

# OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

5a

## OUTCOME OF TRO PROCESS – DECISION (following objections)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

**TITLE OF REPORT:** Keynsham & Saltford Area

**PROPOSAL:** Parking Restrictions

**SCHEME REF No:** 25-027

**REPORT AUTHOR:** Traffic Management Team

### 1. DELEGATION

The delegation to be exercised in this report is contained within **Part 3, Section 4** of the Constitution under the **Delegation of Functions to Officers**, as follows:

<b>Section A</b>	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility...."
<b>Section B</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.
<b>Section D9</b>	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 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	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 various parking / waiting restrictions around the Keynsham & Saltford area as requested by the local Ward Members (of behalf of their residents) or Council Officers.

### 4. **REASON**

Please refer to the separate Statement of Reasons document attached to this report regarding TRO 25-027.

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 restrictions on Ashmead Road, Sherwood Road, St Anne's Avenue, St George's Road, Lays Drive, Charlton Road, A4 Bath Road, Broadmead Lane, Chandag Road, Wellsway, Highfield Road, Gaston Avenue, Unity Road, Coronation Avenue, Bath Road, and Kenilworth Close – Keynsham and Claverton Road, Claverton Road West, Manor Road, and Golf Club Lane - Saltford and imposing a Vendors Parking Only bay on Ashmead Road, Keynsham and imposing the removal of existing No Parking At Any Time restrictions on Dunster Road and Ashmead Road, Keynsham and imposing a No Parking Between Mon – Sat, 8am – 6pm restriction on Back Lane, Keynsham and imposing a No Parking / No Loading At Any Time restriction on Temple Street and Rock Road, Keynsham. It has balanced the various considerations and concluded that it is appropriate to promote these proposed restriction amendments to prevent obstruction of the highway, improve visibility splays at junctions and provide additional on-street parking provision. 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 proposed restrictions are 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 proposed restrictions outlined above, which is 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**

This proposal is being funded by the capital Area Parking Review budget, project code TCJ0009S.

## **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 / comments received have been summarised below with the technical responses in italics underneath each one.

The objections received have been summarised below with the technical responses in italics underneath each one. Full responses and supporting comments can be found in the attached **Appendix 1**.

### **Plan 3 - Sherwood Road, Keynsham – No Parking At Any time**

**Wholly Object– 1, Partially Object– 0, Neither– 0, Partially Support– 0, Wholly Support– 0,**

#### **Objection main points raised:**

- Parking for residents is already limited as some households have up to 5 vehicles. I am rarely able to park next to my house, so the extra spaces are essential. Increasing the no parking area would severely reduce options for residents parking.

*Response: The proposed extension of the existing No Parking At Any Time restrictions were requested by a local resident to prevent parking near to the junction with Park Road. As we received only 1 objection to these proposals from local residents which were put forward by the Traffic Management Team on safety grounds, it is the recommendation of this report that the proposed restrictions are implemented on-site as advertised and sealed within this Order.*

### **Plan 5 - Claverton Road / Claverton Road West, Saltford – No Parking At Any time**

**Wholly Object– 0, Partially Object– 0, Neither– 0, Partially Support– 0, Wholly Support– 3,**

#### **Support main points raised:**

- I think from a safety point ,these measures are entirely necessary.

- I have noticed the parking at this junction myself to be unsafe. I often when leaving Anson Close am forced onto the other side of the road, in my opinion double yellows should also be enforced for the junction of Anson going onto Claverton Road West.
- I have reported many noted cars parked at this junction and even on the corners both sides to the school for the concern of safety for children and residents who need access to Anson Close. I have often been made to drive on the other side of the road at this junction when cars are parked here, making it hard to get out of this junction safely. The resident at this junction has been known to park their [2nd] car here also. I always believed that the Highway Code stats parking at a T-junction is forbidden and have not understood why others think it ok to ignore this rule.

