

# OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

5a

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

PREPARED BY: Traffic Management Team, Highways and Traffic Group

**TITLE OF REPORT: KEYNSHAM / SALTFORD AREA TRO REVIEW**

**PROPOSAL: VARIOUS PARKING RESTRICTIONS**

**SCHEME REF No: 24-003**

### 1. DELEGATION

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

<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	

**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**

Informal consultation was carried out with the Chief Constable, Ward Members, and the Cabinet Member for Highways.

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

**Plan 7 – Durley Hill, Keynsham (No Parking At Any Time)**

**Objections – 1, Support in part – 1, Support – 0,**

**Objections main points raised:**

- I and my family live in Durley Lane. We, as well as other residents of the lane and the families that live on the houseboats on the Chandos Lodge Moorings, are deeply concerned that the 'No Parking At Any Time' proposals for Durley Hill will simply push those who park on the main road at times of football training and events etc, into parking along the single carriageway of Durley Lane. (Though it is a private road, a similar effect will likely be experienced by Durley Park and its residents. We are also concerned that Keynsham Cemetery, with its equally dangerous junction, may also be used as a default parking area by those who would have otherwise parked on the main road.)

- Durley Lane already experiences the overflow of ad-hoc, unsafe parking in its only two safe passing places as well as attempts by van and caravan-dwellers to set up home on these. There are currently no formal restrictions or signage preventing parking ad-hoc or obstructive parking or overnight camping stays anywhere along Durley Lane. The lane is a crucial emergency access way for the fire and emergency services to the south bank of the River Avon - as demonstrated by the recent rescue the fire service mounted of a boat-dwelling family during the winter floods. It is also the lone road access point for a significant stretch, of some miles, of the GWR mainline via 'Lodge Bridge'. When carrying out track works, Network Rail has always set up its trucks and servicing infrastructure in the wider/passing area under the A4 bypass bridge - but on a couple of recent occasions they've not been able to do so without causing an obstruction due to vehicles being already parked at this point — many having been left or abandoned there unmoved for months.

### **Support in part main points raised:**

- As there is already a cycle lane here, I cannot see the benefit, if any, of painting yellow lines as the cycle lane is already a No Parking Anytime area? Councillor Biddleston thinks we should allow them to continue to block not only the cycle lane but the main issue is that they also block the footpath here making anyone daft enough to try to use it walking into the road and high speed traffic there on. Anyone with poor eyesight would find this impossible. That a Councillor should advocate that the vehicles blocking the footpath should be ignored at the expense of the pedestrians is truly amazing.
- Patrons do park here which is the problem. The problem in reality is the woeful lack of policing.
- The Durley Hill Mob park here every weekend during the silly season, so can only take minimal organization as is predictable. Just a matter of getting out and doing isn't it? Is already a NO Parking Anytime area as has a fulltime cycle lane???? They do not slow the traffic at all that I have seen?? It is certainly not a Parking Provision either?? It most definitely is a No Parking Anytime area??? I note that Councillor Biddleston is talking about Durley Lane and NOT; Durley Hill which is a very different fish kettle all together? Seems I am the only one to notice this. It is stated that The Enforcement Team have had a presence almost every weekday?? But not at weekends when the Durley Hill Mob descends, blocking the footpath. The cycle lane is incidental but useful to get them cleared. Durley Hill is but a short walk from Keynsham centre. The prospect of dispensing twenty-plus tickets I'd have thought out ways the one or two near the clocktower don't you think?? The unfortunate would have to face ignorant and aggressive Durley Hill Mob though?

*Response: The proposed No Parking At Any Time restrictions were requested by a local resident and supported by the Keynsham Town Council. The current cycle lanes are mandatory but can only be enforced by our Enforcement Team if parking restrictions are also placed on-site running along the length of the Cycle Lane. As the purpose of the highway is for the safe passage and re-passage of vehicles and parking along the northern side of Durley Hill on the cycle lane obstructs its use by*

*cyclists and pedestrians using the footway, it is the recommendation of this report that the proposed No Parking At Any Time restrictions are implemented on-site as advertised. It is also the recommendation of this report that if any displacement issues caused by additional parked vehicles along Durley Lane are raised over the next 12 months, that an additional proposal plan be put forward within the next Area TRO review to tackle these issues.*

