

# OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

3

## APPROVAL TO PUBLICLY ADVERTISE THE TRO

PREPARED BY: Traffic Management Team, Highways and Traffic Group

<b>TITLE OF REPORT:</b>	<b>KEYNSHAM / SALTFORD AREA TRO REVIEW</b>
<b>PROPOSAL:</b>	VARIOUS PARKING RESTRICTIONS
<b>SCHEME REF No:</b>	24-003

### 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 holds the delegated power to make, amend or revoke any Orders.*

### 2. LEGAL AUTHORITY

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

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

(g)	for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)	
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**3. PROPOSAL**

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

**4. BACKGROUND**

A number of proposals for: No Parking At Any Time restrictions, a Police Vehicles Only parking bay, the removal of No Parking At Any Time restrictions, No Parking / No Loading At Any Time restrictions, a Goods Vehicles 30 Min Loading Only bay, a Goods Vehicles 15 Min Loading Only bay, and a 30 Minute Limited Waiting bay operating Mon – Sat, 8am – 6pm at various locations around the Keynsham and Saltford area were submitted to the Council by local residents, Ward Members and the Bath & North East Somerset Council's Traffic Management and Transport Planning Engineers. The reason behind these requests was to improve visibility and access for emergency and refuse vehicles, to allow for the safe passage and re-passage of vehicles and to provide limited on-street parking provision.

**5. SOURCE OF FINANCE**

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

**6. INFORMAL CONSULTATION REQUIREMENT**

The proposal requires informal consultation with the Chief Constable, Ward Members, and the Cabinet Member for Highways.

**7. INFORMAL CONSULTATION FEEDBACK**

**Chief Constable**

Thank you for your email and Informal Consultation document regarding the proposed Keynsham and Saltford Area TRO Waiting Restriction Review, as attached. Enforcement of waiting restrictions in the Bath and North East Somerset Council area rests with B&NES Parking Services. The proposals should meet the aspirations behind their introduction.

**Parking Services**

Please see below.

**Ward Members**

**Keynsham East:**

Cllr Hal MacFie – No comment.

Cllr Andy Wait – No comment.

**Keynsham North:**

Cllr Alex Beaumont – No comment.

Cllr George Leach – No comment.

Keynsham South:

Cllr David Biddleston – Regarding Durley Lane. I'm mindful that the local Café, football pitches and rugby teams will be affected as patrons will park there. The parking serves to slow down speeding traffic overall although there is some poor parking judgement made by individuals. I would rather see those individuals targeted rather than lose the parking provision and have those businesses potentially suffer, particularly Zubs Cafe. I'm not aware of too many difficulties on that stretch as a regular user and would not necessarily be in favour of 'no parking at any time.'

*Response: The proposed restrictions would protect the mandatory cycle lane and footway, which is currently being obstructed during events held at the sports ground by allowing action to be taken by Enforcement Officers to prevent vehicles from parking in this area, helping to protect pedestrians and other vulnerable road users (noting that the a footway is only n place on one side of the road at this section), or from blocking the lane entrance to the cemetery as currently happens. It's noted that both clubs and the adjacent café have private off road parking provision, with additional on street parking available heading westbound on Bristol Road towards the town centre.*

Cllr Alan Hale – My only comment on all the restrictions, new and existing, is that our Civil Enforcement Officers are not keeping on top of the situation in Keynsham. As a result, many parking restrictions are being abused. If the lines are not being enforced, then they fall into disrepute and are parked upon. Add to that the failure of the police to regularly patrol High Street and as a result the controlled zones of the pedestrian crossings are also abused. Additionally, the Loading Only bay in Temple Street/Market Walk continues to be abused and there is the added danger to this one as those who abuse it then reverse into a live traffic lane. As the majority of the new lines are far from High Street they are likely never to be patrolled and enforced.

*Response: The feedback on the enforcement of restrictions in Keynsham is noted. As always when attempting to manage the actions of selfish motorists, the challenges on the ground are often more complex than they might otherwise appear, particularly as we must work within the boundaries of our legal powers.*

*Since 1<sup>st</sup> October 2022, we can confirm that the Enforcement Team have had a presence in Keynsham on every weekday apart from one day and that this one occasion was due to very low staff levels because of sickness. Our presence during the weekend is lower; however, this reflects the different operational times of restrictions across the wider Keynsham area as we must focus our resources on our core network management duties. Of course, the officers cannot be in all locations at once and this is where selfish motorists will always take opportunities where is suits their own convenience.*

*It should also be noted that the cost of a Penalty Charge remains at the same level since 2004 and a PCN is therefore less of a deterrent than it used to be. These charges are themselves set in primary legislation, so we are not at liberty to amend them. We can, however, assure*

*you that we are working with national bodies and other councils to make the case to Ministers and the DfT to review these charges.*

*Of course, one way to really be able to address this kind of behaviour is with unattended camera enforcement. Unfortunately, the loading bay restriction at Market Walk is not a moving traffic restriction. Additionally, the use of cameras for this type of contravention is specifically prevented by changes made in the Deregulation Bill in 2014 under the coalition Government. This was seen as a victory for motorists at the time, but of course it does have a downside for some road users and pedestrians as you and Alex have observed.*

*The Enforcement Team will and do patrol areas outside our core urban centres where restrictions exist; however, they may be less visible when they do so as its simply not practical to do this on foot. Please be assured that when the officers do encounter a vehicle that looks to be in contravention (noting that national exemptions do apply for double yellow lines and we must consider these before we issue a PCN) during mobile patrols, appropriate actions is taken.*

*We cannot always be at locations where contraventions are taking place and we are always grateful for intelligence from people in the local community, people who are often best placed to observe obvious issues that occur on regular occasions, as this helps us deploy our staff proactively.*

Keynsham Town Council - There is strong support for the Keynsham East changes. Keynsham – South – Plan 9 is welcomed as improvements are need close to the warden assisted crossing and difficult junction for manoeuvring into a side road. Plan 12 is fully supported – Norfolk Grove restrictions where parking for residents is currently very tight and the case here has worsened in the past 2 to 3 years. Also, there is parking of commercial vehicles overnight. Plan 2 is considered as a good idea- Cranmore Avenue junction. Restrictions for Durley Hill on plan 7 are very strongly favoured. One Councillor has been collecting photographic evidence of the way that both the pavement and the cycle lane are blocked when there are large events in the Rugby or Football Grounds. However, there will probably be a knock-on that effects people parking in Bristol Road.

