

## OUTCOME OF TRO PROCESS – OBJECTIONS RECEIVED

PREPARED BY: Traffic Management Team, Highways and Traffic Group

**TITLE OF REPORT: NORTH EAST SOMERSET AREA REVIEW****PROPOSAL:** Parking Restrictions**SCHEME REF No:** 24-022**REPORT AUTHOR:** KG – Traffic Management Team**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 section 87 of the Environment Act 1995 (air quality)	

### 3. PROPOSAL

To implement various parking / waiting restrictions around the North East Somerset area.

### 4. BACKGROUND

A number of proposals for: No Parking At Any Time restrictions, No Loading Between 8am – 9.30am and 3pm – 5.30pm, 30 minute free parking Mon – Sat 8am – 6pm no return within 1 hour, Disabled Parking, No Loading Mon – Fri 8am – 9am and 3pm – 4pm were submitted to the Council at various locations around the North East Somerset area by local residents, Ward Members, Parish Councils and the Bath & North East Somerset Councils 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, Parish / Town Council, Ward Members, and the Cabinet Member for Highways.

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

### 7. 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**.

#### Overall response sentiment to Order 24-022



#### **Plan 4 – Gastons, Bathford – No Parking At Any Time**

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

**Support in Part main points raised:**

- Would like restrictions extended further.

*Response: Extension of the proposed restrictions advertised sits outside the scope and remit of this TRO consultation. It is therefore the recommendation of this report, as no objections were raised during the public consultation and that these restrictions were requested by the Parish Council that the restrictions are implemented on-site as advertised and sealed within this Order.*

#### **Plan 7 – Tynings, Clutton – No Parking At Any Time**

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

**Support main points raised:**

- Tynings is single track narrow road with a section for passing/turning halfway along. A number of houses along the road, who do not necessarily need to use the bay for turning, use it as additional parking.
- Turning area required to manoeuvre vehicles safely.
- Rogers Close is becoming busier, and you cannot always see what is coming up or down the road until half the car is out in the road. Need this area kept clear as a passing place.

*Response: The proposed restrictions were requested by the Parish Council to ensure that the turning area and passing place on Tynings, Clutton is kept free from obstruction. As no objections were raised during the public consultation stage and that the purpose of the highway is for the safe un-obstructed passage of vehicles, it is the recommendation of this report that the proposed restrictions are implemented on-site as advertised and sealed within this Order.*

#### **Plan 8 – Wellow Lane, Peasedown St John – No Parking At Any Time**

**Wholly Object– 7, Partially Object– 1, Neither– 1, Partially Support– 1, Wholly Support– 5,**

**Objections main points raised:**

- If you put parking restrictions in or around Wellow Lane, this will make drivers look elsewhere for parking in local side roads.
- Parked cars slow the traffic down, which is a good thing.
- There is already limited parking on this road with residents further down struggling to find anywhere to park. Removing the right to park further up the road will only make this issue worse for the residents.
- The specific area which is supposed to have the no parking order is a very wide stretch of the road where parking does not impede any large vehicles so there is no issue to resolve in this regard.
- The reality is that in spite of the council's desire for us all to walk, bus or cycle wherever we go many people in Peasedown St John need a car to get to work, school etc. Cycling into

Bath is so dangerous and is not realistic for a family with children and or elderly people. Many people are doing shift work including late nights when often driving is the only and safest option. Young adult children need their cars for late night shift work and therefore require safe parking.

- My children cannot afford to move out so they will be living at home for some time to come and therefore, we are a three car and motorbike family with only a two-space driveway. On top of this where do visitors park or tradespeople.
- Many of the families here now with young children will eventually have older children who will drive and need parking.
- I feel that the people who are living here in the 'new builds' are being penalised. We have already had double yellow lines placed outside our house shortly after we had moved in. We accepted this without comment as we are opposite the bus stop and understood the obstruction that was cited but we were not expecting it and the accessible parking had been a feature in us getting this particular house. Whilst of course we can park further away down the street, my fear and therefore objection is that the whole road in time will be made no parking at any time on that side and this will unfairly disadvantage the people in the new houses especially those in the affordable housing as they only have one parking space.
- My neighbours and I have been reminded of the parking restrictions that the residents of the 'estate' that was called Peasedown Meadows are under. We have received a letter from the Pinnacle Management company, and I thought I would share some of it with in case you are not aware of the restrictive covenants. In particular Clause 3.11 restricts the parking on the estate itself other than in a garage or allocated parking space meaning that overflow parking is even more needed on Wellow Lane.
- My request is that the current and future parking requirements are fully understood before traffic order notice 24-022 is imposed on Wellow Lane.

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

- The proposal will improve road safety for all road users, pedestrians and local residents. Vision from vehicles exiting Jubilee Road onto Wellow Lane would be greatly improved without having to negotiate parked vehicles opposite the junction. This also applies to residents exiting their private driveways onto Wellow Lane. The bus stop would then be clearly visible to enable the buses and coaches to pull in safely to pick up/ drop off passengers.
- This proposal, if implemented, will improve road safety for pedestrians, school children using the adjacent bus stop, cyclists, local residents and also road users.
- The lack of visibility at the Jubilee Road junction is exacerbated in winter with reduced visibility and pedestrians on the pavement are often completely obscured from view when residents attempt to reverse onto their driveways as recommended in the Highway code (Rule 201). There have, to my knowledge, been at least two junction related accidents with vehicles travelling towards Braysdown Lane being forced onto the opposite side of the road (Wellow Lane) to safely pass parked vehicles which brings them into direct contact with vehicles exiting from Jubilee Road intent on turning left.
- Will improve road safety for all.