*Response: The proposed No Parking At Any Time restrictions were requested by the Saltford Parish Council to improve visibility splays around the junction. As no objections were raised and we received 3 comments of support, it is the recommendation of this report that the proposed restrictions are implemented on-site as advertised and sealed within this Order.*

#### **Plan 6 - Manor Road / Golf Club Lane, Saltford – No Parking At Any time**

**Wholly Object– 0, Partially Object– 0, Neither– 0, Partially Support– 0, Wholly Support– 1,**

**Support main points raised:**

- Inconsiderate and dangerous parking right on the bend of Manor Road (both sides of the road opposite Golf Club Lane) by parents collecting children from Saltford school. Having to be on the opposite side of the road on a blind bend to turn right into Golf Club Lane is dangerous and impossible and it puts vehicle users and pedestrians alike at risk.

*Response: The proposed No Parking At Any Time restrictions were requested by the Saltford Parish Council to improve visibility splays around the bend. As no objections were raised and we received 1 comment of support, it is the recommendation of this report that the proposed restrictions are implemented on-site as advertised and sealed within this Order.*

#### **Plan 7 / 8 - Charlton Road / Lays Drive, Keynsham – No Parking At Any time**

**Wholly Object– 0, Partially Object– 0, Neither– 0, Partially Support– 0, Wholly Support– 1,**

**Support main points raised:**

- As residents, a lot of houses have no driveways or have more than one vehicle, if restrictions are brought in, residents are going to be unable to park. However as long as the restrictions stick to where they are shown in the map this is ok & a sensible idea. People shouldn't be parking on the corners as it's dangerous.

*Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Member to improve visibility splays and prevent obstruction at the two junctions of Lays Drive leading onto Charlton Road. As we didn't receive any objections to the proposed locations of these restrictions, it is the recommendation of this report that the proposed restrictions are implemented on-site as advertised and sealed within this Order.*

#### **Plan 10 – Dunster Road, Keynsham – Removal of No Parking At Any time**

**Wholly Object– 1, Partially Object– 0, Neither– 0, Partially Support– 0, Wholly Support– 0,**

**Objection main points raised:**

- The removal of the waiting and parking restrictions at the corner of Dunster Road would be an accident in waiting. There have already been several crashes, and multiple near-misses (especially with cyclists) at this junction due to a lack of viability. If anything, parking restrictions should be extended and enforced more often.

*Response: The proposed removal of a short section of existing No Parking At Any Time restrictions was requested by the local Ward Member to allow a Blue Badge Holder Disabled Bay to be placed in this location. The existing Double Yellow Line markings along Dunster Road extend 30 metres from the junction with Park Road, which is much greater than the required 10 metres to meet visibility standards. Therefore, as this request was made by the local Ward Member to provide disability parking provision for a local resident and only one objection was received during this consultation process. It is the recommendation of this report that the proposed removal of restrictions is implemented on-site as advertised and sealed within this Order.*