Keynsham Town Council reiterate Cllr Hale's Comments 'that the restrictions, new and existing, is that our Civil Enforcement Officers are not keeping on top of the situation in Keynsham. As a result, many parking restrictions are being abused. If the lines are not being enforced, then they fall into disrepute and are parked upon. Add to that the failure of the police to regularly patrol High Street and as a result the controlled zones of the pedestrian crossings are also abused. Additionally, the Loading Only bay in Temple Street/Market Walk continues to be abused and there is the added danger to this one as those who abuse it then reverse into a live traffic lane. As the majority of the new lines are far from High Street they are likely never to be patrolled and enforced'.

#### Saltford:

Cllr Duncan Hounsell – Plan 10 Justice Avenue Saltford - "I fully support this proposal which will reinforce the highway code at this junction. Vehicles related to school drop-off and pick-up are often parked up on this junction causing obstruction, affecting sight lines, and thus making it dangerous for pedestrians including schoolchildren." Plan 13 Manor Road Saltford – "I fully support this proposal which will reinforce the highway code at this tight junction. This junction is

a busy one not least because of the school nearby. Manor Road is one of the main arterial roads into south Salford and on a national cycle route. The turn into and out of Claverton Road at this junction is a tight manoeuvre and this proposal will ensure that there is no obstruction.”

Cllr Alison Streatfeild-James – No comment.

Salford Parish Council - Thank you for your email, Salford Parish Council is grateful to have been made aware of this information. Salford PC will await further contact should proposals progress to the public consultation stage. If so, Salford PC will look to respond following formal resolution.

**Cabinet Member for Highways:**

Cllr Manda Rigby – No comment.

**8. RECOMMENDATION**

As no significant objections and/or comments have been received following the informal consultation described above, the public advertisement of the Traffic Regulation Order should progress.



Paul Garrod  
Traffic Management & Network Manager

Date: 19<sup>th</sup> February 2024

**9. DECISION**

As the officer holding the above delegation, I approve the progression of this Traffic Regulation Order.

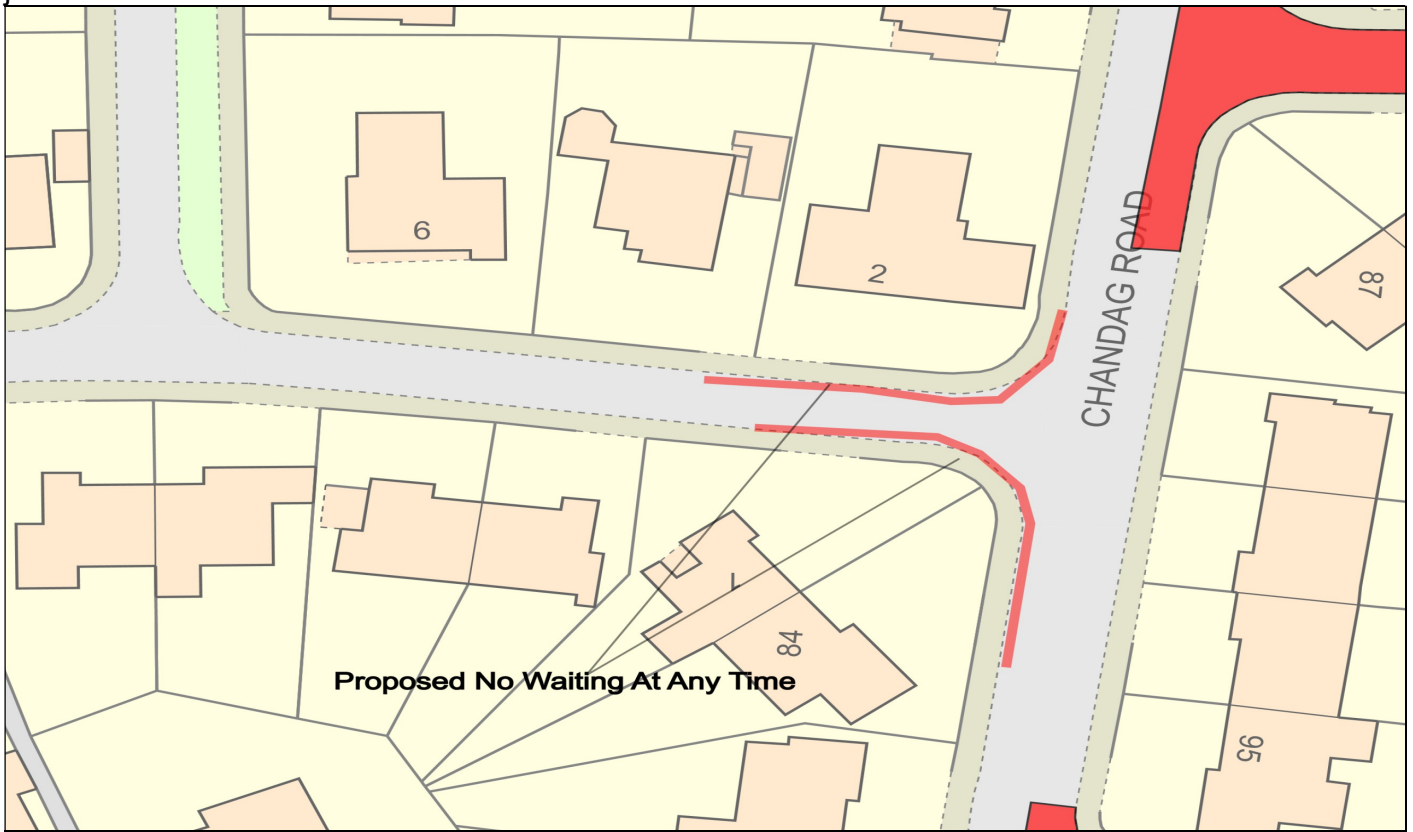
In taking this decision, I confirm that due regard has been given to the Council’s public sector equality duty, which requires it to consider and think about how its policies or decisions may affect people who are protected under the Equality Act.