- Parking on Wellow Lane is a safety hazard not only for the residents of Wellow Lane and the roads leading on to it (especially Jubilee Road) but also for drivers and pedestrians using Wellow Lane, as parking of vehicles along certain stretches of Wellow Lane hampers visibility.

*Response: The proposed parking restrictions on Wellow Lane, Peasedown St John were requested by the local Ward Members to improve the safe un-obstructed passage and re-passage of vehicles on the highway, which is its primary purpose and to improve visibility splays at junctions. Parking is an obstruction of the right of passage and therefore can only be condoned where it is safe to do so. There is no legal right to be able to park on the highway in front of your property. Therefore, despite the 7 objections raised to these proposed restrictions, as they were requested by the local Ward Members and representatives of the area on safety grounds, and due to the fact that 5 responses of support from local residents were received, that it is the recommendation of this report that the proposed restrictions are implemented on-site as advertised and sealed within this Order.*

### **Plan 9 – Carter Road, Paulton – No Parking At Any Time**

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

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

- We appreciate that the area has been highlighted as a problem area with parked cars but would appreciate it if you would consider extending the double yellow lines further down Farrington Rd. The reason being that when vans park (legally) up to the existing double yellows, the visibility both exiting Carter Road and traveling along Farrington Rd (heading towards Farrington Gurney and often on the wrong side of the road due to parked vehicles) is extremely restricted.

*Response: Extension of the proposed restrictions advertised sits outside the scope and remit of this TRO consultation. It is therefore the recommendation of this report, as no objections were raised during the public consultation and that these restrictions were requested by the Parish Council on safety grounds that the restrictions are implemented on-site as advertised and sealed within this Order.*

### **Plan 10 – Spring Ground Road / Winterfield Park, Paulton – No Parking At Any Time**

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

#### **Objections main points raised:**

- Will make the lives of people in the Winterfield area of Paulton worse, not better, and it may have unintended negative consequences.
- There used to be a problem with people parking in the splay of the junction, but this stopped when the 'keep clear' lines were painted, and the junction is now never obstructed. If your proposal was to simply replace the white lines with yellow ones there would be no objection to this, except to observe that this would be a waste of money as it would be trying to solve a problem that, in truth, does not exist. However, you seem to be proposing to extend the double yellow lines further along the South side of Spring Ground Road and give no valid reason for doing this.

- This would eliminate three much-needed parking spaces on Spring Ground Road. Parking in Winterfield is becoming an issue, largely for reasons connected with the ongoing national housing crisis and therefore out of the Council's control.
- Children who have grown up in Winterfield find themselves, as young adults, unable to afford to leave home despite having jobs. The paucity of public transport in the Paulton area essentially compels them to become car-owners, so the number of cars per household multiplies and these cars must be parked on the streets as there is nowhere else for them to go.
- Winterfield Road is the main road and an important access road for the emergency ambulances based at Paulton Hospital and is largely free of parked cars. I suspect that, if you restrict parking elsewhere in Paulton, the displaced cars will start to be left on Winterfield Road and will start to cause much more significant traffic problems than they do parked on the back streets.
- The proposal is a waste of money, and so entirely inappropriate for a cash-strapped council to consider

*Response: The proposed No Parking At Any Time restrictions were requested by the local Parish Council to prevent obstruction around the junction of Spring Ground Road / Winterfield Road, Paulton. As only 1 objection was received to these proposals and because they have the support of the Parish Council who have put this request forward 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 12 – Staples Hill, Freshford – No Parking At Any Time**

**Wholly Object– 13, Partially Object– 7, Neither– 0, Partially Support– 0, Wholly Support– 3,**

#### **Objections main points raised:**

- This will result in displacement of vehicles to unsuitable single track lanes nearby and leave nowhere for walkers, either with or without dogs, to park their vehicles for popular walks through the meadows, fields & woods.
- This will damage the trade & livelihood of the pub by reducing overspill parking space at peak times.
- This will cause even more disruption to the village already suffering the consequences of the A36 closure for an estimated 7 months.
- Putting yellow lines in Freshford Village will only lead to the demise of the inn and the community shop and Cafe that is at the core of our village.
- The parking will just move further into the village which will cause gridlock.
- The road is wide enough to allow parking on some sections.
- DYL are not appropriate in a rural environment. Sections are highlighted for DYL on which I have never (in my daily walks in Freshford) seen anyone park, it is an over-the-top response which will ruin the village feel.

- The presence of DYL will encourage non-patrons to park in the pub (as other roads are narrow) and this may impact their business / sour relations.
- The parish council were going (according to their minutes) to consult on these proposals prior to finalisation therefore, again, this is not representative of villagers wishes.

**Support main points raised:**

- The road over the bridge into Freshford by the pub is becoming dangerous in the summer as there is such a long stretch of unsighted single carriageway due to parked cars. Combine this with walkers and vehicles reversing and it is both a danger and very difficult to get in and out of the village via this route on a sunny weekend day.
- Current parking in these proposed areas makes it very dangerous for pedestrians. And causes gridlock for when the bus wants to stop or pass. Having no waiting or parking here would help.