**Plan 13 – Chandag Road, Keynsham – No Parking At Any time**

**Wholly Object– 0, Partially Object– 0, Neither– 0, Partially Support– 5, Wholly Support– 0,**

**Support main points raised:**

- The double yellows need to be placed up to No: 3, I have had my car damaged twice due to parking on both sides of the road, where cars have to manoeuvre dangerously to get past.
- Please can you extend the double yellow lines so our driveway is not blocked (would need to be up to No: 3), otherwise this makes it very dangerous for us as residents when moving onto the road from the driveway as no turning circle (and blocked).
- I'm writing in relation to the proposed double yellow lines on Chandag Rd these are meant to run from the mini roundabout to property 1A boundary left hand side. I support this action as there has been an increased use of parking along that area this is caused by bottlenecks at school times unnecessary queuing and restrictions for buses and coaches. The reality of this for me has meant an increase in traffic in noise and pollution also I have been concerned that many of the parkers were parking on the pavement restricting use as I had seen many people/ schoolchildren walking in the road to go round the cars. I had reported this to the local councillors PCOS and police officers unfortunately the increase in parking has been caused on the main by a couple of local businesses what was a residential street has now become a parking area for the local business users and staff. This is caused by problems with the ability to park and also the sensibility of the parking I am often blocked in or out of my driveway by people parking on the opposite side off the road I can only see this going to get worse with the removal of the spaces you are proposing, could you please as a matter of urgency before putting double yellow lines down to number 1a extended this to number 3 on Chandag Rd this would reduce the impact of the parking and stop the driveways getting blocked at this point the road starts to widen and it becomes easier for people to get out of their drives. This should improve the flow of traffic and stop unnecessary queuing particularly at school turning out times my driveway in particular suffers from a problem as people are unaware that by parking opposite the driveway, they're blocking me in. On the worst such occasion an individual left their car there for five days and no one knew who they were or where they came from my car was stuck on the

drive that whole time. Perhaps the problem is becoming so acute that it might be time to consider residents only parking on the lower part of the Chandag estate.

- Parking at the Bath Road end of Chandag Road has always been a problem and the road is often reduced to single file and on occasions has been blocked. Adding No waiting at all times only as far as 1a Chandag Road will just make the problem worse. This end of the road is very busy with traffic getting out onto the main road. It is also a bus route for the 522. In addition, The Grasmere hotel generates a lot of extra parking as their car park is so small. We often have cars parked right up to the edge of our driveway and often on the pavement, causing an obstacle for pedestrians, prams, wheelchair users etc. If two large cars were parked on either side of the road then the road would become blocked or create traffic chaos. The No waiting at any time zone needs to extend at least to the driveway of 1 Chandag Road and possibly as far as Derwent Close. Houses numbered 1 - 9 all have large driveways, and their residents do not tend to park on the road. Houses 2 - 18 either have no driveway or a small driveway, meaning those residents will always have at least one if not two cars on the road. I trust you will take this consideration seriously and extend the No waiting area.
- I completely agree with the proposal for the no parking area but do not think it extends far enough. It will just push the issue of traffic/parking further up Chandag Road. There are already many occasions when vehicles are parked outside of my house and thus causes the road to be single file. Some drivers try to be clever by deciding to park half or most of their vehicle on the footpath (most annoying). I cannot speak for other residents but think you should consider extending the no parking area to at least the entrance of 1 Chandag Road and maybe even all the way up to Derwent Close as all the houses on my side of the road have large driveways.

*Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Member to prevent obstruction and improve visibility near to the roundabout at the junction of Chandag Road and Bath Road. The requests above to extend the proposed Double Yellow Line markings and for a Resident Parking Zone sits outside the scope and remit of this TRO consultation. As no formal objections however were raised to the location of the proposed restrictions and they have the support of the local Ward Member, it is the recommendation of this report that the proposed restrictions are implemented on-site as advertised and sealed within this Order. An extension of these restrictions can be put forward for further consultation within the next Keynsham & Saltford Area TRO Review at the request of the local Ward Member.*

#### **Plan 14 – Wellsway / Highfield Road, Keynsham – No Parking At Any time**

**Wholly Object– 0, Partially Object– 0, Neither– 0, Partially Support– 1, Wholly Support– 0,**

#### **Support main points raised:**

- Highfield Road - Double yellow lines should replicate those leading from Wellsway onto Sunnymead (Sunnymead is the next road going from Highfield / Wellsway junction toward Keynsham) Sunnymead is a wider road than Highfield, this leeway negates vehicular incidents. Also, should be a minimum of two & a half cars length.

*Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Member to prevent obstruction and improve visibility near to the junction. The proposed restrictions extend for a length of just over 2.5 cars along the Wellsway to provide sufficient visibility along the busy highway when turning out from Highfield Road. As no formal objection to the principle of*



*these restrictions was raised during this consultation process and they have the support of the local Ward Member, it is the recommendation of this report that the proposed restrictions are implemented on-site as advertised and sealed within this Order.*

### **Plan 15 – Gaston Avenue / Unity Road, Keynsham – No Parking At Any time**

**Wholly Object– 3, Partially Object– 1, Neither– 0, Partially Support– 1, Wholly Support– 0,**

#### **Objection main points raised:**

- Unless the map is inaccurate, the proposed no waiting at any time restriction falls outside my property. I have one vehicle and need this for work; public transport is not an option due to having to visit multiple sites with large amounts of kit on a daily basis. There is already an over subscription to parking due to households having multiple cars, what is the proposal for residents parking and commuters using this as daily parking due to inadequate parking at the station. It would be more beneficial to make this permit parking and allocating once permit per household with marked spaces on street (people park in any which way they can be bothered, not making use of the space appropriately), so by actually marking spaces would allow for a more ordered parking situation. Having lived at this property for a number of years, parking has become increasingly challenging, so I am keen to hear the proposal to accommodate the parking issue.
- I wholly object to the decision to abolish parking outside my property. I have lived here for many years and there has NEVER been an accident or indeed issue with safety. To restrict parking in this area is completely unacceptable and will cause serious disruption to myself, my visitors and of course other residents. Parking is already restricted and difficult without these measures. Because we are flats, there are already more drivers in the area than you would expect for a typical house. One of my neighbours is elderly. Is she expected to walk 100 yards to and from her car every time she leaves her flat? Implementing these restrictions will not only decrease the quality of life for residents like me, but also devalues our properties and is unfair on those who rely on this parking. It is simply unreasonable to impose such a change with nothing to base it on! Please reply with the reasoning behind this proposal.
- This is madness, how dare you force this upon us, I'm sure no-one has requested this. I have one car, which is essential to my ability to get out and about, where am I supposed to park it after you've implemented your proposal? It will cause chaos here. Only the houses around here have driveways, and there are many more flats, each with at least one resident and one car, though most have double that.
- I notice on your map you have not chosen to do any corner work on the following Nash Close, Reynolds Close and Rubens Close. Presumably because they are dead ends for cars. The bottom for Unity Road is also dead end for cars. The only cars that come down this section of the road are residents and visitors. This section of Unity Road has been neglected, presumably because it is a dead end. It needs re surfacing. I would be grateful if you could visit the road. I do not see the point of putting parking restrictions on these corners.

#### **Support main points raised:**

- I think the proposal as a whole is a good idea. My only 'gripe' is that the proposal for Gaston Avenue does not go far enough. You are extending the yellow lines on Gaston Avenue into

Gainsborough Avenue, or so the map seems. The issue I and many other residents have, is the parking on the opposite corner. At times there are so many cars parked down that part of the road, not necessarily parked closed to the kerb either, you cannot see if any traffic passing the cars. The cars do not often stick to the speed limit, come charging around effectively blind corners on the wrong side of the road, where there is not enough space for 3 cars, especially when there is any kind of roadworks on the Wellsway/Bath Hill. I think it would be beneficial to add at double lines one cars length plus the corner in each direction opposite Gainsborough Avenue to allow cars a better view and allowing them to take corners safer, in line with the highway code 243. There are untold parking bays on Gaston Avenue that are barely used. The few cars that it would impact have space to park in those. If they have mobility issues, then a disabled bay can be applied for by the person/s requiring access.

*Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Member on behalf of local residents to prevent obstruction and improve visibility around the junction and bend. The primary purpose of the highway is for the safe passage and re-passage of vehicles. Parking is an obstruction of that right and can therefore only be condoned where it is safe to do so. The proposed parking restrictions only prevent vehicles from being parked at inappropriate locations such as around the bend or on the junction of Unity Road / Gaston Avenue. As these proposals have been put forward on safety grounds by the local Ward Member, it is the recommendation of this report that the proposed restrictions are implemented on-site as advertised and sealed within this Order.*

#### **Plan 18 – Back Lane, Keynsham – No Parking Mon – Sat, 8am – 6pm**

**Wholly Object– 2, Partially Object– 4, Neither– 0, Partially Support– 0, Wholly Support– 2,**

#### **Objection main points raised:**

- I object to the proposed single yellow line in Back Lane. Concern about the loss of daytime parking for residents who live above the shops.
- I am writing on behalf of British Heart Foundation located on Keynsham High Street to formally object to the proposed introduction of no parking between 8am and 6pm on Back Lane which is at the rear of our shop. This proposal poses serious concerns for the operational sustainability of our charity shop and many others charity shops based on High Street. The parking spaces on this street are essential for the day-to-day functioning and overall success of many charity shops. They are especially crucial for attracting and retaining volunteers—all of whom give their time freely, and some of whom are elderly, disabled, or have mobility issues. For these individuals, access to nearby parking is not a convenience—it is a necessity. The proposed restrictions would create significant barriers to their continued involvement. We are already operating in a highly competitive environment. Rising costs, declining footfall, and competition from online retailers are ongoing challenges. Charity shops, which raise vital funds to support life-saving services and community projects, are under increasing pressure. Removing accessible parking further disadvantages our sector and risks making volunteering or shopping with us impractical for many. The knock-on effect of this decision could be damaging. Reduced volunteer support may limit our opening hours or ability to operate effectively. This could result in decreased income for our charitable cause and, in the worst cases, force closures of shops that provide critical funding streams. We strongly urge the council to reconsider or revise the proposed restrictions and instead explore alternative solutions that maintain accessibility for volunteers and customers—especially for those with additional needs—while balancing



broader traffic concerns. Thank you for considering our objection. We welcome the opportunity to discuss this further and find a solution that supports the sustainability of local charity shops and the essential work they do in our community.

- I object to the idea that all parking should be suspended for the majority of each day in Back Lane. This road is only ever used for parking by people visiting the houses nearby or used for unloading donations to give to the charity shops which all have their back doors along this lane. I volunteer for a charity along this road. If no one can park, then this will massively effect the donations these shops receive and will ultimately effect the amount which these shops contribute to the overall charity.
- I wish to object to the imposition of additional restrictions to parking on Back Lane. Residents above the shops have nowhere else to park within a considerable distance of their property. Those with difficulties walking will be unable to get to their homes from their now distant transport. I am not aware of how this change would make Keynsham's roads any safer.
- I'm responding to the removal of parking from Back Lane between Monday -Saturday 8am-6pm. I've been a shop manager at one of the charity stores in this location for many years with access to park here during this time. Firstly, as per Report 3 - 'Approval to publicly advertise TRO 25-027, Plan 18, restrictions were requested by the Traffic Management Team on behalf of local businesses to improve access and prevent obstruction to the day-to-day operations. ' I've spoken to many of the businesses that back on to back lane and I cannot find anyone who has suggested this would be a good idea to simply take all this parking away? Are you able to confirm who was consulted regarding this? I would like to counter propose that we are given the option to have permit parking applied to this area of back lane. Businesses could apply for this, and it would limit the issues of who the spaces belong to but still allow businesses access to use this area. We are a charity shop, and our staff and volunteers routinely use this space. Without this we will be forced to try and park on another residential road, does this not just take any issues elsewhere? Otherwise, if using a council car park (if I can even find a space) will cost me over £800 a year. I work on just above minimum wage and would struggle to lose this income. We have volunteers with mobility issues that use these spaces and without this it could deter them volunteering. If this does go ahead would this be inspected routinely as there are double yellow lanes at the grounded end of Back Lane and its very common for cars to be parked on the double yellows. In my years in the shop, I've only seen 1 or 2 parking tickets handed out. It also concerns me that our donors could see these double yellow lines out the back as a deterrent to dropping off their donations. This is essential for our business as it is for many other charities on Back Lane.
- I bought my house in Back Lane with one private parking space in our car park, but with the knowledge that visitors/workmen etc. could park on Back Lane. To take this away from residents with 1, or no parking spaces seems unnecessary when there is road space available. Surely a residents permit area would be a better idea. The charity shops could get a permit each, and residents could purchase one annually should they want one. This would limit parking in the area but still allow it for those genuinely in need.