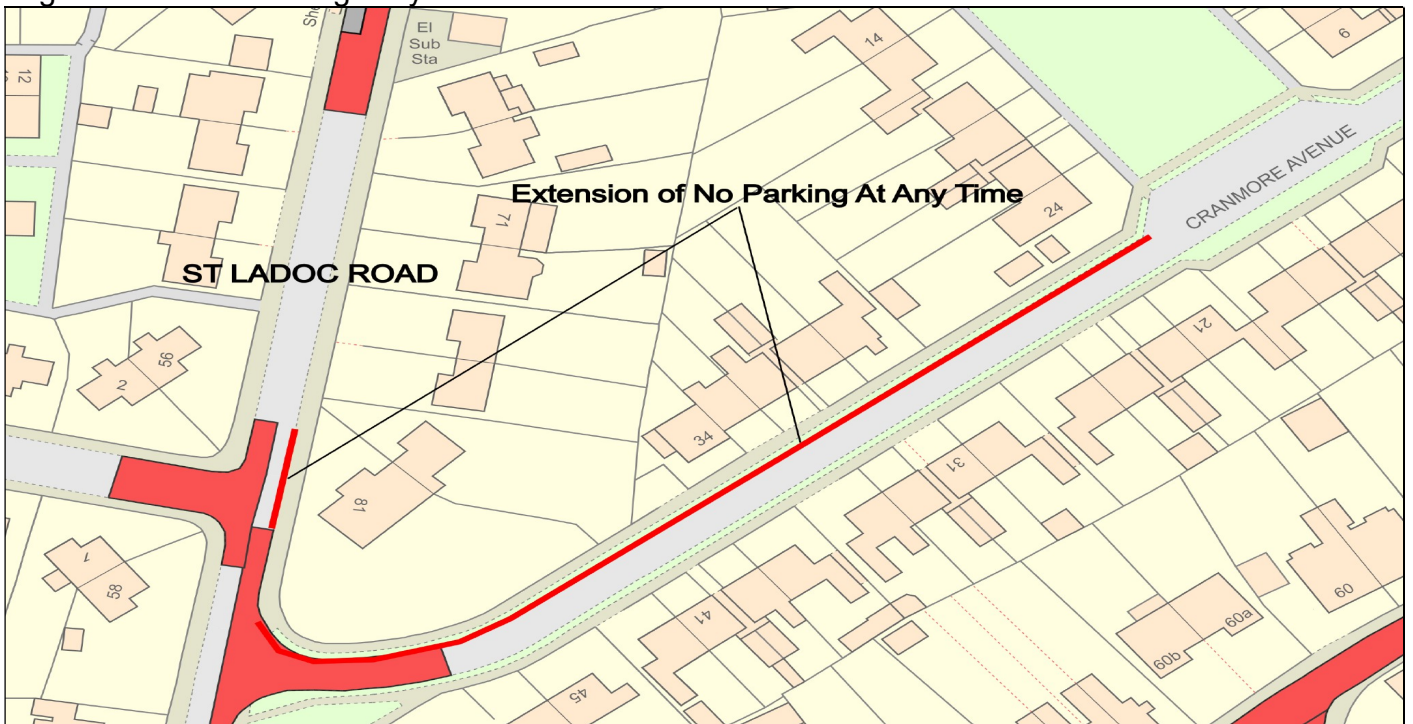
Chris Major  
Director for Place Management