*Response: The proposed No Parking At Any Time restrictions through Freshford were originally requested by the Parish Council. The support for these proposals has now been withdrawn and the Parish have asked for them to be removed from the Order. As we received 13 comments of objection and 7 of partial objection during the public consultation stage regarding these proposals and they no longer have the support of the Parish Council, it is the recommendation of this report that they are not implemented on site and are not sealed within the Order.*

**Plan 13 – Freshford Lane / Park Corner, Freshford – No Parking At Any Time**

**Wholly Object– 7, Partially Object– 2, Neither– 1, Partially Support– 0, Wholly Support– 3,**

**Objections main points raised:**

- There is no issue with parking or unwanted stationary vehicles in this part of the village. Creating restrictions will mean unsightly yellow lines which will spoil the look of the area.
- It would be a complete waste of money attempting to deal with a problem that does not exist.
- The Parish Council reviewed proposals and in their recorded minutes objected and agreed not to put forward proposals to BANES. The residents of Freshford / Park Corner and their representatives do not want this.
- This is a rural area. "No parking restrictions" are not appropriate as if it were an urban environment. Double yellow lines will ruin the village characteristic.
- There are streets in Freshford, which are far narrower than those in Park Corner (even when cars are parked) which rubbish and emergency vehicles / buses pass safely. I am unaware of any incidents where vehicles have been unable to pass. Forcing people from an area which is wide enough to other areas (which are similarly or more narrow) is not a solution.
- Introducing DYL and effectively widening the road will only encourage people to pass faster through the hamlet, as they have a "clear run".

- Whilst I am fortunate to have a parking space some residents (who are elderly do not and use the spaces by the pump to park safely.) Given the narrow streets elsewhere, removing these suitable spaces would mean people (some with limited mobility) would have to park several hundred meters away. Where are residents supposed to park if the DYL are put in place?
- There has been some misunderstanding. A resident was parking at the junction for a while but now has a parking space elsewhere and no longer parks at the junction at Park Corner. Other than that there is no issue with anyone parking at the junction and there is never any hold up or congestion with traffic.
- The parish councillors decided at a parish meeting last year not to pursue proposals for yellow lines at Park Corner.

**Support main points raised:**

- I support the provision of 24 hour parking restrictions on Park Corner in Freshford, as a resident of Ashes Lane, delivery drivers struggle to access Ashes Lane because of dangerous parking on the junction and often end up walking deliveries up the steep lane on trolleys, access to the other end of Ashes Lane is restricted and very narrow so they need to reverse back past the parked car on the junction.
- Access to Ashes Lane from Park Corner for residents, visitors and delivery drivers is made more dangerous as you often have to swing out into oncoming traffic on a blind bend in order to drive around cars parked on the outside of the bend and on the junction.
- A detailed analysis of the tracking data for local bus route 94 (Bath – Trowbridge via Freshford), operated by Libra Travel, clearly reveals that buses are frequently delayed at both the bridge over the River Frome and at Park Corner, affecting the punctuality and reliability of this bus service.
- Centurion Travel have withdrawn the ‘home-to-school’ transport facility between Freshford Village and Ralph Allen School on the grounds that the coach had been frequently delayed at Park Corner (both morning and afternoon) due to ‘badly-parked’ vehicles causing substantial delays.

*Response: The proposed No Parking At Any Time restrictions through Freshford were originally requested by the Parish Council. The support for these proposals has now been withdrawn and the Parish have asked for them to be removed from the Order. As we received 7 comments of objection and 2 of partial objection during the public consultation stage regarding these proposals and they no longer have the support of the Parish Council, it is the recommendation of this report that they are not implemented on site and are not sealed within the Order.*

**Plan 14 – Southview Place, Midsomer Norton – No Parking At Any Time**

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

**Objections in part main points raised:**

- We live on the adjacent Hope Terrace, which has no vehicle access. South View Place is our closest vehicle access. We need to occasionally wait here when collecting or dropping people and items. It is essential for us to wait here, especially to support our daughter, who has a disability. We have been using this location for the occasional wait for the last five



years. Our waiting time is only for a few minutes. When another driver needs to access the road, we move our vehicle immediately.

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

- Regarding the proposed double yellow lines in Southview Place. These should be extended on the west side of Southview place, to allow cars to access the properties in Hope Terrace, which presumably is the point of them. They need to extend along the side of no.15 Hope terrace to achieve this, otherwise the proposed DY lines are a waste of time. It is vehicles parking alongside 15 Hope Terrace that cause the problems.

*Response: The proposed No Parking At Any Time restrictions within the turning head of Southview Place were requested by the Traffic Management Team on behalf of local residents to provide an unobstructed turning place for vehicles. Residents can still park on these restrictions to load and unload as long as they are seen to be coming to and from their vehicle, therefore these additional restrictions will not affect the loading and drop off requirements for local residents. An extension of the proposed restrictions to what was publicly advertised sits outside the scope and remit of this TRO consultation and would need to be considered by the local Ward Members and if approved put forward within the next available area TRO review programme. It is therefore the recommendation of this report, as the proposed restrictions are to ensure that the highway is free from obstruction that the proposed restrictions are implemented on site as advertised and sealed within this Order.*

#### **Plan 16 – School Lane, Batheaston – No Parking At Any Time**

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

#### **Objections main points raised:**

- Trustees have been urgently discussing this sensitive issue further on this and would wish to RETRACT our application for the 4mtr DYs on School Lane if we may please. The National Blood Group have withdrawn their application to attend our hall so we will not therefore have the difficulty of access for their large vehicles. Trustees therefore DO NOT wish to cause any problems within our community for losing this one space. May Trustees of BNVH please therefore cancel our request for the 4mtr DYs opposite our hall.

