

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: North East Somerset Area

PROPOSAL: Parking Restrictions

SCHEME REF No: 25-028

REPORT AUTHOR: Traffic Management Team KG

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:

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 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 North East Somerset 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 25-028.

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 Hamilton Way, Staunton Lane, Stockwood Lane and Old Vicarage Court, Whitchurch / High Street, Chew Magna / Eastover Road, Aumery Gardens and High Street, High Littleton / Holcombe Lane, Bathampton / Wellow Lane, Peasedown St John / Ham Lane, Winterfield Road and Bloomfield Rise, Paulton / Gullock Tynning and Pinewood Avenue, Midsomer Norton / Manor Close, Farrington Gurney / Gibbet Lane, Norton Malreward / High Street, Pensford / and Lansdown Crescent, Timsbury.
- No Stopping on School Keep Clear Markings At Any Time on Bath Road, Peasedown St John.
- 4 Hour Limited Waiting, no return within 1 hour on Bathford Hill and Ostlings Lane, Bathford.
- Bus Stop Clearway on Greenvale Drive and The Avenue, Timsbury and New Road A37, Pensford.
- 3 Hour Limited Waiting Bay, no return within 1 hour on Northmead Road and Gullock Tynning, Midsomer Norton.
- 30-minute Limited Waiting, no return within 1 hour operating 8am – 6pm on Church Street and A37 New Road, Pensford.
- Loading Only Bay operating Mon – Sat, 8am – 6pm on Church Street, Pensford.
- Removing 30-minute limited waiting bays on Church Street, Pensford.
- Removing a Loading Only Bay on A37 New Road, Pensford.
- 1 Hour Limited Waiting Bay, No Return within 1 Hour operating 7am – 7pm / Taxi Bay operating 7pm – 7am on High Street, Midsomer Norton.

- Removing Disabled Parking on South Road, Midsomer Norton.
- No Parking / No Loading At Any Time and No Parking / No Loading Mon-Fri, 8am–9.30am and 2.30pm–4.30pm on Wells Road, Radstock.

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 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 1 – Bath Road, Peasedown St John – No Stopping On School Keep Clear Markings At Any Time

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

Objection main points raised:

- As a regular customer of businesses on this road I have to park on the roadside when purchasing from them, as there is no alternative. Not being able to do so would prevent choice and be very harmful to the businesses.
- This would cause major issues for business and residences and the parked cars slow down the traffic to discourage speeding.
- I understand the cars parked on the road isn't ideal, yet you have business along there, where I stop, would it not be an idea to widen the road to help prevent matters that have proven awful in the past? That road is a very busy road which I use regular, and it can be a nightmare, so I get why you've put this idea forward, but surely there's other ways, which won't harm a business?
- If this proposal goes through it will impact the small businesses around that area and it will make the area unsafe for pedestrians and cars.

Response: The formalisation of the existing No Stopping At Any Time On School Keep Clear road markings by having sign plates mounted on-site was requested by the School and Parking Services to allow enforcement of the existing lines to be carried out. Parking in this location in front of the school entrance should not be condoned on safety grounds. As these proposals have the support of both the school and local Ward Members it is the recommendation of this report that they are sealed within this Order as advertised and the sign plates mounted on-site to allow these road markings to be enforced.

Plan 2 – Hamilton Way, Whitchurch – No Parking At Any time

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

Objection main points raised:

- Parking on Hamilton Way has at times in the past been limited and so I feel that additional double yellow lines could create parking issues in the future. People rarely park in the proposed location in any event so the proposal seems unnecessary, but in the event that the road was particularly busy (e.g around holidays, Christmas etc) I think this could create parking issues for residents and/or visitors so would very much appreciate if this proposal could be reconsidered.

Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Member on behalf of local residents to improve property access and prevent obstruction around the junction. As these restrictions were proposed on safety grounds and have the support of the local Ward Member it is the recommendation of this report that the proposed restrictions are implemented on-site.

Plan 3 – Bathford Hill / Ostlings Lane, Bathford – 4 Hour Limited Waiting

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

Objection main points raised:

- As a resident I regularly park my car in the proposed parking restriction area for many reasons. I leave space nearer to the residence as the business attached has many vulnerable customers who would be exposed to far greater risk crossing the road and would potentially be unable to use the business as a result. Also to avoid congesting the narrow Ostling Lane. Travelling to bath I will use the bus service to help the environment, often for more than the four hours proposed limitation other examples are going on holiday or when guests stay. I cannot comprehend why this would be necessary or who would benefit but clearly other negative impacts would be for other local residence and also all users of the sport field.
- The proposed parking restrictions will impact the ability for my employees and customers to park near my business for more than 4 hours. It might force my employees, as they work more than 4 hours per shift, to park in front of the pub where there will be no restriction on time, therefore potentially limiting customers with disability, physically vulnerable and of old age to park with ease close to the pub. I strongly object to this proposal as a resident as well, as my partner and I also park our cars there. I am very worried of the impact for my business, my employees, my household and my guests, that this unnecessary proposal will have. I never had a problem with parking there, and I am not sure what is the point of this proposal. I thank you for taking my objection into account.

Response: The proposed 4 hour limited waiting bays were requested by the Bathford Parish Council who carried out preliminary consultation with local businesses when putting forward the proposal request. These restrictions were requested to provide short term on-street parking provision for visitors to the local area including those using the public house. Only 2 objections were received to these proposals and there is no requirement for the authority to provide staff parking near to commercial premises. These proposed restrictions have the support of the local Parish Council, and it is therefore the recommendation of this report that the proposed Limited Waiting bays are introduced on-site and sealed within this Order.

Plan 6 – Holcombe Lane, Bathampton – No Parking At Any time

Wholly Object– 7, Partially Object– 1, Neither– 0, Partially Support– 0, Wholly Support– 0,

Objection main points raised:

- I live on Holcombe Lane opposite the Spar and the Doctors Surgery. We are often blocked in and can't get our car out of the drive due to delivery lorries, despite having clear no parking signs on the road. I worry that parking restrictions up the road from us will make our situation even worse.
- I object to this proposal. Changes to parking feel constant. This is the 3rd proposed change in last 3 months. It feels like harassment. I am disabled and I need easy access to my house and mobility car.
- The consultation is short and over the summer when people are away and you haven't sent reasons with the letter.

- You also are targeting this area rather fixing other issues in the village like the shutdown of the entire village every time the rubbish trucks enter the village at the other end of the road.
- There is already not enough parking in Bathampton.
- It is less than 3 months since the council painted not only white lines but also double yellow lines around the outside of my property in Holcombe Lane in Bathampton. Why was this work not included in that proposal at the time?
- Typing responses online is not easy for everyone to do either, so it is not a fully inclusive method for gathering opinions.
- The policy lacks understanding of the area; Bathampton is a village with a 20-mph restriction on all the roads. Holcombe Lane is itself a dead-end with very few properties along its eastern end. The main housing estate that leads off Holcombe Lane is the Chesterton's up alongside the doctors before the proposed parking restrictions and that of Holcombe Vale - also before the proposed restrictions. The council appears to lack local knowledge as the main thorough fare in the village is in fact Holcombe Vale. It is not the far eastern end of Holcombe Lane. Holcombe Vale is where all the village school children walk to school coming from all directions to this point. It is also where the number 11 bus turns around the Green coming back up Holcombe Vale. The bus only drives along the part of Holcombe Lane to the west - past the doctors, in and out of the village (and wholly away from the new proposed restrictions). The bus does not head east past no 168-172 as it is effectively a dead-end with only a few properties in that direction.
- Some of the residents in St Nicholas Court have told me that they fear the proposed restrictions will make it more likely that people coming into the village will now park in their private spaces there, but they did not feel able to type responses to a consultation which precludes them from being consulted.
- I have a driveway onto Holcombe Vale, but it is difficult to use at certain times of the day. Parked cars opposite prevent me accessing my driveway as Holcombe Vale is very narrow road. I believe it is safer to park on the street in Holcombe Lane as it is a dead-end with few passing cars.
- The genuine obstruction caused by parking in Bathampton is in fact at the western end of Holcombe Lane where it meets Down Lane. Here parked cars obstruct the free flow of traffic in and out of the village on a daily and weekly basis. Every time the rubbish and recycling trucks stop at that end of Holcombe Lane in the road in order to collect rubbish (parallel to the parked cars there) it means no one can get in and out of the village at all for so long as they are there.
- The councils stated motivation is to improve throughput of cars in this area, now whilst I don't believe it will do anything what so ever in this regard, even if it does achieve its aims, the consequence of this will be to make the streets less safe for children who frequently play in said streets, as there will be far more cars, pushing them inside their homes and onto screens. This will hurt the community at large, which will hurt local economy which already lacks drive and opportunity.