#### **Support main points raised:**

- I fully support the back lane restrictions; this will stop the charity vehicles parking on the pavement and causing an obstruction to the traffic driving to access the residential flats. It will make it a safer environment as currently the older residents have to step off the

pavement and walk around the charity shop vans (in particular one charity shop) and receive a load of abuse from the male driver of the van when he is told that he is blocking the pedestrian walkway.

*Response: The proposed No Parking Between Mon – Sat, 8am – 6pm was requested by the Team Manager for Parking Services and the Traffic Management & Network Manager. Back Lane is adopted highway, including the area running directly behind the commercial properties fronting the High Street. Although private signs have been placed on-site by these businesses stating that the area behind their shops are for private parking of staff and customers, this is not the case as this is not private land. Therefore, the proposal was put forward to place a Single Yellow Line operating Monday – Saturday, between 8am – 6pm to prevent parking in this location causing an obstruction for larger vehicles requiring access to Back Lane and to allow the residents who live on Back Lane, unobstructed access to their properties. The points raised above regarding lack of local parking provision for staff and for a Permit Parking scheme sits outside the scope and remit of this TRO consultation. People wishing to drop off goods for the charity stores will still be able to park on these markings on Back Lane for a short period as long as they are seen to be unloading goods and coming to and from their vehicles. It is therefore the recommendation of this report that the proposed restrictions are implemented on-site as advertised and sealed within this Order.*

**Additional Plan 21 – Warwick Road / Tenby Road / Coronation Ave / Queens Road, Keynsham – No Parking At Any Time**

**Wholly Object– 4, Partially Object– 1, Neither– 0, Partially Support– 1, Wholly Support– 0,**

**Objection main points raised:**

- I am writing to formally object to the proposed Traffic Regulation Order (Ref: 25-027), specifically the introduction of a “No Parking At Any Time” restriction on Queens Road, Keynsham, which directly affects my property. I am a resident of Queens Road and located within the area proposed for the new restriction. I wish to raise the following concerns and request: 1. My daughter is disabled and requires regular assistance with mobility. She is picked up and dropped off by a specialist school transport service directly from our driveway. The proposed restriction would severely hinder the ability of the school bus to safely stop and assist her, potentially forcing her to be picked up from a less safe or less accessible location. She has to be able to get from my home and to her bus or my car as fast as possible. She has a severe autism and has very little awareness of Road safety. As her school will back me in these areas. As she needs constant support in order to get to and from vehicles. 2. The restriction appears to include the area directly in front of my house. This raises concerns about whether I or visitors (including carers and medical professionals) would be penalized for stopping briefly to assist my daughter or access the property. 3. In light of these circumstances, I respectfully request that the Council designate a permanent parking space in front of my property on Queens Road. This would ensure continued safe access for my daughter’s school transport and for essential care services and myself. 4. The proposal does not appear to take into account the specific needs of residents with disabilities. I urge the Council to consider an exemption or amendment to the restriction to accommodate our situation. I urge the Council to reconsider or modify the proposed restriction to ensure that it does not disproportionately impact vulnerable residents. I would welcome the opportunity to discuss this matter further or to provide any additional information that may assist in your decision-making.
- Ridiculous proposal will cause more congestion and cause more problems than it will resolve