*Response: It is the recommendation of this report that Proposal Plan 16 is removed from this Order as it no longer has the support of the Trustees of Batheaston New Village Hall.*

#### **Plan 17 – Bathford Hill / Ashley Road / High Street, Bathford – No Parking At Any Time**

**Wholly Object– 2, Partially Object– 4, Neither– 0, Partially Support– 0, Wholly Support– 1,**

#### **Objections main points raised:**

- Bathford has a parking problem, and more specifically the Bathford Hill/Ashley Road area. When the Zebra Crossing / unmanned crossing was proposed in 2023 we raised objections under the consultation process on the grounds that taking away parking spaces in the area would lead to further parking issues. The response we received was that the proposal would only result in six parking spaces being lost. We reiterate that this specific area has older housing stock without driveways for residents, but parking is also used for rugby club, cricket club, village school, village shop, village club/RBL, hairdressers and the children's playground. These all put significant pressure on a limited number of spaces. Your proposal

actually states that one of the intentions is to limit on street parking again adding further pressure to the availability of spaces for residents. This will cause further issues and provides no overall solution to the Bathford Hill/Ashley Road parking problem.

- New Road is a single-track road with no pavement, for this reason people do not stop here, except residents to open and close their drive gates, occasional vehicles delivering eg bulk building materials and skips, and bin lorries, all of which are necessary.
- A waste of time and (ratepayers) money.
- Much more of a hazard are the cars habitually parked on the white line just uphill from the turning from High Street onto Church Street. There are frequently near-misses because of this parking as down coming vehicles are pushed into the middle of a narrow section of road where visibility is limited.
- The (curiously) shortened zigzag markings above the new zebra crossing on the High Street mean up-coming traffic has nowhere to wait for traffic travelling down to clear which causes the crossing to be obstructed (the road on this side is heavily used for parking over a long stretch down to the zig-zags) The priorities of the new proposals are, in my opinion as a resident and driver and pedestrian, misguided.
- I disagree with the notion of no parking along Bathford Hill and High Street, the number of spaces has consistently not been an issue, and removing the cars from these roads would likely make worse the high speeds of the cars that go down these roads, making it more hazardous to pedestrians.
- No one ever parks in the areas I have ignored, because they either already have double yellow lines on them, or they are close to a junction and nobody parks on them anyway.
- Accessibility for parents dropping off and picking up their children from the primary school will be affected, as will parking spaces available for community sports field on Ashley Road, which is home to many valued clubs and teams.
- Very few of the homes in this part of the village have driveways. We rely completely on the on-street parking outside our homes. Many of our homes are listed buildings, so turning front gardens into driveways will be extremely difficult/impossible. Many (including myself) wouldn't dream of doing that anyway, because our only gardens are our front gardens. Plus it would completely mar the beauty of the village to do so. We are in AONB Cotswolds and UNESCO WH Bath. We are eager to conserve the beauty of this place with our gardens and characterful homes. In order to do this, we require these on street parking spaces.
- House values may be affected if there is not easily accessible on-street parking right outside, as will our car insurance premiums if our cars have to be parked on a street away from our homes. Residents like to be able to look out and see their own car. Given several recent car thefts/break-ins this feels more important than ever.
- All buses, tractors and larger vehicles manage perfectly well to travel in the space available to them. What possible reasoning is behind this? No issue is being caused by the parked cars and taking this parking space away will cause chaos...because there is literally nowhere else available for these residents to park their cars.
- The hairdresser on the high street beside the pedestrian crossing is frequented every single day by elderly and vulnerable customers. It is imperative that they are able to park as close

as possible to the salon. Many of these customers are driven by their sons and daughters (also often older in their 70s). It is disrespectful of the local community to consider taking the current accessibility away.

- Any new parents (young mums alone with baby/toddler for example) needing easy accessibility from the front door to the car with a large pram will struggle if they are unable to park close to their homes.

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

- As a resident of Bathford, I support the introduction of parking restrictions, however I think it doesn't go far enough. I would like to see something such as residents parking zones to prevent people using Bathford as a park and ride area.
- I wish to re-iterate that the parking restrictions should not limit residents from parking outside, or near, their own homes. Toward the bottom of Bathford Hill, (near The Crown) there is often numerous vans or camper vans that are parked for long periods of time, with people even apparently living in them. This takes up space for parking for a long period of time and looks unsightly.

*Response: The proposed No Parking At Any Time restrictions at the junction of Bathford Hill, Ashley Road and High Street have been requested by the Traffic Management Team as part of a new crossing scheme to improve visibility splays and prevent sight lines being obstructed by parked vehicles. There is no legal right to park on the highway. The 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. Vehicles can park on Double Yellow Line restrictions to load and un-load (such as at the hairdressers) as long as they are seen to be coming to and from their vehicles. It is therefore the recommendation of this report as these restrictions are being proposed on safety grounds, that they are implemented on-site as advertised despite the objections raised and sealed within the Order.*

#### **Plan 18 – Paulton Road, Midsomer Norton – (No Parking At Any Time)**

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

#### **Objections main points raised:**

- The area is chaotic due to multiple buses arriving and stopping in Redfield Road at the same time, especially in the morning which is not helped by parents parking to drop their children off at the 2 schools. Redfield Road should be one way or not have buses.