- Extending yellow lines outside the residential properties will mean less parking spaces for visitors to the cafe and the other shops and doctors' surgery.
- Those residents that normally park their cars outside their homes will have to park elsewhere, probably outside my shop meaning that my customers (who are mainly elderly) will not have parking spaces.
- Parking is at an absolute premium. If you have spare money repainting the white lines used to define the parking spaces outside the shops would definitely be welcome. We have recently had extra yellow lines added at the corner s of Holcombe Lane and Holcombe Vale and Holcombe Close, we do not need any more.
- Parking here is few and far between as it is. This proposal will make it worse. I suggest instead that you offer financial support to residents to have driveways installed in the front gardens (if they allow) to free up space and ensure safety or introduce free residents parking only to stop people parking here then jumping the bus to save on car park fees in the centre.
- I live at St Nicholas Court and my flat borders Holcombe Lane. I have parked in the bays on Holcombe Lane outside my block for over 10 years and never have a problem. St Nicholas Court is sheltered accommodation for over 55s and has very limited parking in the Court itself. Where would I be expected to park should this go ahead? The only time when parking is busy is during morning surgery at Bathampton practice and even then, it's manageable. I have no idea where this proposal comes from and very strongly object
- I support this proposal in as far it as it extends the double yellow line in the lead up to the corner where Holcombe Lane turns into Holcombe Vale. Clearly cars parking close to this corner may disturb the sight line of vehicles turning into Holcombe Vale. However, I don't believe it is necessary to extend the double yellow line in front of my property, on Holcombe Lane. There is not a problem with people parking there as clearly it would stop us getting our car out, so people don't park there. However, we or future occupants of our house may need to get a second car for work purposes, and we should be able to park in front of our house. There is not a safety issue here as it is not very close to the corner and doesn't cause sight issues for the vehicles turning into or out of Holcombe Vale or Holcombe Close.

Response: The proposed No Parking At Any Time restrictions were requested by the local Parish Council. However, due to objections raised above regarding lack of available on-street parking provision for local residents, it is the recommendation of this report that the proposed restrictions are not introduced on-site at this time and are removed from this Order.

Plan 7 – Wellow Lane, Peasedown St John – No Parking At Any time

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

Objection main points raised:

- As a regular customer of businesses on this road I have to park on the roadside when purchasing from them, as there is no alternative. Not being able to do so would prevent choice and be very harmful to the businesses.

- This would cause major issues for businesses and residences and the parked cars slow down the traffic to discourage speeding.
- Removal of parking will seriously harm a local thriving businesses which has been trading for years.

Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Member on behalf of a local resident to prevent parked vehicles from causing an obstruction to cyclists using the cycle lanes in this location. The purpose of the highway is for the safe passage of all vehicles on the highway including bicycles. Parking is an obstruction of that right and can therefore only be condoned where it is safe to do so. It is therefore the recommendation of this report that despite the objections raised above that the proposed restrictions are sealed within this Order and implemented on-site as advertised.

Plan 10 – Northmead Road, Midsomer Norton – 3 Hour Limited Waiting

Wholly Object– 2, Partially Object– 1, Neither– 0, Partially Support– 0, Wholly Support– 0,

Objection main points raised:

- I want to support the local businesses; I also feel enough houses built in this area.
- Small businesses are struggling enough without your input.

Response: The proposed 3 Hour Limited Waiting Bay was requested by the Traffic Management Team to provide more short term on-street parking provision to support local businesses. It is therefore the recommendation of this report that despite the 2 objections raised above that the proposed restrictions are sealed within this Order and implemented on-site as advertised.

Plan 13 – Winterfield Road, Paulton – No Parking At Any Time

Wholly Object– 0, Partially Object– 1, Neither– 0, Partially Support– 0, Wholly Support– 2,

Objection main points raised:

- I write in connection to the above draft order and wish to raise my objections to the proposed changes to the junction of Bloomfield Rise, Paulton. Bloomfield Rise, Paulton - North side - from its junction with Winterfield Road for a non-specified distance (appears to be over 1m) in a northerly direction. Objections: 1) Bloomfield Rise is a private unadopted road. 2) A management company (controlled by the residents of Bloomfield Rise) is responsible for this private road, not the local authorities. 3) The planning application documents for Bloomfield Rise show a clear boundary for the adopted highway, which is 1 metre from the junction of Winterfield Road. 4) Residents of Bloomfield Rise have parked along the north side of Bloomfield Rise for over 10 years, without obstructing the main road or the general public's access. A several metre restrictions would reduce the available parking for residents by 1-2 cars. These cars would then be forced to park on the already congested main highway. 5) Parking restrictions on a private unadopted road can only be enforced by those who are responsible for the road. Summary: I would have no objection to there being a parking restriction on the north side of Bloomfield Rise, providing it was only up to the boundary of the adopted highway, which would be circa 1 metre from the junction to Winterfield Road.

Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Member on behalf of residents to prevent obstruction of the highway during match days at the local football ground. It is the recommendation of this report that the proposed restrictions on Winterfield Road are sealed within this Order and implemented on-site as advertised as they have the support of the local Ward Member and received no objections during this consultation. It is our recommendation however that the restrictions do not extend into Bloomfield Rise as this is private land and does not fall under the local Authorities remit.

Plan 14 – Manor Close, Farrington Gurney – No Parking At Any Time

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

Objection main points raised:

- These restrictions are having a significant negative impact on the day-to-day life and wellbeing of my family, particularly my sister, who lives with a serious disability. My sister's condition means she requires constant care and relies heavily on vehicular transport for hospital appointments, therapy sessions, and everyday needs. She is a Blue Badge holder and often has difficulty with mobility, making it crucial for us to park as close to our home as possible to safely assist her in and out of the vehicle. However, the current parking restrictions created by the double yellow lines prevent us from doing this safely and conveniently. Frequently, we are forced to park streets away, which creates unnecessary physical strain for her and emotional stress for our family. On many occasions, the absence of immediate access has delayed important medical appointments or left her exposed to adverse weather and unsafe conditions. While we understand the importance of managing traffic and maintaining road safety, we respectfully request that the council consider either: Installing a disabled parking bay directly outside our home or granting a specific exemption to allow us to park on the double yellow lines for essential loading/unloading related to her disability, as is often permitted under the Blue Badge scheme. This is not simply a matter of convenience — it is about safety, dignity, and providing equal access and opportunity for someone living with a serious disability. The current situation is not only impractical, but it risks violating the principles of the Equality Act 2010, which requires reasonable adjustments to be made for disabled individuals. We are more than willing to cooperate fully in a formal review or site visit, and to provide medical documentation if needed to support our request.
- My daughter has a carer who has to park in the close and also has visits from medical professionals, if this is enforced visitors have nowhere to park. If yellow lines are added please build a car parking area for houses 11-13 visitors can park.
- As a regular visitor and carer to a person in the house of manor close, I will have nowhere to park, the person I help care for has a blue badge and I take them out every day, cannot walk far so I need to park nearby. I cannot park on their drive due to it being full as they have 4 cars in their household. Parking on the road is not causing a disturbance to traffic as it is not a busy road, the part of the road only being used by houses towards the end of the road, if this order is for filled alternate parking needs to be provided to ensure the safety of the person I care for.