Date: 22/02/24

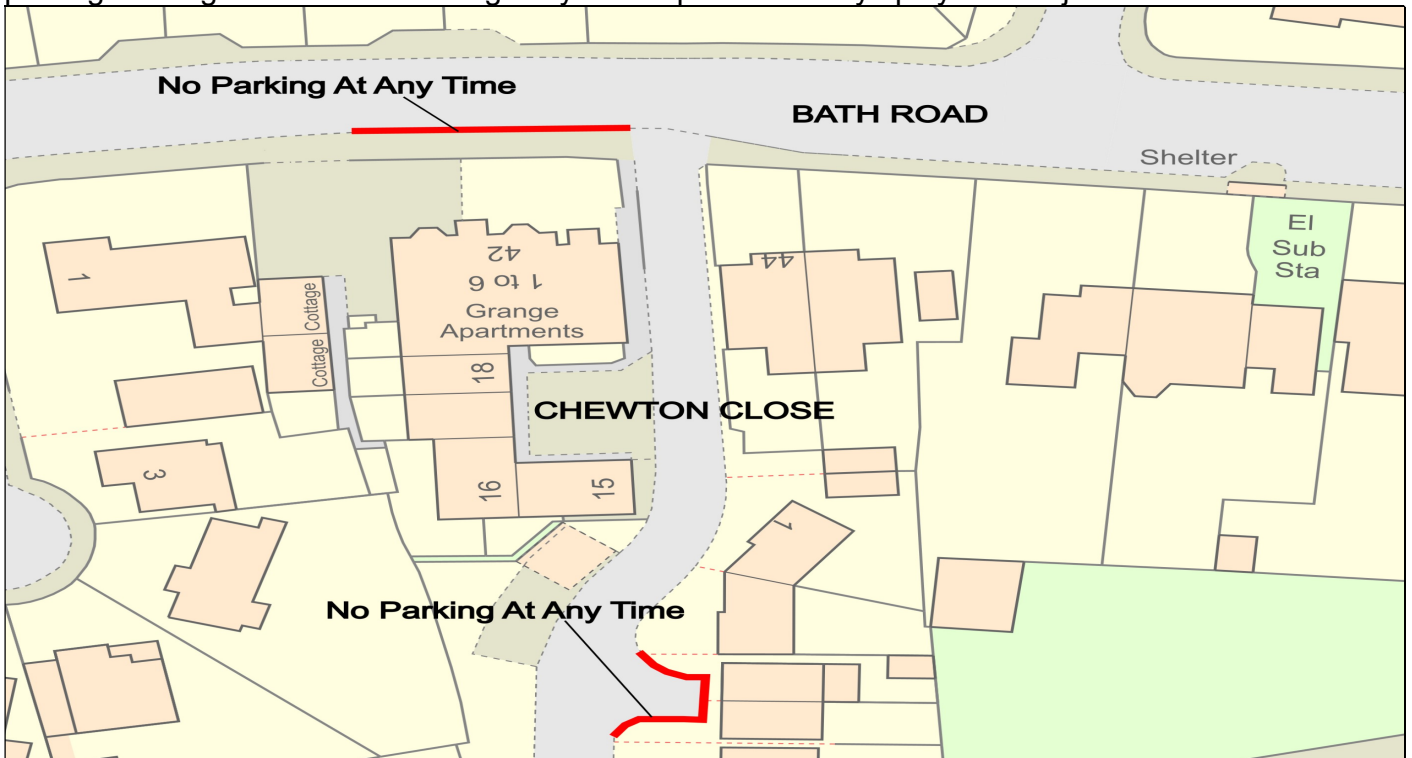
**Plan 1 – Orwell Drive / Chandag Road, Keynsham** – No Parking At Any Time restrictions were requested by the local Ward Member to improve visibility splays and prevent obstruction at the junction.



**Plan 2 – St Ladoc Road / Cranmore Avenue, Keynsham** – No Parking At Any Time restrictions were requested by the local Ward Member to prevent obstruction to the passage and re-passage of larger vehicles on the highway.



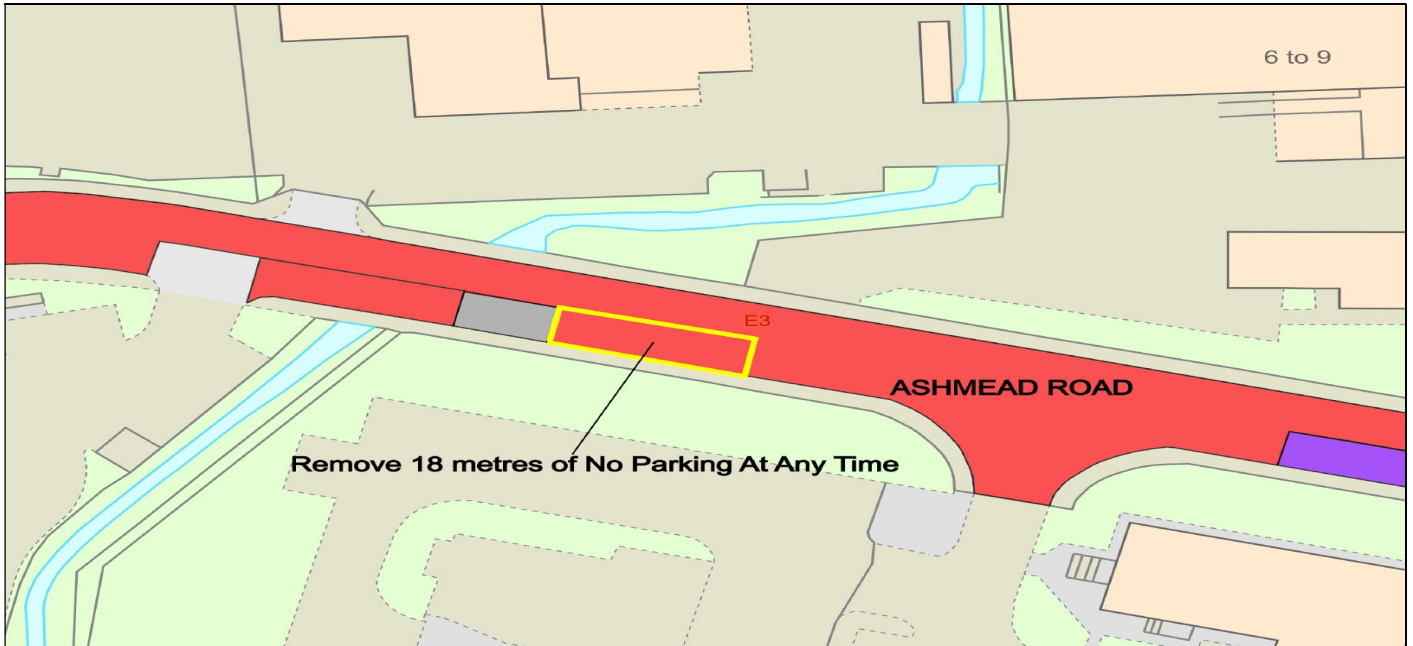
**Plan 3 – Chewton Close / Bath Road, Keynsham** – No Parking At Any Time restrictions were requested by the local Ward Member on behalf of local residents to prevent obstruction to the passage of large vehicles on the highway and improve visibility splays at the junction.



**Plan 4 – Pixash Lane, Keynsham** – No Parking At Any Time restrictions were requested by the local Ward Member to prevent obstruction to the property entrance.