- Worst idea ever. There's no reason to do it other than screw the residents.
- I am a Curo tenant who currently lives on Warwick Road, and I have received a letter through the post about banes introducing a no parking at any time in lengths of Warwick Road. I am a mum in an upstairs flat with 2 young children who I got to get upstairs one of them being a baby, I need to park outside my property or as close as my property as I can to be able to manage this especially with shopping that I've got to carry upstairs etc. The parking in the area is terrible as it is and if I am not home by 4pm the latest I cannot get parked anywhere near my property and I know other people on the road have issues with parking also. This is going to cause more issues, when this restriction comes in where will residents park? There are no drives on the properties around me. Also, the roads around are having these restrictions put into place as well so where am I supposed to park my car if I can't park outside my property? I need a car due to childcare and work.
- I am a resident of Warwick Road in the centre of the area proposed for yellow lines restricting parking on both sides of the road. There is already fairly tight parking around this area of Warwick Road and adding these lines will just make this worse. I can understand the need for lines either side of the entrance to St Francis church car park as when vehicles are parked here, they often block the bend used for the local buses and making it difficult to see around. However, I disagree with restriction parking as much of the road and on both sides of it. There are often events and clubs held at the church and much of the road where these lines are proposed will be used for parking for the church. This already stops residents from parking on Warwick Road towards Tenby Road and further around the bend towards Coronation Avenue. These restrictions entirely unpractical for residents of this road as there are a lot of flats and shared buildings with no other off-street parking. Adding these restrictions to the extent suggested will add to benefit and just cause more frustration for the people already living here as well as visiting. If these sort of road restrictions for Warwick Road/Tenby Road are necessary, I would ask that the council look into providing off street parking for any of the flats they control and create bay parking where cars can park in order to cater for more vehicles in a smaller space.

### **Support main points raised:**

- I support these proposals but think the no parking on Queens Road/Tenby Road junction should be extended to go up to the Co-Op car park entrance to stop people parking opposite the Kelston Road Junction. Also, no parking on Park Road opposite Queens Road Junction as there seems to be vehicles parking opposite an already difficult junction to pull out from Queens Road due to blocked vision from a fence to the left & hedge to the right, when vehicles are parked opposite you then end up having to inch front of your car out into the single file traffic.

*Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Member as parking around these bends and junctions is causing significant difficulties for the local bus service. The primary purpose of the highway is for the safe passage and re-passage of vehicles. Parking is an obstruction of that right and can therefore only be condoned where it is safe to do so. The proposed parking restrictions only prevent vehicles from being parked at inappropriate locations such as around bends or on junctions. Therefore, as these proposed restrictions requested by the local Ward Member were put forward on safety grounds, it is the recommendation of this report that, despite the objections raised above, the proposed restrictions are implemented on-site as advertised and sealed within this Order. The request above for a dedicated parking space cannot be accommodated, but the resident can apply for a blue badge*

*Disabled Parking Bay to be located near to their property by completing the necessary application form through our Parking Services Team. Visitors and the school bus can also stop on Double Yellow Line markings for the purposes of loading and unloading, which addresses some of the issues raised above.*

## **Plans All**

**Wholly Object– 1, Partially Object– 0, Neither– 0, Partially Support– 0, Wholly Support– 1,**

### **Objection main points raised:**

- What a waste of time.

### **Support main points raised:**

- I support the proposal. I would suggest too many individual changes have been included within the same consultation; these may have been better to split out into individual consultations.

*Response: The objection above has no standing within this consultation as it does not raise an issue on any safety grounds or provide a legitimate basis for the objection. The process that must be followed to establish a TRO usually takes several months to complete and includes consultation with interested parties (often including local residents and businesses), the public advertisement of the proposals and the resolution of any objections. A parking restriction TRO is also relatively expensive to promote, costing around £5000 each, irrespective of the type and length of the parking restriction that has been requested. For cost and resource efficiency purposes, therefore, proposal requests for parking restrictions are incorporated into area-based reviews. There are 7 distinct areas in Bath and North East Somerset, and these are reviewed on a rolling program.*