- I do not believe that this procedure is necessary will be a waste of money and time. There is no need to put any measures there as it is a quiet street and cars parking on this street do not affect anyone
- This is completely unnecessary. Not only causing upset to those who live on manor close, but also those who visit

Response: The proposed No Parking At Any Time restrictions were requested by the Traffic Management Team to prevent obstruction of the turning head. Due to the 5 objections raised above from local residents it is the recommendation of this report that the proposed restrictions are not implemented at this time and are removed from the Order.

Plan 15 – Gibbet Lane, Norton Malreward – No Parking At Any Time

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

Objection main points raised:

- My 81 year old husband is physically disabled, has heart, lung and kidney disease and has recently suffered a stroke. He is also registered blind, and he needs to use a wheelchair and/or a walking frame at all times. We frequently use this bus stop to take the bus to his various hospital appointments in Bristol. The parking facility in Gibbet Lane is invaluable to us for this purpose, as we are able to park our car there, just a few yards from the bus stop and board the bus with minimal difficulty. Parking at the Bristol Hospitals is extremely difficult (especially the Eye Hospital) and I can see no other way of our safely accessing the bus service. The only alternative is to park beside the children's playground at the end of Norton Lane and then push him along to the bus stop opposite Sleep Lane in Whitchurch, which is some 250 metres away from the parking spaces (assuming we are able to get a space in these). Whilst there is a footpath there, it is bumpy and often overgrown. Using this alternative bus stop also means that on our return journey, I have to leave my vulnerable husband unattended and out of my sight, whilst I return to the car and drive the car over to Sleep Lane to pick him and load his wheelchair and frame into car. The A37 at this location is very busy and is also at staggered cross-roads; these conditions make it very hazardous to try and cross with a wheelchair (there is no pedestrian crossing). When we return to the Gibbet Lane bus stop however, I can leave my husband at the bus stop, cross the road myself back to Gibbet Lane and then drive round into the south-bound bus stop lay by and load him safely into our car. I am able to keep sight of him at all times, and he is only left alone for 2-3 minutes. Looking at the proposal description, I do not see how this applies to the Gibbet Lane location. Gibbet Lane is not heavily used by traffic and the sharp bend in the lane leading to the parking area, prevents traffic building up any speed. The pathway leading to the bus stop is well maintained and is only on a slight slope. Furthermore, we have never had any difficulty in finding a parking space here. We have also found the parking facility to be completely safe and have never had any concerns about parking our car there. I would also point out that we very rarely see any pedestrians whilst waiting at the Gibbet Lane bus stop, other than the occasional other bus stop user. I am at a loss to see why this parking location is considered to be dangerous. If we are no longer able to use the parking facility on Gibbet Lane, we would have to pay for a wheelchair accessible taxi, which we have previously found to be extremely expensive from our location. Using our own car to get to the Bristol Hospitals would not only mean paying the Clean Air Zone fee each time, but it would also invariably

mean me having to leave my husband unattended for a considerable time, whilst I go to find a parking space. We are both pensioners now and these costs would also cause us additional financial strain. I would therefore ask that this proposal is not put into operation. If any restrictions are put into place, I would suggest that an overnight parking prohibition would be more appropriate and reassuring to the small number of residents who have properties set back from and opposite this section of Gibbet Lane.

- Response to proposed restrictions on Gibbet Lane. 1. Restrictions on the bend. These will prevent people parking too close to the bend, a frequent occurrence which restricts large delivery and service vehicles from turning... STRONGLY SUPPORT. 2. Restrictions on parking on the house side which will; prevent parking double sided which can restrict the width of vehicle access ... STRONGLY SUPPORT. 3. Restriction behind the Bus Stop. This is unnecessary since it obstructs nothing. The parking on that side is used extensively by cyclists and people whose onward journey to Bristol is by bus. This should be encouraged STRONGLY DISAPPROVE.

Response: The proposed No Parking At Any Time restrictions were requested by the Traffic Management Team following concerns raised by residents and the area Highway Inspector regarding the way in which vehicles are parking and causing issues for property access and visibility at the junction with the A37 and around the bend on Gibbet Lane. 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. It is therefore the recommendation of this report that despite the 2 objections raised above that the proposed restrictions are sealed within this Order as advertised and implemented on-site.

Plan 16 – Pinewood Avenue, Midsomer Norton – No Parking At Any Time

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

Objection main points raised:

- As a resident of Pinewood Avenue, I am directly affected by the proposed changes. While I understand the importance of managing parking, improving access (not an issue as it's a dead end and only residents/visitors use the road) and ensure safety, I have some concerns as set out below. 1.Impact on Residents: The restrictions significantly reduce the availability of on-street parking for residents who have no access to private driveways or garages or indeed have more than one or two cars (which is very often the case nowadays). Whilst I appreciate, we do all have a drive this will make it difficult for anyone with more than two cars. This is especially difficult for families and the elderly who Include my disabled sister who often visits and has a bigger vehicle for wheelchair. She needs the room that the area provides. 2.Visitor and Carer Access: Limiting parking may deter necessary visitors, including carers, relatives, or service providers. This is a worry that may affect me in time as I am over 70 years old and rely heavily on my family already who visit and often stay and use this area for vehicles. This will massively affect my mental health. 3.Displacement: Restricting parking in this area will encourage people to park further down the road and therefore cause congestion and push the problem further rather than solving it.4. Lack of Consultation: Some residents feel they were not adequately consulted or informed about the proposal. Wider community input is essential before implementing such measures. This will ultimately affect the whole road in time. I

have spoken to Shaun Hewes, our local councillor who has advised that I should write to oppose this application. I can't understand a complaint of this nature when the recycling trucks etc haven't had any issues with this. On speaking to local agents, I have been advised that this will affect the value of my property and indeed put off prospective purchasers should I ever decide to move. I urge the council to consider these points carefully before making a final decision. If the restrictions do proceed, I would ask that exemptions be made available for myself i.e. the double yellow lines do not cross my driveway nor do they impact the entire part of the road directly outside of my front garden as shown in the attached photos or alternatively that the large green space that has been taken over by residents to who it doesn't belong is made a turning point or provides additional alternative parking. Thank you for your attention to this matter. I would welcome the opportunity to discuss this further or attend any relevant meetings regarding this proposal.