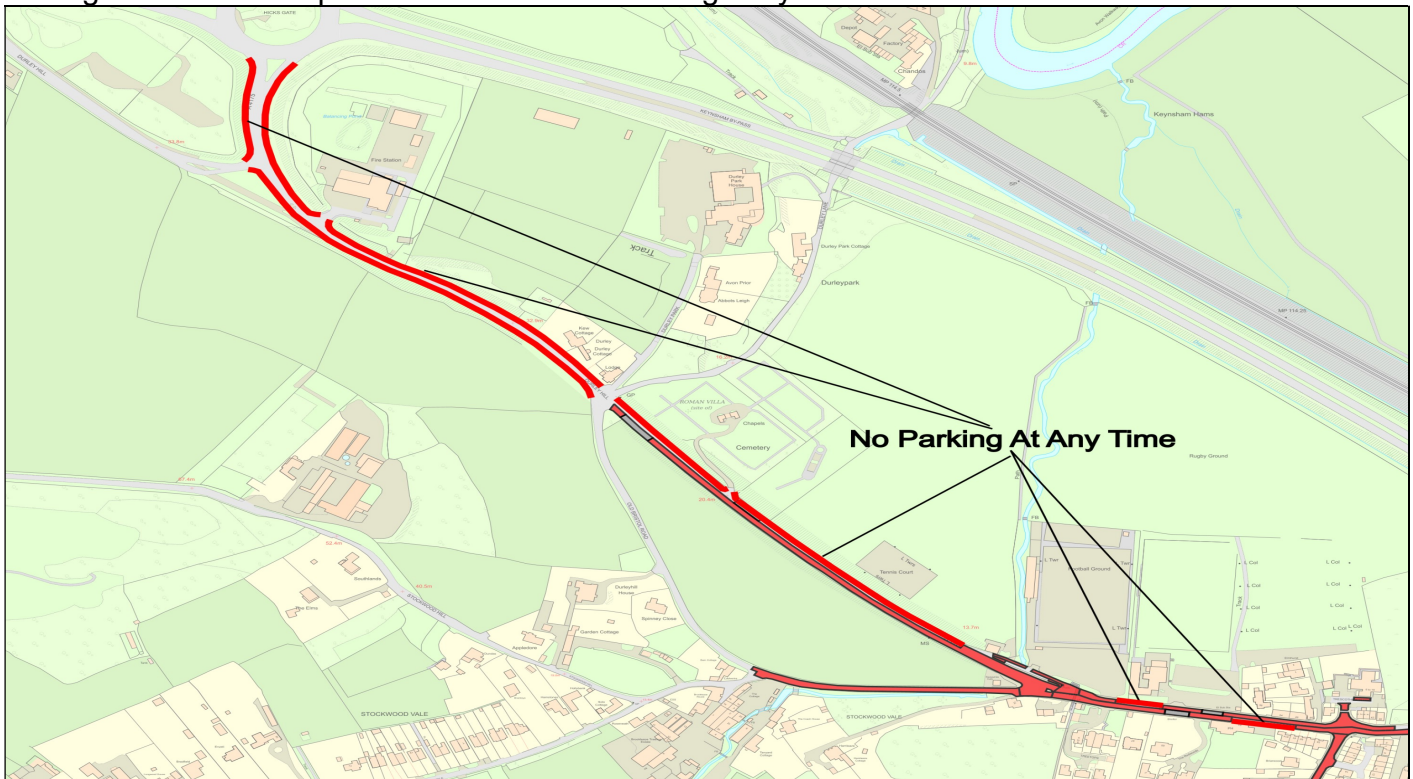


**Plan 5 – Ashmead Road, Keynsham** – The removal of 18 metres of No Parking At Any Time restrictions to create more available on-street parking provision was requested by the Waste Services Team.



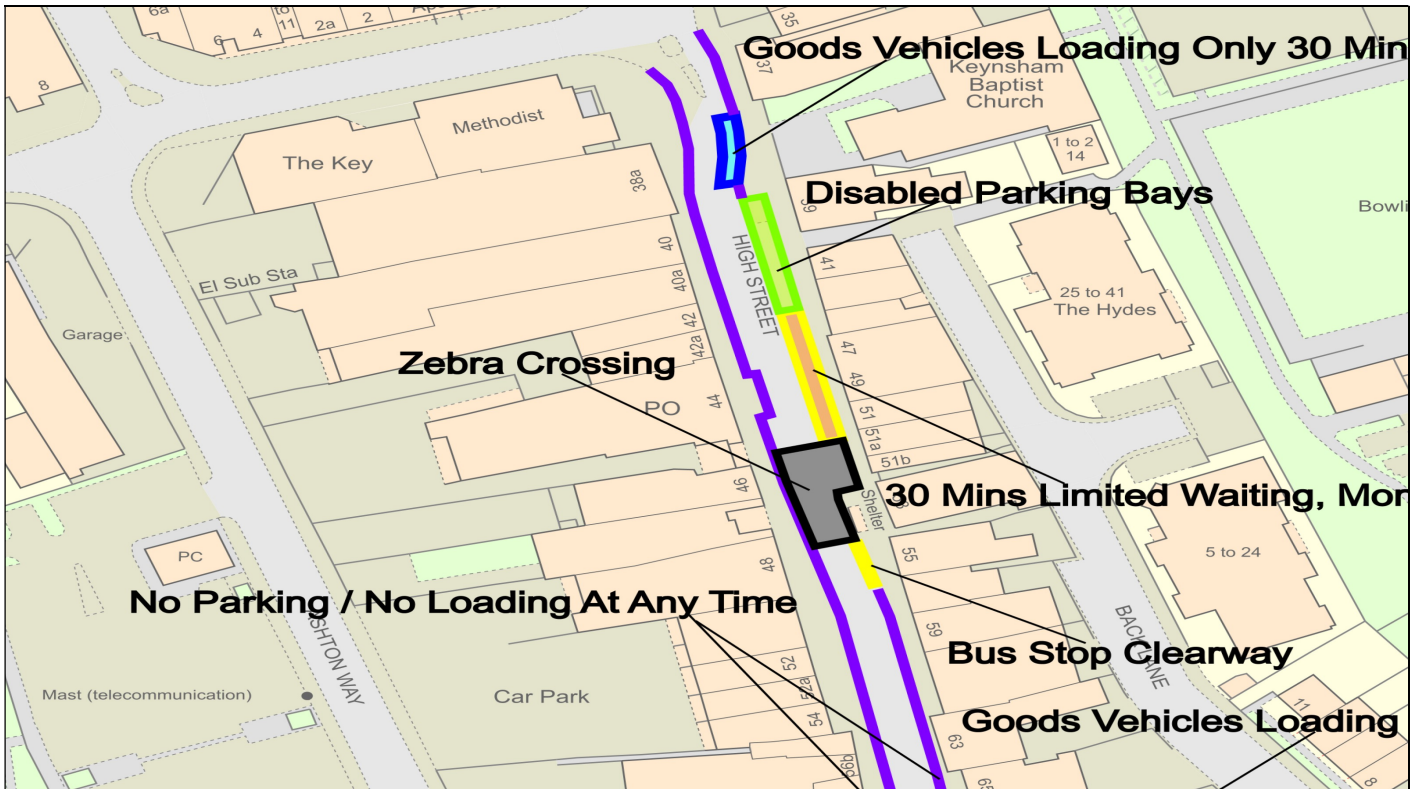
**Plan 6 – Ellsbridge Close, Keynsham** – The proposed No Parking At Any Time restrictions on Ellsbridge Close are being picked up within a separate TRO consultation 23-025 so have been removed from this Order.

