUTCOME OF TRO PROCESS – OBJECTIONS RECEIVED

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: B3116 Bath Hill / Bath Road, Keynsham

PROPOSAL: Parking restrictions

SCHEME REF No: 25-048

REPORT AUTHOR: Traffic Management Team / SCA

1. DELEGATION

The delegation to be exercised in this report is contained within **Part 2 Section 2.35** of the Constitution under the **Delegations of Functions to Officers**, as follows:

Section A	The Chief Executive, Executive Director - Chief Operating Officer, 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 their area of responsibility.
Section D	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 purposes of this report, the Director of Place Management and the Head of Highways Delivery hold 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 especially 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**

The introduction of additional double yellow line (No Waiting At Any Time) parking restrictions.

The proposals are shown in Appendix 1.

4. **REASON**

Please refer to the Statement of Reasons.

The Council has had in mind and discharged the duty (as set out in section 122(1) of the Road Traffic Regulation Act 1984) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) so far as practicable. It has also had regard to the factors which point in favour of imposing additional double yellow line parking restrictions. It has balanced the various considerations and concluded that it is appropriate to promote these measures. The Council has also considered and discharged its network management duty under section 16 of the Traffic Management Act 2004. It has concluded that the introduction of the proposed double yellow line parking restrictions is consistent with that duty, having regard to its other policies and objectives.

5. **IMPACT ON EQUALITIES**

An Equality Impact Assessment has been undertaken in relation to the introduction of parking restrictions and pedestrian crossing facilities, which are available upon request. The Council has had due regard to the needs set out in section 149(1) of the Equality Act 2010. It considers that the proposed Order is consistent with the section 149 public sector equality duty, which it has discharged.

6. **IMPACT ON HUMAN RIGHTS**

The proposals are considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property). However, the Council is entitled to affect these rights

where it is in accordance with the law, necessary (in the interests of public safety or economic well-being, to prevent disorder and crime, to protect health, or to protect the rights and freedoms of others), in pursuit of a legitimate aim and proportionate to do so. The proposal(s) within this report are considered to be in accordance with the law, necessary, in pursuit of a legitimate aim and proportionate.

7. SOURCE OF FINANCE

Developer funded TRO.

8. CONSULTATION REQUIREMENT

The proposal requires consultation with the Chief Constable, Emergency Services, Road Haulage Association, Freight Transport Association (Logistics UK), Parking Services, Waste Services, Ward Members and the Cabinet Member for Sustainable Transport Delivery.

The responses to the informal consultation can be found in TRO report number 3.

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

The objection received have been summarised below with the technical responses in italics underneath each one.

- I have two particular concerns about this proposal. A) With regards to para '(f) for preserving or improving the amenities of the area through which the road runs, or X' I am concerned about the effect on the businesses at the junction of The Wellsway with Bath Road. The presence of the proposed double yellow lines is likely to have an adverse effect on Yung Kee Chinese takeaway and the barber Banfield Studios. It will certainly not improve and may well threaten these well used amenities. B) In any eventual construction can due consideration be given to the dropped kerbs outside driveways. They need to be sufficiently wide to prevent a vehicle going over a high kerb when entering or leaving a property. I say this because the existing kerbs outside numbers 28 and 26 Bath Road do not allow easy access particularly in busy periods.

Officer Response –

The proposals would prevent vehicles of all types from parking in locations where it is unsafe to do so, thereby ensuring the free and unobstructed flow of traffic on the highway. The proposed parking restrictions form part of wider walking, wheeling and cycling improvements, which are intended to encourage greater use of these modes of transport.

The construction of dropped kerbs or private accesses along this section of the highway does not form part of the current proposals for 'No Waiting at Any Time' (Double Yellow Lines) restrictions.

Any request to install or amend a dropped kerb access would need to be submitted separately by the property owner to the Highways Department for consideration through the appropriate application process.

- I wish to register my complaint against any such restriction on parking along the lengths of Bath Road Keynsham as laid out under the proposed consultation 25-048, as this will have a significant impact on residents and visitors to the adjacent premises with the added potential of increased traffic speeds along the road (although subject to 20mph and 30 mph where appropriate) as a clearer route devoid of parked vehicles will encourage such speeding activities. I wish for this notification to be brought before the council when considering these proposals.

Officer Response –

The primary purpose of the highway is to facilitate the safe and efficient movement of traffic. Parking can therefore only be accommodated where it does not compromise highway safety or traffic flow. The proposed parking restrictions form part of wider walking, wheeling and cycling improvements, which are intended to encourage greater use of these modes of transport and the proposed parking restrictions are therefore considered necessary to maintain highway safety and network efficiency. An enforceable speed limit is already in place on Bath Road, and any instances of non-compliance may be subject to enforcement action by Avon and Somerset Police.

10. **APPROVED FOR CIRCULATION TO WARD MEMBERS AND CABINET MEMBER FOR SUSTAINABLE TRANSPORT DELIVERY**

Please note that this report has been circulated to provide you with an opportunity to consider any comments and/or objections which have been received in response to the public advertisement of the proposal(s), along with the officer response to each.

Any comments which you may have will be added to the report to be considered by the Director for Place Management, Chris Major, prior to his decision regarding the sealing, or otherwise, of this TRO.

A handwritten signature in black ink, appearing to read 'Callum Bush', with a large, sweeping flourish at the end.

Callum Bush
Principal Engineer
Traffic Management and Network (Place Management) Date 10/07/2026