- I have lived at this address for 45 years and during this time parking has never been a major problem. The road can get busy if a neighbour is having a family event or celebration, but this does not happen frequently. I note that the proposed restriction covers my driveway. This will cause me hardship as I have medical problems affecting my mobility. My daughter and son visit frequently to provide help and companionship, so, being unable to park outside my house will cause parking problems elsewhere in the road and make it more difficult for me to get to their vehicle for transport. The proposed restriction seems to be an overreaction to a minor problem.
- I live in Pinewood Avenue near the proposed yellow line restrictions. My concern with these changes is that I am 83 years old with reduced strength to park my car on my driveway as it is inclined and as such the weight of the doors swinging down & carrying shopping is difficult, so I park on the flat road where it is easier for me. I am blue badge holder. If the proposals happen it could cause people to park in front of my home and since there are driveways all the way down the street, there are limited spaces for my car. Also, with a heart condition, I would prefer to walk a short distance from my home to my car and not walk a long way due to be forced to park further away. Personally, the biggest issue with parking is cars parking on Paulton Road as the road slopes up and approaches the three-way roundabout to North Road/Paulton. These parked cars cause major issues pulling out of Pinewood Road onto Paulton Road. Additionally, at the other end of Paulton Road at the junction of Redfield Road as it joins Paulton Road is a problem with parked cars causing poor visibility and difficulties pulling in & out of Redfield Road. Paulton Road (B3355) is a main road, yet nothing is done to fix these obvious issues.
- Having spoken to Midsomer Norton Ward Councillor Shaun Hughes and discussed the TRO, he has agreed in principle with moving the start of the double yellow lines outside of our property 'No 18' to the boundary wall between 'No 18 & 20 Pinewood Avenue'. Therefore, the double yellow lines will not extend across our property boundary. The reasons are as follows: 1. We will be the first household after the turning circle and proposed parking restrictions, that will bear the brunt of all households and visitors needing to park their cars once the turning circle is equipped with double yellow lines. 2. We anticipate access to and from our driveway is likely to be restricted by an increase in cars trying to fit on the raised kerbside between our house and our neighbours at 'No 16' and we would prefer to have the option to park in front of our own property including the dropped kerb (if required) as easily as possible. 3. We have a household of 2 young children of primary school age and

regularly require parking outside our property, and this will be reduced with the proposed parking restriction forcing further traffic outside our property. 4. A member of our household has mobility issues, and we will be forced to park further away from our property if the parking restrictions are enforced. Another consideration to the above would be to start the parking restrictions halfway across the turning circle at the boundary of No 20/22 Pinewood Avenue running to No 11. Leave a designated single parking space in the turning circle, thus not forcing the issue further up Pinewood Avenue causing further blockages with parked vehicles.

Response: The proposed No Parking At Any Time restrictions were requested by the Traffic Management Team on behalf of a local resident. Due to the 6 objections raised above from local residents it is the recommendation of this report that the proposed restrictions are not implemented at this time and are removed from the Order.

Plan 22 – High Street / South Road, Midsomer Norton – 1 Hour Limited Waiting Bay, 7am – 7pm / Taxi Bay 7pm – 7am and No Parking At Any Time

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

Objection main points raised:

- I have enough problems trying to park in the centre of Midsomer Norton, doesn't ANYONE care on the council now, or consider how older people with mobility problems manage, and also making it harder for businesses to survive. Give the shop keepers TRYING to survive a chance.
- I think the council are being unfair to businesses in Westfield who are already struggling to survive. The council allowed the stupid amount of new homes in Midsomer Norton. Bath council have happily priced families out of the city forcing them to move to neighbouring towns and villages. Bath may have a failing city centre full of empty shops, but we don't want this for our area because our shops are important to us.

Response: The proposal for the High Street put forward by the Traffic Management Team is simply to formalise the existing parking arrangements within the current Traffic Order. No changes are proposed to the current road markings on the High Street as part of this TRO. The proposed shortening of the existing Disabled Parking Bay with No Parking At Any Time restrictions on South Road was requested by the local bus operator to provide sufficient room for buses to manoeuvre along the new bus route operating along South Road. The primary purpose of the highway is for the safe passage and re-passage of vehicles. It is therefore the recommendation of this report that despite the 2 objections raised above that these restrictions are sealed within this Order and the proposed markings on South Road introduced on-site.

Plan 23 – Lansdown Crescent, Timsbury – No Parking At Any Time

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

Partially Support main points raised:

- I am a resident on Lansdown Crescent and have no driveway, while I park mainly in the parking bays opposite, I occasionally park in this area by the steps for delivering shopping or if I have a bulky item. My elderly mother has recently moved into my house

on a temporary basis as we lost my father in April. She is disabled and has a blue badge, therefore I would like the area by the steps to be slightly shorter for the parking restrictions to enable a car to park by the ramp up to my property or is there a possibility that we could have a disabled parking space there?

Response: The proposed No Parking At Any Time restrictions were requested by the Traffic Management Team to prevent obstruction and improve visibility splays at the junction. Vehicles are permitted to stop on Double Yellow Lines for the purposes of loading and unloading as long as they are seen to be coming to and from their vehicle. A Disabled Blue Badge Holder only parking bay can be applied for through our Parking Services Team as long as the resident has a valid Blue Badge. It is therefore the recommendation of this report that the proposed restrictions are sealed within this Order and implemented on-site as advertised as they were put forward on safety grounds.

Plan 24 – High Street, Pensford – No Parking At Any Time

Wholly Object– 6, Partially Object– 2, Neither– 0, Partially Support– 0, Wholly Support– 2,

Objections main points raised:

- I am asking for you to please not put double yellow lines at this location and to observe and look at the terrible parking problem/situation in Pensford retrospectively. Actioning this proposal is going to make an already dire situation much worse.
- We are a family of 4 who unfortunately don't have the privilege of our own driveway. We would happily park outside our own house, but the street is a shared space and sometimes we have to park far away. This is a disadvantage we have to bear but we are happy bear it as we are happy here. We currently feel that because we own a vehicle but don't have our own driveway that we are getting pushed out of the village.
- If you so wish to push forward with more double yellow lines in the Pensford then you need to implement some alternative actions to make a situation that you are willing to make worse better. Resident parking only, allocated spaces and permits for second household vehicles would be something but a lot of unnecessary work.
- The village is actually just about coping as it is. My neighbour has to pull out of a driveway onto High Street with cars parked right up either side so it's a bit tricky and vision is impaired, but she never complains as she realises she is lucky to have a driveway and parking space.
- As is common knowledge parking in Pensford is challenging after the recent yellow lines added lower down in the village This area has become even more challenging to park. The current area being reviewed for parking restrictions is not an issue for road safety. While cars and vans do use the section for parking, it does not block traffic obstruct any pavements or cause day-to-day issues.
- If you were to remove this parking in the village, you will only create more parking issues elsewhere. although we are well served by buses in the village. The reality is those of us living and working in Pensford rely on vehicles to go to the supermarket, get to work and drop kids off etc.

- Rather than endlessly removing parking in the village more energy could go into electric car shares or other innovations that might overall reduce car ownership.
- This is not a good proposal as it will stop visitors coming to Pensford to access green spaces, which will impact on visitors' mental health. I enjoy visiting Pensford for all of the green spaces that are on our doorstep, and you should not make it harder for visitors to come here.
- By having double yellow lines on both sides will lead to an increase in traffic speed with more danger to pedestrians.
- My parents live in Pensford village and I'm an ex-resident, and I visit regularly. The parking in the village is already impossible. Double yellowing this strip of road will mean numerous cars will be displaced - To where? Where should these people then be parking? They're already limited to available parking outside their own homes, let alone available parking in the village itself.
- There have recently been double yellow lines put down towards Publow which have pushed resident parking and visitors up high street, these have likely caused the excess cars parked at the portion of high street that is now earmarked. placing yellow lines here will simply push residents and visitors into other areas which will then become problematic.
- I would support double yellow lines down one side only in the marked area. there is space for cars parked there on one side only which does not obstruct traffic, which has been the system for the 12 years I have lived here without issue.
- I have been a resident living on the High Street for 58 years and have witnessed firsthand the increasing difficulties residents have parking. In the last 15 or so years by extra houses being built, which some of the resident's park on the High Street even though they have their own off-road spaces, and one house that had a double garage being converted back into 2 cottages with no parking for either – this adding more vehicles parking on the High Street. In addition, there has been a general increase in cars per house over the years. Also in the last few years Pensford has become very popular with walkers and dog walkers from outside of the area, particularly on weekends, who come along and use up the spaces where the residents would normally park, meaning the residents without any of their own parking spaces need to find somewhere else to park, usually in the area that's being considered for the double yellow lines extension.
- Other factors that tip the balance are if the George and Dragon pub is busy that pushes the parking problem from the bottom of the High Street up the hill. Also when residents have visitors this can also tip the balance and lead to other residents having to park further up the hill in the area of the proposed changes.