*Response: The proposed extension to the existing No Parking At Any Time restrictions on Paulton Road to the north of its junction with Redfield Road was requested by the Traffic Management Team to improve visibility splays and prevent sight lines being obstructed by parked vehicles when existing Redfield Road. As no formal objections were received to this extension of these markings it is the recommendation of this report that the restrictions are implemented on-site as advertised and sealed within the Order.*

#### **Plan 21 – Morris Lane / Barnfield Way, Batheaston – (No Parking At Any Time)**

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

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

- I wholly support this restriction. Existing parking frequently obscures signage and markings, causes traffic flows round the corner to deviate from their own lane and could cause people to miss the 'no entry ahead' condition (down Morris Lane).
- The proposed restriction together with removal of any vegetation obscuring signs should help clear up these confusing elements and make it easier for visiting drivers and residents to perceive and use the road layout correctly.
- I can see from the plans that the double yellow line will cross my driveway. I know that this is normal. But I am asking you to consider the fact I have a registered disabled daughter who needs level access to a car. Our driveway is on a steep angle making access difficult to cars. We park our car at the top of the drive on the level aspect of the road where our dropped curb is. If there are double yellow lines, there it will mean that accessibility for my child with a disability will be directly impacted. I therefore request that the double yellow lines do not cross our driveway so that we can retain this option for safe car access. The level access for my child with a disability at the top of the drive 24 hours a day 7 days a week is critical to her well-being and safety.

*Response: The proposed No Parking At Any Time restrictions were requested by the Traffic Management Team to prevent obstruction and provide improved visibility splays at the junction. As no formal objections to these proposals were logged it is the recommendation of this report that the restrictions are implemented on-site and sealed within the Order. It is the recommendation of this report however that the proposed restrictions are reduced slightly and that the Double Yellow Lines stop at the boundary of property numbers 25 /26 and do not extend across the driveway and property entrance of number 26 as proposed.*

### **Plan 23 – The Street, Compton Martin – (No Parking At Any Time)**

**Wholly Object– 12, Partially Object– 5, Neither– 2, Partially Support– 1, Wholly Support– 2,**

#### **Objections main points raised:**

- Cars parked alongside the pond make cars on the road slow down! Which we need (so much speeding in this area)
- It is the only place for cars to park in the village, for weddings and events etc. How do we expect people to come to our village if there is no public transport but also nowhere to park!
- This proposal by BANES Highways Department has come quite out of the blue. It has not been requested by the parish council and, as far as I can tell, there has been no discussion / consultation in the village before BANES Highways have produced this bizarre proposal.
- There is already a consultation process regarding 20MPH speed limits along the A368 in the village and, certainly, the peculiar suggestion of double yellow lines outside the historic village pump is very odd indeed. This then begs the question as to how and on what basis such a proposal has been put forward.
- Such a scheme would be of particular inconvenience to villagers and lead to parking in other places which are less appropriate and potentially dangerous.
- We have very few parking spaces for the Church and the School Room which is used for social functions every month. Preventing people from parking near The Reddings will mean more people park further up the High Street near the bend which is dangerous.