**Plan 7 – Durley Hill, Keynsham** – No Parking At Any Time restrictions were requested by the Traffic Management Team to prevent obstruction of the highway and to allow for the free flow of traffic.

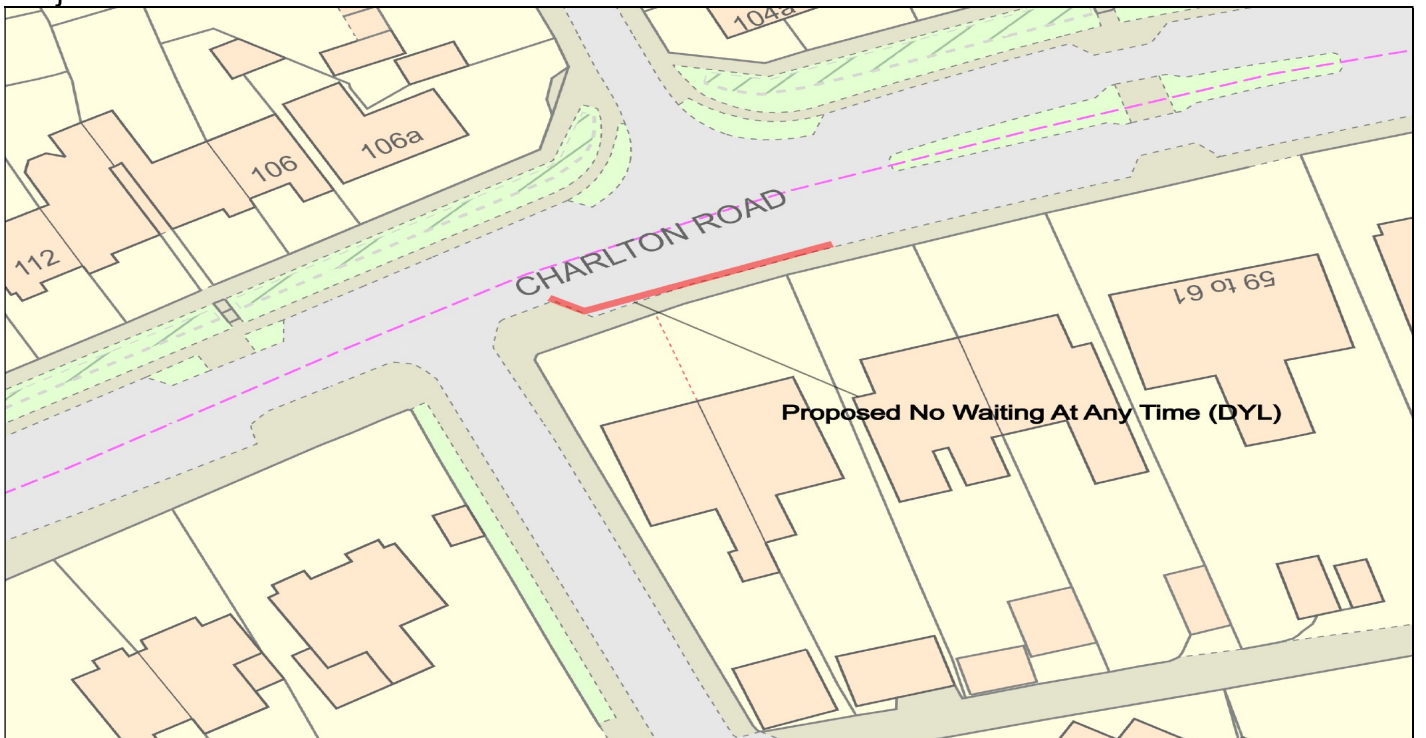




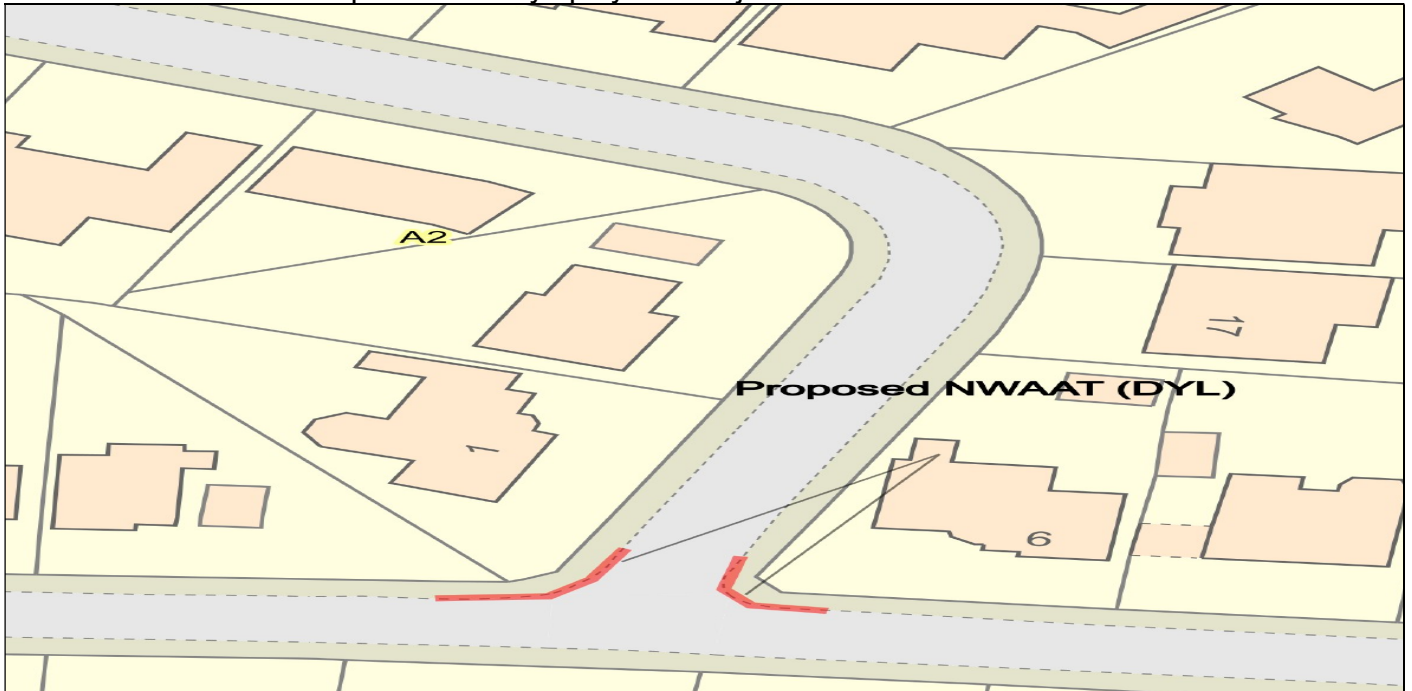
**Plan 8 – High Street, Keynsham** – Updating Area TRO Order with current restrictions implemented on-site as