Response: The proposed No Parking At Any Time restrictions were requested by the Traffic Management Team on behalf of local residents, however due to the 8 objections raised above regarding lack on available on-street parking provision and the Parish Council stating that they do not support these proposed restrictions. It is the recommendation of this report that the proposals are removed from this Order and not implemented on-site.

Plan 25 – High Street, High Littleton – No Parking At Any Time

Wholly Object– 2, Partially Object– 1, Neither– 0, Partially Support– 0, Wholly Support– 0,

Objections main points raised:

- I object to this proposal for no parking/waiting at any time as it'll impact the residents who use it for parking and there has never been any accidents reported at this junction and also this was discussed at a previous parish meeting and to be found there was no issue with cars parked on this part of the road so why is this necessary? It is also useful parking for those using the shop when the couple of bays outside the shop are in use.
- The proposal of no waiting in High Littleton, both on Eastover and the High Street will remove valued parking needed for the village, workplace and visitors. Both have not caused issue, with an evident need for parking in both areas - houses without parking at their properties. Eastover has been discussed previously during parish discussion and removed from discussion with no accidents or issue- assessed as fit for use/purpose. The area on the High Street, again needed by locals and businesses alike. No issues or accidents caused and again required for those in the area to visit the village or park near to their property. With the proposals, this will remove c.5 spaces needed by a growing village makes it very difficult for family, visitors and business alike. constraining what is already a problem in our village.
- My family have run a business/shop from this address for 40 years. We have a drop kerb outside the shop and people often obstruct it. We could be using the forecourt outside the shop for parking, but this is impossible due to people blocking it, access is also needed for loading and unloading of my vehicle. By having no parking from here across the whole Biggs carpark would make it impossible as people would be forced to park on the limited space outside (recently further restricted by a drop kerb permitted at Rolmar next door. The only way it could be resolved is for a short-term parking bay to be implemented in front of the drop kerb that is outside my property and shop (on the edge of the proposed restriction) No parking would entirely destroy my livelihood and being the sole income and having 2 young kids I find this impossible to comprehend.

Response: The proposed No Parking At Any Time restrictions were requested by the Traffic Management Team to improve visibility splays when exiting the Biggs Carpark. The purpose of the highway is for the safe passage of vehicles. Parking can therefore only be condoned where it is safe to do so. It is therefore the recommendation of this report that the proposed restrictions are introduced on-site as advertised and sealed within this Order. The request above for a short-term limited waiting parking bay would need to be raised with the local Ward Member who can then make a formal request with the Traffic Management Team for this to be included as a proposal plan within the next Area TRO review for consultation.

Plan 26 – Eastover Road, High Littleton – No Parking At Any Time

Wholly Object– 9, Partially Object– 1, Neither– 0, Partially Support– 1, Wholly Support– 0,

Objections main points raised:

- Parking in Eastover Rd is already a nightmare, with people parking on pavements, and on the grass, adding restrictions is going to make it impossible for residents to park in an area that is already hard enough for residents to park.
- Eastover is a quiet road in which parking doesn't cause danger or access problems.
- This removes 3 possible parking spaces from the village - for which limits many with no areas for local parking.
- No issue has ever occurred or been reported with this parking, and used by residents who struggle for parking within Eastover. This will impact the area further down the road.
- Parking in this area does not obstruct the road, entry to Eastover Road.
- This area provides possible parking for the shop. used by residents and locals alike
- This matter was discussed at a previous meeting and to be found no issue with this entry/cars parking at this area.
- There are no available parking spaces on the High Street and Eastover Road is the only local road on which we can park our cars.
- Nobody is parking in Eastover Road by choice, there are no alternatives besides parking on the main road itself which will further impede traffic flow on this busy and already problematic main road, or parking in Southover or Greyfield both of which would cause more inconvenience for residents and users of those roads more than anyone in Eastover is in any way inconvenienced by the current arrangement.
- Current parking also actually slows traffic down, especially on Eastover Road, making it safer for pedestrians and the children who regularly play on the street.

Response: The proposed No Parking At Any Time restrictions were put forward by the Traffic Management Team at the request of local residents, however due to the high number of objections received above from residents during the consultation process regarding the lack of available on-street parking capacity, it is the recommendation of this report that the proposed restrictions are not sealed within this Order and not implemented on-site.

Plan 27 – Wells Road, Radstock – No Parking / No Loading At Any Time and No Parking / No Loading Mon-Fri, 8:00–9:30 and 14:30–16:30

Wholly Object– 21, Partially Object– 7, Neither– 0, Partially Support– 4, Wholly Support– 1,

Objections main points raised:

- I oppose this due to not having suitable parking for my house due to the gap between the houses, I am unable to fit my car around the back to park on the drive.
- This will also affect the local shops during opening hours and beyond and I feel that we should be looking after our local companies to bring as much custom as possible.
- It won't be solving the issue - just moving the problem.

- The current proposals, as drafted, will have significant and detrimental impacts on local businesses and residents, ultimately harming the vibrancy and sustainability of the community.
- Whilst the no waiting restrictions may make Elm Tree Terrace safer, it will not improve amenities as there will be a negative impact on local businesses eg G Mitchard & Son.
- What would have improved safety us not allowing so many houses to be built and more on the way.
- Any parking restrictions outside Mitchard butchers will make it impossible for them to carry on business. Real butchers are an endangered species and need protection not persecution.
- Where do you expect us residents to park?
- I object this proposal as it's very convenient to park outside and pop in the butchers for produce, much easier than driving miles to a supermarket
- This would have a huge impact on local businesses with delivery drivers and customers having nowhere to park during these hours, perhaps put a note out to local schools to remind parents to park sensibly rather just dumping their cars so their little darlings don't have to walk too far to school! I have lived here 18 years and never known it so bad with school traffic!
- Banning parking outside Elm Terrace would cause more cars to speed making it dangerous for my grandsons and other school children to walk to school. At the moment the parking slows the traffic down.
- Why banes seem to be on a warpath to destroy local business I will never understand. I visit the butchers every day early in the morning to load for my business's and it's essential that caterers like me are able to park outside. Have you ever tried to carry 100 kilos of beef to a van before? I'm guessing no, I'll be forced to use a different supplier where I can park directly outside in the morning on my rounds. Taking valuable income away from a business that has been operating for over 100 years.
- By restricting the parking along the main road in Westfield, it will greatly impact the small businesses that we are still so lucky to have. Not throwing up houses in absolutely every given space would reduce the traffic instead!
- Maybe stop building all the new houses. To cause less traffic issues on the A367.
- As a registered disabled person with mobility issues, being unable to park to pick up from our local butchers would be a serious impact on me as well as many others in the local area.
- Not allowing parking between certain times along Elm Terrace in Radstock is irresponsible. District Nurses require access to patients.