### **Plan 8 – High Street, Keynsham (Various Restrictions)**

**Objections – 1, Support in part – 0, Support – 0,**

**Objections main points raised:**

- This just compounds shoppers and shop keepers woes by disfiguring the High Street further if that is possible with One-Hundred and Thirty-five bollards already in place there? The plan to pedestrianize the High Street is NOT the best plan as stated by Councillor Hal MacFie as cyclists will still use it even if they are banned? How will this be done I wonder as they already use the paved area?? NO police again? The Best by far option is to go back to what it was with two lane working? Traffic was slow and no one drove through when someone was crossing as they do now?? You'll never do this as will be an obvious admission of your failure all round?? Is still the best solution. When will you admit that you made a mess of it and spent One and a Half-Million Pounds on nothing?? This is Fiasco on Fiasco. One does not cancel the other.

*Response: Plan 8 is a formalisation of the existing restrictions and markings currently on-site along Keynsham High Street and is not proposing any amendments to the current arrangement. It is therefore the recommendation of this report that despite the one objection raised above that the plan is sealed within this Order so that our Enforcement Team are given the powers required to carry out their statutory duties.*

### **Plan 9 – Charlton Road, Keynsham (No Parking At Any Time)**

**Objections – 1, Support in part – 1, Support – 0,**

**Objections main points raised:**

- We will be affected by the no parking at any time proposal, which would see double yellow lines across our driveway. When we moved in 12.5 years ago there were no white lines or parking restrictions in front of our drive. When the white lines were re-painted a few years ago for the parking bays, without any consultation with any of the houses affected, the keep clear box and lines suddenly appeared, which extend to partially cover our driveway. This didn't impact us at the time, so we didn't raise it as a problem, but if double yellow lines are now painted, where no white lines originally existed, we would be very concerned. We cannot see the reasoning for adding yellow lines to this area, as a Keep clear box already exists which prevents parking and allows visibility for school crossing and traffic flow into and out of Kelston Road.

- If double yellow lines are painted this will have a detrimental effect on our use of our property, making it impossible for deliveries, collections or house moving to take place without breaking the law.
- As the letter you sent out by second class postage, only arrived recently and it's Easter and neighbours are away, the consultation time should be extended to allow everyone a fair opportunity to voice any concerns.

**Support in part main points raised:**

- I have to say I was a little shocked that the lines intended to extend all the way in front of both driveways, both of which have clear parking spaces, in front. The highway code states that the distance parking from a junction is 10 metres, which from the road is considerably less than the intended double yellow lines. With the highway code in favour of shorter lines and the fact that in the last 7 years I have lived in Keynsham there has not been any accidents at this junction I find it unreasonable to extend them across our and neighbour driveway. I have no issue with double yellow lines extending in the area that is currently the keep clear space as this will stop short of our driveway.

*Response: The proposed No Parking At Any Time restrictions on Charlton Road were requested by the Traffic Management Team on behalf of a local resident. However, due to the objection and points raised above by residents in close proximity to these proposed restrictions, coupled with the fact that Keep Clear markings already exist on site, it is the recommendation of this report that the proposed restrictions are removed from the Order at this time and not placed on-site.*

**Plan 11 – Manor Road, Keynsham (No Parking At Any Time)**

**Objections – 17, Support in part – 0, Support – 1,**

**Objections main points raised:**

- The congestion at the end of the road serves as a natural barrier to speed and reduces the opportunity for people to approach the junction at speed.
- By applying these restrictions, vehicles will naturally move up the road and cause dangers further up. Specifically in relation to the driveway which serves houses 19-29. All of those cars will filter up and cause a danger when emerging from the driveway.
- I think it's absurd that only a few years ago, one of the houses that parks at the mouth of that road was able to build another house on the property and is now rented out, causing more vehicles to park there.
- The change will have a significant effect on the house prices of those unable to park near their house and those houses further up that will find their houses surrounded by cars, possibly parked without consideration, as happens, and causing further nuisances to vehicle pull outs.