part of the recent Keynsham High Street improvement works. This will not change the current restrictions on the street.



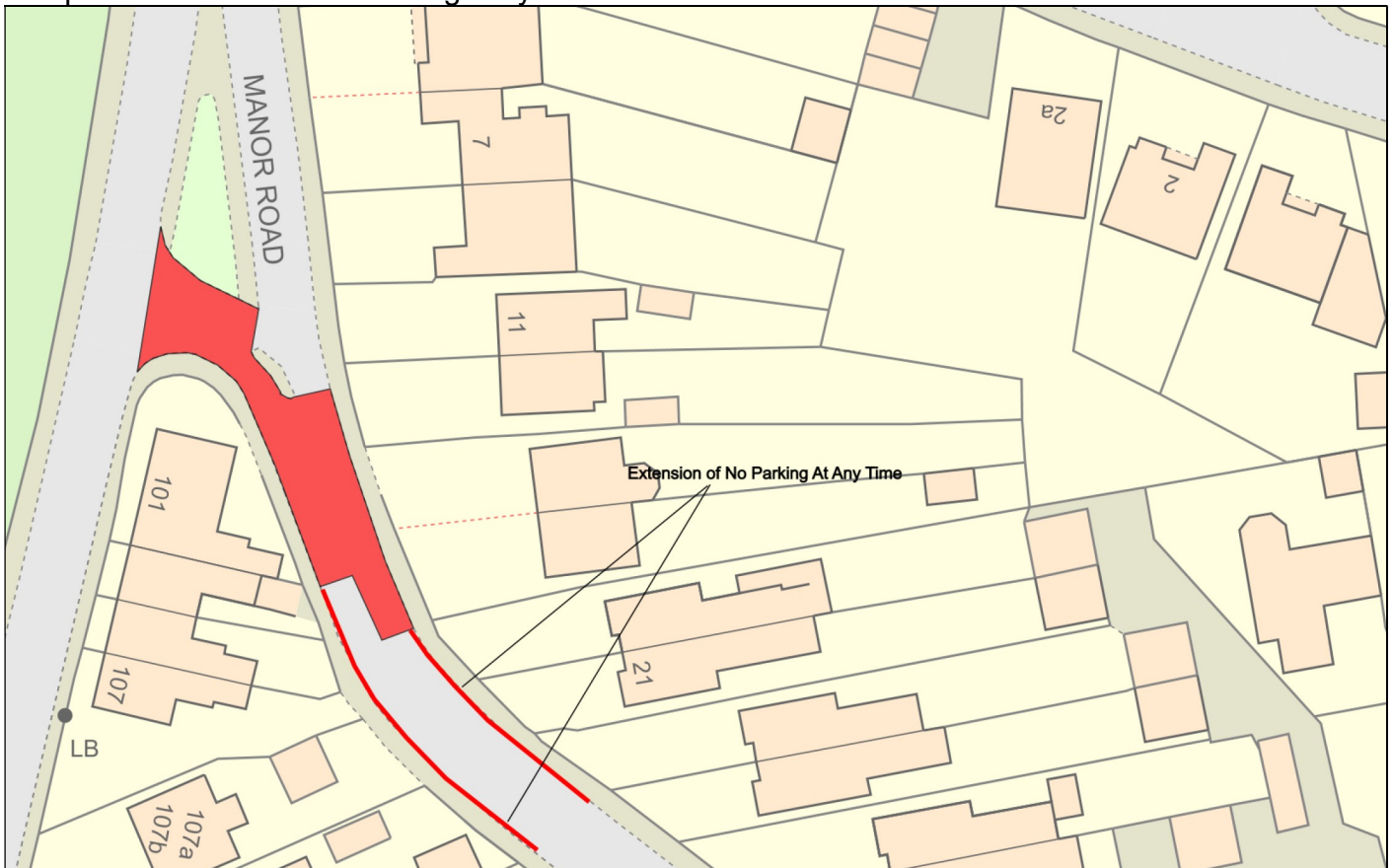
**Plan 9 – Charlton Road, Keynsham** – No Parking At Any Time restrictions were requested by local residents to replace the existing advisory White Keep Clear markings to improve visibility splays at the junction of Kelston Road.