- I own G.mitchard and sons butchers which will be severely affected by this proposal...we are trying to run a business which has survived for over 100 years...times are hard enough and by imposing a no parking zone during 2 periods will impact us greatly...not only that but you literally end the zone yards from our shop ...why can't you end it 10 yards before our shop allowing people to pull up and come in not 10 yards after. we have many handicapped customers and delivery vehicles which use us during this period as well as customers returning from the school run.
- restriction of parking outside our homes between 08.00-9.30 and 14.30-16.30 is outrageous as this is obviously to enable parents to transport their children to and from school by car, surly you should be encouraging them to walk or use public transport! House numbers 2-18 Elm Terrace have the narrowest entrances to the rear of their properties in the area and most modern cars cannot use them, I will point out that the council compulsory purchased our front gardens ensuring that we have no way of parking off road in front of our homes, it was also a council decision to allow the house builders to change the initial plans for the small estate behind our homes on the former Jewson's site, originally a road ran along the back of our gardens and left a possible new route into inner Elm Terrace which would have been beneficial allowing better access for emergency vehicles and given us access to the rear of our properties, no one wants to park their car on the road risking damage but we have been left with little choice.
- Several of my neighbours have care workers visit several times a day making them park elsewhere is unreasonable.
- The A362 at Farrington Gurney the main road has been made single carriageway with bollards to enable the residents of the terrace there to park outside their homes.
- The road is very busy, and traffic is held up not only by our parked cars but by two sets of traffic lights two shopping centres the garage and numerous turnings into housing estates, allowing more and more housing to be built without considering some form of bypass is the real problem.
- Please would you alter part of the parking restrictions outside G Mitchard's shop 22-24 Elm Terrace Westfield to allow 30 mins waiting. Customers usually need less than 15 mins and there is nowhere else to park nearby. People would try Inner Elm Terrace and get stuck. Maybe reduce the distance of the no waiting/no stopping designated area?

Response: The proposed No Parking / No Loading At Any Time and No Parking / No Loading Mon-Fri, 8:00–9:30 and 14:30–16:30 restrictions were requested by the Traffic Signals Team to prevent obstruction of the highway around the Cobblers Way junction due to parked vehicles causing traffic traveling in a northbound direction to back up into the signalised junction area. The majority of the objections raised above are regarding the detrimental impact these restrictions would have on the local businesses operating in this area including the butchers G.mitchard and sons. Due to these objections and the importance of supporting local businesses it is the recommendation of this report that a reduced length of No Parking Between Times is introduced extending from the junction with Tanner Close, northwards up to the boundary of property numbers 16 / 17 Elm Terrace where the white keep clear markings begin over the rear access lane entrance, reducing the proposed No Parking / No Loading Mon-Fri, 8:00–9:30 and 14:30–16:30 restriction by 47 metres to provide short term parking provision for customers of the local businesses. This would still retain 85 metres of the

No Parking Between Times restriction and the whole of the proposed No Parking / No Loading At Any Time restrictions to prevent obstruction of the highway around the junction with Cobblers Way to improve the free flow of vehicles. Although objections regarding the availability of residents parking were raised above. 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 reduced restriction recommended above is a compromise that provides more on-street short term parking provision for local commercial premises but ensures the primary role of the highway can be met. It is therefore the recommendation of this report that the amended reduced proposals outlined above are implemented on-site and sealed within this Order.

Plan 28 – Bathampton Lane, Bathampton – No Parking At Any Time

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

Objections main points raised:

- I have just been alerted by my neighbour, about the proposal to put double yellow lines, just around the corner on Bathampton Lane. I do not know anything about the history of this submission but am informed it is from the Parish Council. I am also almost out of time, as I understand that comments close today. Therefore, I can only apply logic, experience and observation. I tried to work out why there was a requirement and failed. There are many locations much more deserving. The closest I could come to a reason, was that it was near where the public footpath, crossing the field, terminates. As a frequent user of the steps from the field, down to Bathampton Lane, I accept that there lies danger. However, it is because you step on to the road blind, as the road has a bend to the right. This obscures the traffic, coming from the High Street and some drivers just welly it (even more), as the road straightens. Vehicles parking in the vicinity opposite the steps, can assist the pedestrian safety factor when joining the road. It is often reduced to one lane by the gappy parking, slowing down the vehicles with a temporary chicane. Therefore, I can dismiss this argument, as justification for the yellow lines. I am at a loss as to why this specific section of road, would be identified for yellow lines. Has someone requested it? There are other solutions, to this particular problem. Failing to see any logical reason, why parking should be denied for local resident's use (although, I would like to see Bathampton Lane a Living Neighbourhood. Why not?), at the widest part of the road, I shall consider the impact of such a decision, if mistakenly approved. What are the existing problems? There are often a large number of commercial vehicles (vans, trucks etc), parked in the area to the southwest of the c in the site plan (highlighted for yellow lines). Where would they park, if it was prohibited? They wouldn't go away. The road area (towards Bath) outside the Old Rectory, usually has vehicles parked there. In fact, they are usually parked on the wide pavement. The dispersed vehicles would have to go farther afield. Assuming that the vehicles have something to do with the properties nearby, the drivers will not wish to go far, particularly if they have to carry. Their most likely choice will be to park to the northeast of the c, outside of Kennet Court, Bathampton House and Fig Tree Cottage. This is what is known as, robbing Peter to pay Paul. We suffer too much of that already. There is little evidence of consideration, for those impacted. These three properties, abut directly on to the pavement, which is not that wide outside Bathampton House and Fig Tree Cottage. The usual commercial vehicles, now having to park outside these properties, will remove any natural light from the ground floor, road facing rooms. The vehicles will be oppressive, overbearing and threatening. They will also reduce visibility, for the pedestrians. I know it is a public highway, and anyone can park anywhere it is legally permitted. However, it currently works, so why change it? As there are normally residents' cars already parked in this area, something will have to give, and it will be safety. I doubt the overall number of vehicles will

change. Why would it? Their location will and it will be detrimental. It will be dangerous. It is bad enough as it is, for Lavender Cottage and Tresanton, as when cars park near the end of our lane, they totally obscure the main part of Bathampton Lane, which it joins and the fast traffic. (full response in file).

Response: The proposed No Parking At Any Time restrictions were requested by the local Parish Council to improve visibility splays when exiting the 3 junctions coming off Bathampton Lane in this location (Kennet Park, Down Lane and Harbutts), due to parked vehicles. The primary purpose of the highway is for the safe passage of vehicles. Parking is an obstruction of that right and can therefore only be condoned where it is safe to do so. As these restrictions only received 1 objection and they were requested by the local Parish Council on safety grounds, it is the recommendation of this report that the restrictions are implemented on-site as advertised and sealed within this Order.

Plan 29 – Holcombe Lane, Bathampton – No Parking At Any Time

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

Partially Support main points raised:

- I am writing to formally object to the current proposal to introduce a "No Parking at Any Time" restriction (double yellow lines) on one side of Holcombe Lane around the corner from Downside Close. While I support the principle of restricting parking on this stretch due to ongoing concerns regarding road safety, visibility, and access, I believe the current proposal is incomplete and may inadvertently worsen the situation. My primary objection is that the proposed restriction only applies to one side of the road. In practice, this is likely to result in vehicles simply relocating to the opposite (unrestricted) side of the lane, replicating many of the existing issues the proposal aims to solve. As evidenced by the attached photographs, this has already been occurring in the area and has led to several persistent and concerning problems: Obstructed visibility for drivers, particularly when turning or negotiating the bend near Downside Close. Restricted access for emergency vehicles and larger service vehicles, which could pose serious risks in the event of a fire, medical emergency, or required road maintenance. Obstruction of the gate access to the garden of Holcombe Lodge, which is not only inconvenient but could impact the rights and safety of residents. General congestion and unsafe driving conditions on a lane that is already narrow and difficult to navigate. For these reasons, I respectfully request that the council consider extending the double yellow lines to both sides of the road in this particular stretch, to ensure the restriction is effective and genuinely improves safety and access for all road users and residents.