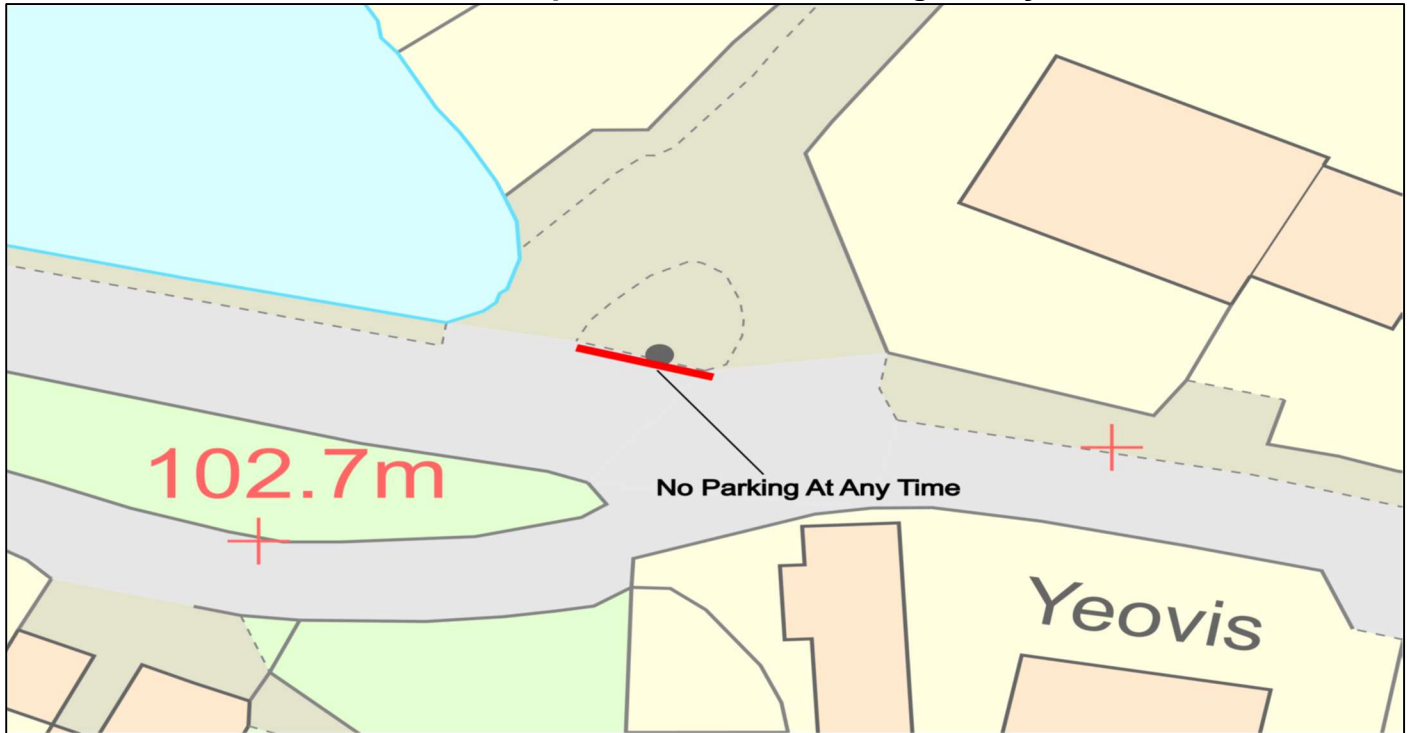
- Most of the people going to the church and the School Room and the Post Office are elderly and need parking spaces near to these buildings.
- The urbanisation of our village by having double yellow lines is surely an abomination! The only time this raises an issue is on days of service in the church opposite. Surely the entitled inhabitants of The Redding's can live with this slight inconvenience on Sundays only?
- It is out of keeping in a rural area, in the conservation area and AONB to have yellow lines and parking restriction signs. As far as I am aware there are no other such restrictions in the village.
- Seems an unnecessary use of the council's funds.
- Compton Martin Parish Council objects to the proposal of double yellow lines in front of the Pump, The Street in Compton Martin. This is on the basis that in 2023 the parish council conducted a village wide survey and one of the questions (Q4) on the survey was that exact proposal. The response from parishioners was 46% agreed, 72% disagreed and 11% had no opinion. The proposed B&NES parking restrictions are clearly against the will of the majority of our residents. This survey and results have been passed to B&NES Highways and the Ward Councillors have reassured us that the survey is taken into account. The Parish Council would like to question on what basis B&NES Highways are proposing this parking restrictions, one against the wish of the majority of parishioners, second - there are far more dangerous junctions within the parish, affecting and threatening the safety of far more residents - Mill Lane, Yew Tree Lane, Highfield Lane. Despite that B&NES are choosing to put parking restrictions on an exit of **a private road/drive** instead.

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

- Parking is prohibited close to a road junction, but people ignore that, resulting in poor visibility and making it extremely hazardous to pull out onto the main road!
- I was initially against this change in Compton Martin and commented to that effect on 23rd August. However, having almost been hit by a car in the proposed restriction zone, due to lack of visibility arising from parked cars, I now support this as I can see its importance.

*Response: The proposed conversion of the existing advisory White Keep Clear marking to enforceable No Parking At Any Time restrictions was requested by the Traffic Management Team on behalf of local residents on the grounds of safety and to improve visibility splays when pulling out at the junction. Due to the large number of objections raised above however coupled with the fact that these restrictions are not supported by the local Parish Council, it is the recommendation of this report that the proposed restrictions are reduced in length and implemented on-site and sealed within this Order as shown on the amended plan below. It is noted that the Parish Council should raise the issues relating to parking near a junction in regard to visibility splays at its next meeting with local residents.*

## **Amended Plan 23 – The Street, Compton Martin – No Parking At Any Time**



## **Plan 24 – Woodborough Road, Radstock – No Parking At Any Time**

**Wholly Object– 7, Partially Object– 2, Neither– 0, Partially Support– 0, Wholly Support– 1,**

### **Objections main points raised:**

- The introduction of alternate-side parking restrictions will significantly reduce visibility when crossing the road from either end. This will make it more dangerous for all pedestrians, particularly elderly residents, those with mobility issues, and families with small children, who may be forced to cross the road to reach their vehicles.
- The proposed 'chicane' may hinder access for emergency services and refuse collection vehicles, which currently have clear access along one side of the road.
- We estimate that at least five or six parking spaces, and potentially more, could be lost due to the proposed changes. Parking on Woodborough Road is already challenging, and this reduction will only exacerbate the situation.
- Currently, vehicles do not park along the side of the road adjacent to the park, providing an unobstructed view for parents monitoring their children in the park. The proposed restrictions may lead to increased parking on this side, obstructing views and potentially compromising the safety of children playing there.
- It appears that there has been insufficient consultation with local residents and stakeholders regarding these specific changes.
- The proposed restrictions will affect at least six properties on Woodborough Road, preventing residents from parking outside their homes and, by extension, from charging any electric vehicles, present or future.