- I might counter your proposal that if you were to apply parking restrictions in this area that instead of stopping at the boundary between 23 and 25 that you apply a small extension of the parking restrictions up to the driveway serving numbers 19-29, up to house number 29 and this would negate the danger that I believe your existing proposal develops, allowing for a safe emergence from the driveway.
- Councillor Wait made the spurious statement that, 'This was because sometimes the cars are parked so badly, an emergency vehicle would struggle to negotiate the road. I have yet to see photographic evidence of this. Many times, I have witnessed emergency vehicles go at speed past here without hinderance.
- I am a resident on Wellsway and require parking in the area directly affected by the proposed restrictions, I am a carpenter and therefore have to load and unload my tools daily, I will be forced to do this on the Wellsway if these restrictions are put in place and as there are no parking restrictions on the Wellsway I will be forced to park there.
- The same parking restrictions were suggested in 2022 and were rightly rejected. I am a resident and require parking in area directly affected by the proposed restrictions. I have two young children and having to park far up Manor Road will cause significant inconvenience and safety concerns as we have to transport our children and any shopping a greater distance from our home.
- It will also push traffic further up the road, blocking access and visibility for driveways not to mention putting more cars and parking around a children's play park, which seems particularly shortsighted and dangerous consequence of the proposed plans.
- It seems that the primary intention of the restrictions is to make it easier and quicker for cars to navigate the junction but at significant cost, inconvenience, and danger to the people who have to live in the immediate area. This is the wrong set of priorities.
- The proposed restrictions were rejected last time based on these and many other sensible grounds. Nothing has changed to suggest that this is now in fact a more suitable time to impose restrictions. I strongly object to the proposed restrictions.
- In 2018 I was granted planning permission to build two flats near the junction of Manor Road and The Wellsway. Part of the conditions attached to the planning were that residents park on the road and no off-street parking was to be made available. It now seems incredible that it is being suggested that these very parking spaces are taken away.
- People need to live and work and have transport available. The lack of reliable public transport links from Manor Road make having a car a

necessity. Making it difficult to park for young couples and families aids no one!

- Manor Road is access to only residential properties or small businesses. With the forthcoming development in the Minesmere Road area, there is no need to encourage access to the site by widening the usable width of the road.
- During the day when most cars have left the area, traffic travels considerably faster (over 30mph in many cases). I am now retired and so witness this daily.
- The introduction of double yellow lines at the lower end (Wellsway Junction) of Manor Road have led to inconvenience and to aggravation of residents.
- I have lived here over 40 years and parked cars have not been an issue or inconvenience until the introduction of double yellow lines following the extension to 101 Wellsway.
- The further extension of double yellow lines will do nothing for road safety or benefit of residents but will create a greater need for vehicles to be parked in a block further along Manor Road, with parking on both sides, creating a pinch point with no reduction in speed or increase to residents' safety.
- The excessive speed of vehicles travelling from Manor Playing Fields along Manor Road to the Wellsway Road junction and speed of vehicles entering Manor Road from the Wellsway has not diminished since the introduction of double yellow lines and may have caused its increase.
- There is already limited parking, on Manor Road (West Side) towards the Wellsway junction which double yellow lines would not change. The continued disregard of resident's views and concerns will create ill feeling as the proposals will merely allow other residents to drive without consideration or due care and attention.
- Cllr Andy Wait is not able to specify how many residents have also come forward in favour of this proposal, therefore I'd question the democratic/transparent process. The following quote from Cllr Wait is from a recent email to me: "The reason I wished this matter to be considered again is from conversations I have had over the last two years with residents in the area. I don't expect many of them have written to B&NES about it but I am aware of their opinions. These conversations were informal, and it would be hard for me to put a number on it".

**Support main points raised:**

- I am a resident in this area. The current yellow lines have made a real difference in helping traffic flow and safety at the Wellsway end of Manor Road. I would support the extension of the lines around the corner by 17 and 19 Manor Road, as currently cars parked on this corner force other vehicles, travelling at speed from Wellsway, to travel onto the opposite side of the road with no way of seeing if there is any oncoming traffic. I would like to flag that

any extension to these yellow lines will be pointless without enforcement. We regularly have cars parking on the current double yellow lines, usually from those staying in the Airbnb flats at 101 Wellsway. Therefore, I assume any extension to these lines will also be ignored if there is no risk of penalty.