Response: The proposed No Parking At Any Time restrictions were requested by the local Parish Council. The request above for additional restrictions sits outside the scope and remit of this TRO consultation and a proposal plan would need to be submitted by the Parish Council or local Ward Members for future consultation. As the advertised restrictions were requested by the Parish Council on safety grounds, it is the recommendation of this report that they are implemented on-site as advertised and sealed within this Order. These restrictions can then be monitored and if deemed appropriate by the Parish a new proposal plan can be put forward for additional restrictions within the next Area TRO Review.

Plan 30 – Bathampton Lane, Bathampton – No Parking At Any Time

Wholly Object– 7, Partially Object– 3, Neither– 0, Partially Support– 2, Wholly Support– 0,

Objections main points raised:

- I'm not sure why this is deemed necessary as a majority of the time this road is clear, especially at weekends.
- I think the expense of doing this could be used to improve other areas in Bathampton, for instance the canal bridge isn't working at busy times with the pedestrian 'improvements'.
- This proposal will strongly affect the amount of vehicles parked in front of my windows which are right by the road. It blocks light and is intrusive. This would have an impact on our quality of life, particularly in winter months when daylight is limited.
- Currently, the road outside our home is already heavily used for parking. We are fortunate to find a space nearby, but it is often very limited. The proposed yellow lines, while not directly in front of our home, will displace vehicles to the few remaining unrestricted areas—most likely right outside our house.
- There are two large houses nearby—the Rectory and another opposite—that have ongoing work with commercial vans parked outside Monday to Friday throughout the year. When yellow lines are installed near their homes, these vehicles will almost certainly relocate to outside our property.
- Many in the canal community rely on parking along Bathampton Lane. At present, there is a balance, as they tend to park in front of homes with high front garden walls where visibility and light aren't impacted. With fewer options, they too will be pushed toward the few remaining unrestricted areas, adding more strain.
- This proposal risks creating serious unintended consequences for local residents. It prioritises restriction over balance and fails to take into account how displacement of vehicles will negatively affect the character, safety, and accessibility of the area.
- I can understand the current issues of parking in this area and safety concerns which flow. As Residents we have been affected by vans blocking sight lines. However, this has been brought about by 3 neighbouring properties having substantial building work being carried out with multi contractors and their vans needing parking spaces off site. These have almost finished and with it hopefully the problem.
- I object to this proposal as it will push the cars elsewhere on the Lane. We really should have double yellow lines all down Bathampton Lane as everyone has a drive or garage.
- I object to the proposal for double yellow lines outside The Rectory on Bathampton Lane. This is a misguided plan that will only create problems. This specific section of road is the widest and safest point for on-street parking on Bathampton Lane. Residents in this area rely on these spaces. Removing them will simply displace cars and worsen the already severe parking shortage across Bathampton Lane and the High Street.

Response: The proposed No Parking At Any Time restrictions were requested by the local Parish Council. However, due to objections, they have received the Parish Council no longer supports these proposals at this time and would like to discuss them further at their next meeting, so have asked for the restrictions to be removed from the order. These markings will therefore not be approved and not introduced on-site.

Plan 31 – Tynning Road, Bathampton – No Parking At Any Time

Wholly Object– 8, Partially Object– 1, Neither– 0, Partially Support– 0, Wholly Support– 0,

Objections main points raised:

- If you restrict the parking, there it will cause issues for the local boating community, and we will have nowhere to park. As continuous cruisers we already struggle enough to find parking close to the canal.
- I am an itinerant traveller who lives on the Kennet and Avon canal. I also have young children. I need access to parking and restrictions to this will seriously affect my quality of life.
- Parking in this area obstructs no personal residence or service access, creates no risk to pedestrians or traffic and relieves parking congestion throughout Bathampton improving both pedestrian and driver safety and experience in the wider area. It's also always busy implying a desperate need for parking access in this area so restricted parking here can only worsen the situation elsewhere in the area.
- Parking here is an important resource for anyone accessing the canal including fishermen, canoeists, paddle boarders, boat residents and many other groups who have a right of access to the canal.
- The restriction of the various parking areas on Tynning Lane and Bathampton will remove a rare point of accessibility to boaters who live on the canal. I park in these areas regularly to access my boat when I'm moored anywhere between Claverton and Meadow Lane. The removal of parking at the top of on Bathampton lane near the top of Meadow Lane has already impacted boaters drastically and where it was once normal to walk 15/20 minutes to reach a car it is now more like 40minutes.
- Without access to parking, boaters will struggle more to dispose of rubbish, there are fewer safe routes to walk as a loan female after dark and as a person with a chronic illness, it is already a struggle.
- There is very often no parking on Tynning Lane and I 'am forced to park outside people's houses in the village which obviously causes distress.
- When will councils understand that removing parking used by boaters does not remove the problem, it simply exacerbates it. We aren't going anywhere, and we desperately need what little parking there is so that we can do basic living tasks like take a toilet via car, to be emptied or be able to take building materials to do basic home improvements. Can you imagine the uproar if people in houses were no longer able to park nearby?
- I am an itinerant boater on the Kennet and Avon canal, travelling between Bath and Pewsey throughout the year. Parking is already severely limited along this canal. I have a small child and there are few safe parking spots available to boaters. Bathampton is particularly poor for it, but this is the only place we can safely stop. Removing this would cause further disruption, would put my child's safety at risk having to walk farther on less safe roads together to our car.

- Considering how important the canal and the boaters are to tourism in Bath, I would suggest this proposal is anti-boater and anti-traveller sentiment and against the area's best interests in supporting a diverse community.
- I am writing on behalf of Floaty Boat, a registered charity that supports the well-being and rights of liveaboard boaters across the Kennet & Avon canal. It has come to our attention that a vital stretch of parking used by boaters along the canal in Bathampton is being considered for removal. We are extremely concerned about the impact this will have on an already marginalised and underrepresented community.
- For many liveaboard boaters — including families with small children, elderly individuals, and those with limited mobility — access to nearby parking is not a convenience, but a necessity. These spaces allow people to safely access their homes, bring supplies, attend work and school, and engage with the wider community.
- We are also aware that The George Inn has recently restricted public use of its car park, further reducing options for boaters. With no formal provision for replacement parking, the situation is becoming increasingly unsustainable.
- This stretch of parking is essential for the liveaboard boating community. Removing it would leave an already marginalised group with no available parking between the canal stretch from Bath to Bathampton.

Response: The proposed No Parking At Any Time restrictions were requested by the local Parish Council on behalf of local residents. However, due to the objections raised above from the boating community regarding lack of available on-street parking provision. It is the recommendation of this report that the proposed restrictions are not introduced on-site and are not sealed within this Order as further investigation and consideration is required into these proposals.

No Objections received to:

- **Plan 4 – High Street, Chew Magna**
- **Plan 5 – Aumery Gardens, High Littleton**
- **Plan 8 – Greenvale Drive, Timsbury**
- **Plan 9 – The Avenue, Timsbury**
- **Plan 11 – Ham Lane, Paulton**
- **Plan 12 – Gullock Tynning, Midsomer Norton**
- **Plan 17 – Stockwood Lane, Whitchurch**
- **Plan 18 – Staunton Lane, Whitchurch**
- **Plan 20 – Old Vicarage Court, Whitchurch**

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

Publow & Whitchurch:

Cllr Paul May – No comment.