- Reducing parking availability may lead to increased traffic congestion as residents and visitors seek alternative parking. This could result in higher emissions and air pollution, undermining the council's environmental goals and Climate Emergency Declaration.
- The proposed chicane effect may create additional hazards for cyclists.
- Proposed alternatives
  - Speed Reduction Measures: Instead of introducing restrictions that could increase vehicle speeds, we suggest implementing traffic calming measures such as speed bumps or narrowing the road at strategic points to encourage slower driving.
  - One-Side Parking Only: Limiting parking to one side of the road (preferably the non-park side) could help maintain access for larger vehicles and emergency services without creating a chicane effect.
  - Traffic Calming at Bottom End of Woodborough Road: As an alternative, a traffic calming measure or chicane could be implemented at the bottom end of Woodborough Road, next to the mining planter. This would slow down traffic entering the road, addressing speed concerns, without compromising parking availability for residents.
- We believe that the proposed changes to Woodborough Road will have a disproportionate and negative impact on residents.
- Nothing, to date, has been done to enforce the existing 20 mph speed limit. Simple speed bumps would be one sensible solution, but a speed camera would be a much greater deterrent and would even generate much needed revenue for the council.
- This proposal will seriously impact the visibility regarding children entering or leaving the park entrance, thereby creating a real danger zone.
- Considering that parking on Woodborough Road is already overcrowded, due to residents of Shaftesbury Terrace, Morley Terrace and Stanley Terrace using parking spaces on Woodborough Road, reducing the available number of spaces will only make an existing condition worse.
- This proposal will effectively turn Woodborough Road into a high-speed chicane using resident's vehicles, no doubt resulting in vehicle collisions.
- The simple matter of parking in order to access my property as a blue badge holder and the needs of disability parking is an issue at the best of times, you need to address the speeding I understand, please use common sense to find alternative solutions, eg sleeping policeman.
- The rationale is to prevent obstruction of the carriageway by parked cars but the only time the carriageway is blocked currently is when the rubbish and recycling lorries come around which would not be changed by this proposal.
- This proposal puts parking both sides of the road. There are a number of families with small children living in Woodborough Road, and several elderly couples. The very young and the very old are the two age groups that are most likely to have an accident crossing the road and this proposal increases the amount of crossing the road by these groups of people.
- I don't see how this proposal will improve access and visibility for refuse vehicles. Currently vehicles have a view all along the street. This proposal would block visibility halfway down the road.

**Support main points raised:**

- I wish to voice my support on my interpretation that this will not result in any significant loss of parking for residents opposite the park and simply encourage parking on both sides of the road. In doing so I believe you present a solution that helps resolve long waits for right of way down a long stretch of road whilst slowing traffic that would typically speed past the park. Thank you for this solution to a concerning local traffic problem.

*Response: The proposed No Parking At Any Time restrictions on Woodborough Road were requested by the Traffic Management Team to prevent obstruction of the highway due to parked vehicles and to create a chicane effect with parking on alternative sides of the road to help reduce vehicle speeds. Due to the number of objections raised above from residents, it is the recommendation of this report that the proposed restrictions are not implemented at this time and further monitoring and investigation is carried out into possible alternative solutions that could be funded within a future Transport Improvement Program should funding and resources be made available.*

### **Plan 25 – Sunnymead, Midsomer Norton – No Parking At Any Time**

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

#### **Objections main points raised:**

- I require day to day access through Sunnymead as the access from Thicket Mead is along a narrow unsurfaced lane with no parking and no turning space. Access from Sunnymead was in place when I bought the property. I have lived at here for many years and during that time there has never been any traffic congestion or nuisance from vehicles parked in this location.
- It is a remarkably quiet cul-de-sac with visits from the occasional delivery van or tradesperson's vehicle, the weekly refuse and recycling lorries and occasionally a private car visiting a nearby house. Visitors are respectful of the needs of residents gaining access to and from their driveways. Therefore, I consider the restrictions to be completely unnecessary and cannot understand why, at a time of increased demand on Council finances, such a proposal was even deemed worthy of consideration.
- This section of Sunnymead is important to me as it provides the only level place to park for short time for loading goods and getting in and out of the car if someone else is driving. I do not leave my car parked or unattended in the place where it is proposed to make the parking restriction as I realise it is not a suitable place for long term parking.

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

- In my opinion, Houses 12, 14 and 16 Sunnymead have no essential motoring need for the bay when entering or leaving this Close, as they can all turn their vehicles when leaving their drives before exiting the Close, thus driving forwards to exit. However, as there is no space for me to turn my vehicle at the blind end of the close, I have no alternative but to reverse out of the Close into the turning bay before I can then drive forwards to leave. For this reason, any parking in the bay by other vehicles creates problems for me. Yellow lines would therefore be welcome.
- The proposed lines would be a great help as we have had a lot of issues with cars and vans blocking our driveway.



*Response: The proposed No Parking At Any Time restrictions were requested by the Traffic Management Team on behalf of a local resident. The area in question is a turning point to allow vehicles to manoeuvre. The purpose of the highway is for the free-unobstructed passage of vehicles. Parking is an obstruction of that right and therefore can only be permitted where it is safe to do so. Double Yellow Line restrictions allow vehicles to park for short periods to load and unload goods, so this should address some of the concerns raised in the objection above. As only one objection to these proposals was received and two comments of support were submitted during the public consultation and due to the fact that long term parking within a turning area should not be permitted, it is the recommendation of this report that the proposed restrictions are implemented on-site and sealed within this Order.*

### **Plan 26 – The Street, West Harptree – No Parking At Any Time**

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

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

- Please note my representations regarding Plan 26 - The Street, West Harptree. At present, vehicles park on the hatched areas and create a significant hazard: they block the view of drivers joining the main road, the A368 Weston to Bath Road, and are parked for long periods of time. The proposed restrictions are a sensible safety measure and should be implemented.