*Response: The proposed extension of the existing No Parking At Any Time restrictions further along Manor Road, Keynsham was requested by the local Ward Member, Councillor Andy Wait, to prevent obstruction of the highway and improve safety for drivers when traveling around the bend. Due to the large number of objections raised above by local residents, coupled with the fact that parked vehicles in this location do act as a traffic calming measure to slow vehicle speeds, it is the recommendation of this report that the proposed restrictions are amended and that a reduced length of No Parking At Any Time restrictions be sealed within this Order and implemented on the east side of Manor Road, extending up to the boundary of property numbers 19 / 21 only, in line with the lamp column. This small extension to the existing restrictions will prevent parking on the corner, which currently forces vehicles onto the wrong side of the highway when travelling along Manor Road from the Wellsway junction but will retain valuable on-street parking provision for local residents.*

**No Objections received to:**

- Plan 1 – Orwell Drive / Chandag Road, Keynsham**
- Plan 2 – St Ladoc Road / Cranmore Avenue, Keynsham**
- Plan 3 – Chewton Close / Bath Road, Keynsham**
- Plan 4 – Pixash Lane, Keynsham**
- Plan 5 – Ashmead Road, Keynsham**
- Plan 10 – Justice Avenue, Saltford**
- Plan 12 – Norfolk Grove / Caernarvon Road, Keynsham**
- Plan 13 – Manor Road, Saltford**

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

**8. ADDITIONAL COMMENTS FROM WARD MEMBERS AND CABINET MEMBER FOR HIGHWAYS (in response to the above)**

**Chief Constable**

Thank you for the email and attachments regarding the proposed Keynsham and Saltford Area TRO Review.

Enforcement of waiting restrictions within the Bath and North East Somerset Council area rests with Bath and North East Somerset Council Parking Services. Consideration regarding the potential displacement of existing parking and the enforcement needs of these restrictions should be of importance.

The proposals should meet the aspirations behind their introduction.



## **Parking Services**

No comment.

## **Ward Members**

### **Keynsham East:**

Cllr Hal MacFie – Regarding plan 11 I have received strong representation not to extend the no parking restrictions and this comes from the residents and neighbours of 19 Manor Road. These are the people most impacted by these changes and they make the point that the current format does slow traffic down and no accidents have been recorded.

I believe these objectors outnumber those in favour of extending the no parking restrictions and so to sum it up I am not in favour of extending the restrictions.

Cllr Andy Wait – No comment.

### **Keynsham North:**

Cllr Alex Beaumont – Happy to support this. Thank you for all the work that is scheduled in North Ward.

Cllr George Leach – My only comments would be in support of the sensible proposals for St Ladoc/Cranmore Ave, Durley Hill and Charlton Road. The formalisation of the High St is also fine. I have no comments on areas outside of my ward.

### **Keynsham South:**

Cllr David Biddleston – No comment.

Cllr Alan Hale – No comment.

Keynsham Town Council – No comment.

### **Saltford:**

Cllr Duncan Hounsell – I have nothing to add to comments I have already made regarding Plan 10 and Plan 13 both in Saltford. Hopefully, all will go smoothly towards implementation.

Cllr Alison Streatfeild-James – No comment.

Saltford Parish Council – No comment.

## **Cabinet Member for Highways:**

Cllr Manda Rigby – No comment.

**9. RECOMMENDATION**

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



Paul Garrod  
Traffic Management & Network Manager

Date: 9<sup>th</sup> May 2024

**10. 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 9 – Charlton Road, Keynsham (No Parking At Any Time)**  
*It is the recommendation of this report that the proposed restrictions are removed from the Order at this time and not placed on-site.*
- **Plan 11 – Manor Road, Keynsham (No Parking At Any Time)**  
*It is the recommendation of this report that the proposed restrictions are amended and that a reduced length of No Parking At Any Time restrictions be sealed within this Order and implemented on the east side of Manor Road, extending up to the boundary of property numbers 19 / 21 only, in line with the lamp column. This small extension to the existing restrictions will prevent parking on the corner, which currently forces vehicles onto the wrong side of the highway when travelling along Manor Road from the Wellsway junction but will retain valuable on-street parking provision for local residents.*

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.

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.



Chris Major  
Director for Place Management

Date: 13/05/24