Chew Valley:

Cllr Anna Box – No comment.

Cllr David Harding – No comment.

High Littleton:

Cllr Ann Morgan – Plan 26 – Eastover Road, High Littleton - Basically It's been requested as the residents of Eastover find it difficult to pull out into the road due to the close proximity of parked cars and the speed at which through traffic goes - a lot ignore the 20 limit.

The double yellows literally only need to extend to one further car's length each side in order to improve Road Safety for residents.

Eastover is a very large estate of over 100 houses, so the ingress and egress is significant.

Please reconsider.

Response: Due to the request above from Cllr Morgan to include additional restrictions at the entrance into Eastover Road for a distance of one cars length (5 metres) either side of the highway. It is the recommendation of this report that the proposed restrictions are implemented on-site at this reduced length and the existing restrictions currently on-site are extended by 5 metres on both the north and south side of Eastover Road and sealed within this Order.

Bathavon North:

Cllr Kevin Guy – No comment.

Cllr Sarah Warren – No comment.

Timsbury:

Cllr Shaun-Stephenson McGall – No comment.

Peasedown St John:

Cllr Gavin Heathcote – No comment.

Cllr Karren Walker – No comment.

Paulton:

Cllr Liz Hardman – No comment.

Cllr Grant Johnson – No comment.

Midsomer Norton Redfield:

Cllr Tim Warren – No comment.

Cllr Sarah Evans – No comment.

Parish / Town Councils:

Bathampton Parish Council – No comment.

Bathford Parish Council – No comment.

Chew Magna Parish Council – No comment.

Chew Stoke Parish Council – No comment.

High Littleton Parish Council – No comment.

Midsomer Norton Town Council – No comment.

Paulton Parish Council – No comment.

Peasedown St John Parish Council – Peasedown St John Parish Council would like to unanimously agree plan one Bath Road: to enforce clearway outside Peasedown St John Primary School. Peasedown St John Parish Council would like to object to Wellow Lane Plan 7. Object to stopping parking on Wellow lane as it would move problems of parking into residential areas – Wellow Tynning. Suggestion would be for Highways to work with residents and local business to come up with a better solution to meet needs. Unanimous.

Response: The Parish Council agree with the recommendations made above regarding Plan 1. The proposed No Parking At Any Time restrictions on Plan 7 for Wellow Lane were requested by the local Ward Member on behalf of a local resident to prevent parked vehicles from causing an obstruction to cyclists using the cycle lanes in this location. The purpose of the highway is for the safe passage of all vehicles on the highway including bicycles. Parking is an obstruction of that right and can therefore only be condoned where it is safe to do so. Although these restrictions are not supported by the Parish Council they are supported and were requested by the local Councillor. It is therefore the recommendation of this report that despite the objections raised that the proposed restrictions are sealed within this Order and implemented on-site as advertised.

Publow and Pensford Parish Council – No comment.

Timsbury Parish Council – No comment.

Westfield Parish Council – No comment.

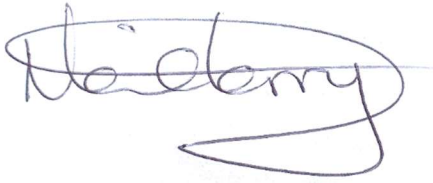
Whitchurch Village Council - No comment.

Cabinet Member for Sustainable Transport Delivery:

Cllr Lucy Hodge - Having fully considered the comments submitted, contributions from Ward Councillors and Officer responses, I support the recommendations made within the report.

11. RECOMMENDATION

That the Traffic Regulation Order as advertised is adjusted as described below and sealed.



Neil Terry
Traffic Management & Network Manager

Date: 20/08/2025

12. DECISION

As the Officer holding the above delegation, I have decided that the objections / comments be acceded to in part and the following adjustments, being of minor significance; be included in the Order to be sealed.

specify minor amendment to Order here:

- **Plan 6 – Holcombe Lane, Bathampton – No Parking At Any time**
It is the recommendation of this report that the proposed restrictions are not introduced on-site at this time and are removed from this Order.
- **Plan 13 – Winterfield Road, Paulton – No Parking At Any Time**
It is the recommendation of this report that the proposed restrictions on Winterfield Road are sealed within this Order and implemented on-site as advertised as they have the support of the local Ward Member and received no objections during this consultation. It is our recommendation however that the restrictions do not extend into Bloomfield Rise as this is private land and does not fall under the local Authorities remit.
- **Plan 14 – Manor Close, Farrington Gurney – No Parking At Any Time**
Due to the 5 objections raised above from local residents it is the recommendation of this report that the proposed restrictions are not implemented at this time and are removed from the Order.
- **Plan 16 – Pinewood Avenue, Midsomer Norton – No Parking At Any Time**
Due to the 6 objections raised above from local residents it is the recommendation of this report that the proposed restrictions are not implemented at this time and are removed from the Order.
- **Plan 24 – High Street, Pensford – No Parking At Any Time**
due to the 8 objections raised above regarding lack on available on-street parking provision and the Parish Council stating that they do not support these proposed restrictions. It is the recommendation of this report that the proposals are removed from this Order and not implemented on-site.

- **Plan 26 – Eastover Road, High Littleton – No Parking At Any Time**

Due to the request above from Cllr Morgan to include additional restrictions at the entrance into Eastover Road for a distance of one cars length (5 metres) either side of the highway. It is the recommendation of this report that the proposed restrictions are implemented on-site at this reduced length and the existing restrictions currently on-site are extended by 5 metres on both the north and south side of Eastover Road and sealed within this Order.

- **Plan 27 – Wells Road, Radstock – No Parking / No Loading At Any Time and No Parking / No Loading Mon-Fri, 8:00–9:30 and 14:30–16:30**

Due to these objections and the importance of supporting local businesses it is the recommendation of this report that a reduced length of No Parking Between Times is introduced extending from the junction with Tanner Close, northwards up to the boundary of property numbers 16 / 17 Elm Terrace where the white keep clear markings begin over the rear access lane entrance, reducing the proposed No Parking / No Loading Mon-Fri, 8:00–9:30 and 14:30–16:30 restriction by 47 metres to provide short term parking provision for customers of the local businesses. This would still retain 85 metres of the No Parking Between Times restriction and the whole of the proposed No Parking / No Loading At Any Time restrictions to prevent obstruction of the highway around the junction with Cobblers Way to improve the free flow of vehicles. Although objections regarding the availability of residents parking were raised above. 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 reduced restriction recommended above is a compromise that provides more on-street short term parking provision for local commercial premises but ensures the primary role of the highway can be met. It is therefore the recommendation of this report that the amended reduced proposals outlined above are implemented on-site and sealed within this Order.

- **Plan 30 – Bathampton Lane, Bathampton – No Parking At Any Time**

However, due to objections, they have received the Parish Council no longer supports these proposals at this time and would like to discuss them further at their next meeting, so have asked for the restrictions to be removed from the order. These markings will therefore not be approved and not introduced on-site.

- **Plan 31 – Tynning Road, Bathampton – No Parking At Any Time**

However, due to the objections raised above from the boating community regarding lack of available on-street parking provision. It is the recommendation of this report that the proposed restrictions are not introduced on-site and are not sealed within this Order as further investigation and consideration is required into these proposals.

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 black ink, appearing to read 'Chris Major', with a stylized flourish at the end.

Chris Major
Director for Place Management

Date: 01/09/2025