### **No Objections received to:**

**Plan 1 - Ashmead Road, Keynsham  
Plan 2 - Ashmead Road, Keynsham  
Plan 4 - St Anne's Avenue / St George's Road, Keynsham  
Plan 9 - A4 Bath Road, Keynsham  
Plan 11 - Broadmead Lane, Keynsham  
Plan 12 - Ashmead Road, Keynsham  
Plan 16 - Coronation Avenue, Keynsham  
Plan 17 - Bath Road, Keynsham  
Plan 19 - Temple Street / Rock Road, Keynsham  
Plan 20 - Kenilworth Close, Keynsham**

*As no objections were received to these proposals it is the recommendation of this report that they are sealed as advertised.*

## **10. ADDITIONAL COMMENTS FROM WARD MEMBERS AND CABINET MEMBER FOR SUSTAINABLE TRANSPORT DELIVERY (in response to the above)**

### **Ward Members**

Keynsham East:

Cllr Hal MacFie – No comment.

Cllr Andy Wait – No comment.

**Keynsham North:**

Cllr Alex Beaumont – I am happy to support the Back Lane proposal. However, BHF has raised a valid point that will need to be revisited in the future. George L is on holiday, but I have spoken to him, and he echoed my position and is supportive.

Cllr George Leach – I have no concerns with regards to the proposals for Back Lane, as long as temporary parking is permitted for unloading donated goods to the charity shops as stated in your response.

**Keynsham South:**

Cllr David Biddleston – No comment.

Cllr Alan Hale – No comment.

**Saltford:**

Cllr Duncan Hounsell – No comment.

Cllr Chris Warren – No comment.

**Parish Councils:**

Saltford Parish Council – Saltford Parish Council welcomes the opportunity to respond to the consultation on TRO 25-027, specifically:

- **Plan 5:** Proposed 'No Parking at Any Time' at the junction of Claverton Road and Claverton Road West
- **Plan 6:** Proposed 'No Parking at Any Time' at the junction of Manor Road and Golf Club Lane

The Parish Council SUPPORTS both proposals as shown on Plan 5 and Plan 6 for safety and visibility reasons, particularly in relation to the movement of children and young families accessing the nearby primary school site and adjacent childcare business during peak times. The measures are also seen as supportive of active travel to and from these locations.

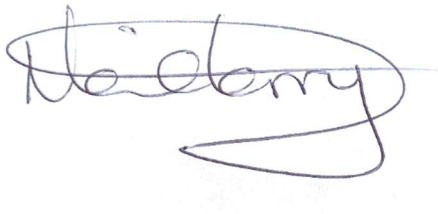
Saltford Parish Council requested the implementation of double yellow lines at both junctions in April 2024 (updated June 2024), and as such welcomes its request being addressed through this B&NES Council TRO consultation.

**Cabinet Member for Sustainable Transport Delivery:**

Cllr Lucy Hodge – I support the recommendations within the report.

**11. RECOMMENDATION**

That the Traffic Regulation Order as advertised is sealed.

A handwritten signature in blue ink, appearing to read 'Neil Terry', with a large, sweeping flourish underneath.

Neil Terry  
Traffic Management & Network Manager

Date: 18/08/2025

**12. DECISION**

As the Officer holding the above delegation, I have decided that the objections / comments be not acceded to and the Order as advertised be sealed.

The Council's policy framework has been used as the basis to develop the scheme with full engagement with stakeholders across the area.

I further note that the issue of deciding whether to implement any scheme is a matter of broad judgement, taking into account the wider transport and climate aims of the Council rather than a purely mathematical analysis on the numbers of positive or negative responses.

The arguments both for and against the scheme were clearly identified and were considered fully as part of the decision-making process before I made the final decision as set out above.

A handwritten signature in blue ink, appearing to read 'Chris Major', with a large, sweeping flourish underneath.

Chris Major  
Director for Place Management

Date: 29/08/2025