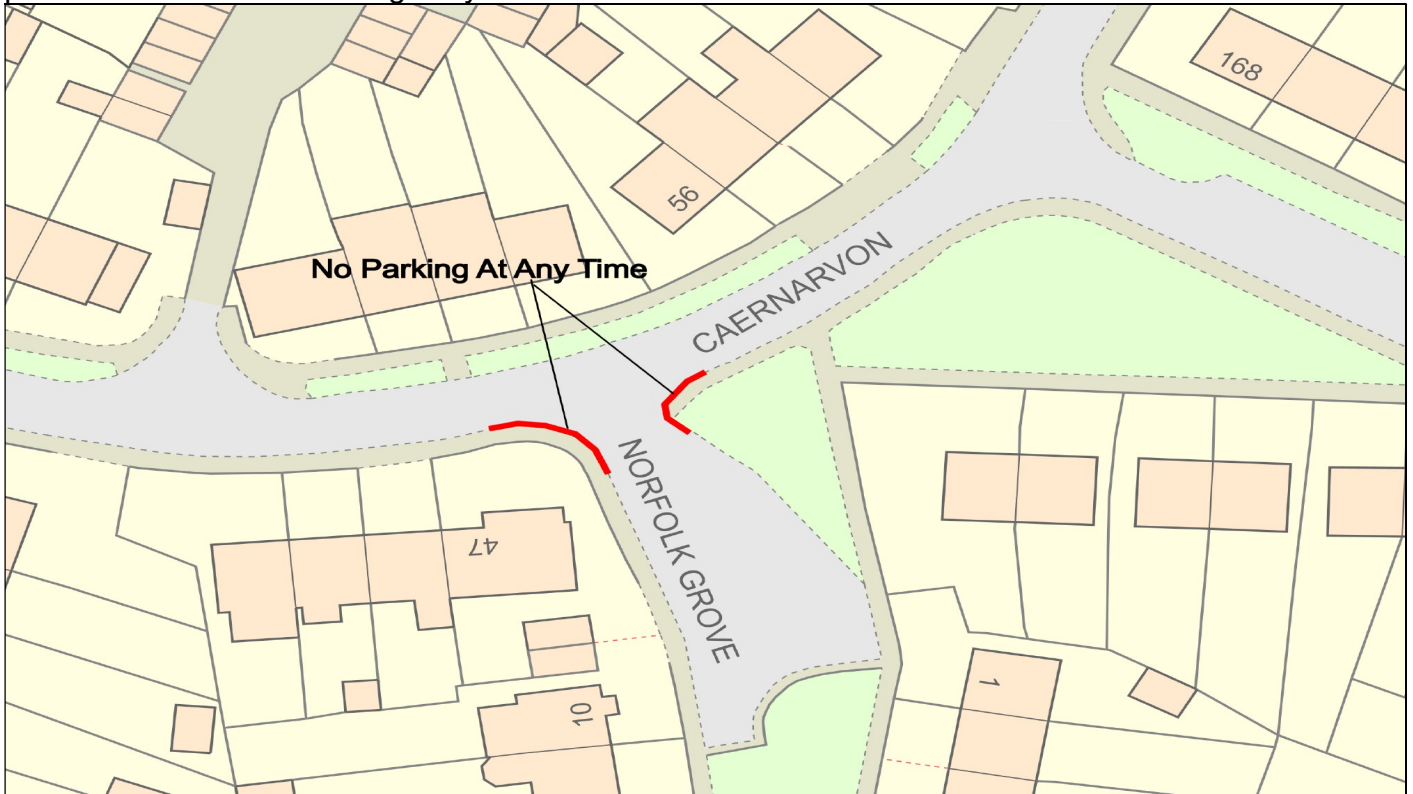
**Plan 10 – Justice Avenue, Saltford** – No Parking At Any Time restrictions were requested by the local Ward Member to improve visibility splays at the junction with Claverton Road.



**Plan 11 – Manor Road, Keynsham** – The extension of the existing No Parking At Any Time restrictions were requested by the local Ward Member on behalf of local residents to improve visibility and prevent obstruction of the highway.



**Plan 12 – Norfolk Grove / Caernarvon Road, Keynsham – No Parking At Any Time restrictions were requested by the local Ward Member on behalf of local residents to improve visibility and prevent obstruction of the highway.**



**Plan 13 – Manor Road, Salford – No Parking At Any Time restrictions were requested by the local Ward Member on behalf of local residents to prevent obstruction of the highway.**