*Response: The proposed No Parking At Any Time restrictions were requested by the Parish Council and local Ward Members as part of the West Harptree Safety Improvement scheme to remove parking at this location (currently hatched out), to allow for the local bus to drop off and pick up passengers. An informal meeting with residents, the Parish Council, Cllr Wood and BANES officers has been held to discuss the proposals, all of which, have agreed for the Double Yellow lines to be proposed rather than a bus cage. As no objections were raised during this consultation to these restrictions and they have the support of the Parish and local Ward Member it is the recommendation of this report that they are implemented on-site as advertised and sealed within the Order.*

### **Plan 27 – The Street / Fortescue Road, Radstock – Various Restrictions**

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

#### **Objections main points raised:**

- This will do my business and others a great deal of harm and probably put some of us out of business. If this happens I will have to make 8 people redundant and so will other businesses, we rely on passing trade from people on their way to work where they can stop grab what they need and go.
- It is a ridiculous plan to implement a no parking zone in Radstock, Also I believe that you as a council are doing this so people will use the car park which you have decided to charge for, our customers won't do this and just sail on by.
- What we do need is a limited waiting time in Fortescue Road for about 20 mins except for deliveries as we do have people park there for more than 30 mins especially on a weekend.

- Radstock has suffered in the past from road closures, losing the co-op, altering road layouts, taking away car parks and every time we have to fight to have our say, so please leave us alone if it's not broken don't try to fix it and fail us businesses.
- Keep more free parking in Norton Radstock if going to doctor's dentist church for deaths or visiting cemeteries.
- All BANES are interested in is Bath but tax Norton Radstock but not give anything back.
- This is absolutely ludicrous & will inevitably mean the closure of many businesses in the street, you have a very popular bakery in Cottles who for many uses passing through to get breakfast or lunch, if I'm not able to stop for a few minutes. I will simply drive on through & take my trade elsewhere & this is also the case for many people. This is just one of many businesses who would simply fold or be crippled by such a stupid idea.
- I am appalled to hear the plans to have no parking at any time on Fortescue Road, Radstock. I am a business owner on this road also I am full time wheelchair user and I find it awful that you are trying to impose this ridiculous plan I have a strong clientele base and 25% of my clients are also wheelchair users and we already struggle to park anywhere with decent access if you do impose this you surly need to replace part of this street with blue badge holder bays? as there is only one disabled bay in the whole of Radstock a main high street. this will significantly affect my business and my disability to access my work place you are welcome to come into my shop to have a chat I would love to speak to the person in charge of this proposal it's just not fair as it's almost like we do not have a voice.

*Response: No new restrictions are being put forward as part of this consultation along Fortescue Road or The Street, Radstock. BANES recently moved to a new parking restriction mapping system called AppyWay. As part of this process all existing restrictions were transferred over to the new system. The restrictions currently on the ground along Fortescue Road and The Street don't match what is shown on our mapping system, so the purpose of this TRO is to address those inconsistencies so that the TRO accurately reflects what is currently on-site. It is therefore the recommendation of this report that as no new restrictions are being proposed to what is currently on the ground and no impact to the existing parking arrangements or operations of local businesses will be made, that the mapping amendments are sealed within this Order.*

### **Plan 28 – Wellow Lane, Peasedown St John – No Parking At Any Time**

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

#### **Objections main points raised:**

- Parking - The spaces are necessary for parking of residents, services and carers who visit family homes and only have one drive space and a garage not big enough to park modern size vehicles.
- Cars have safely parked there for a number of years without any problems. The only accident has been this year due to a van speeding and not demisting the windscreen, and hence unable to see or stop to wait for passing traffic.
- Cars would be forced to park further down Wellow Lane causing congestion and neighbourly disputes as parking closer to the houses is restricted already by junctions, bus stops and large driveway access.

- Speeding – the cars parked along Wellow Lane and Wellow Mead act as a natural speed calming solution. To restrict parking would increase speeding and be a danger to pedestrians. When cars are not parked, we regularly see cars travelling in excess of 40 miles per hour.
- The reality is that in spite of the council's desire for us all to walk, bus or cycle wherever we go many people in Peasedown St John need a car to get to work, school etc. Cycling into Bath is so dangerous and is not realistic for a family with children and or elderly people. Many people are doing shift work including late nights when often driving is the only and safest option. Young adult children need their cars for late night shift work and therefore require safe parking.
- Many of the families here now with young children will eventually have older children who will drive and need parking.

**Support main points raised:**

- This proposal, if implemented, will improve road safety for pedestrians, school children using the adjacent bus stop, cyclists, local residents and also road users.
- Will improve road safety for all.

*Response: The proposed parking restrictions on Wellow Lane, Peasedown St John were requested by the local Ward Members to improve the safe un-obstructed passage and re-passage of vehicles on the highway, which is its primary purpose and to improve visibility splays at junctions. Parking is an obstruction of the right of passage and therefore can only be condoned where it is safe to do so. There is no legal right to be able to park on the highway in front of your property. However as there is already an extensive length of existing No Parking At Any Time restrictions along with a bus stop clearway preventing parking in close proximity to the junction with Braysdown Lane, coupled with the fact that available on-street parking provision along Wellow Lane is in high demand by local residents, it is the recommendation of this report that despite the 2 comments of support that the proposed restrictions are not sealed within this Order at this time.*

**Plan 29 – Bristol Road, Farrington Gurney – No Parking At Any Time**

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

**Support main points raised:**

- This must be done as I have seen so many very near misses because of large vehicles parking right on the junction.
- People come down Carter Road on the wrong side of the road because of parking halfway up Carter Road and on the junction, vehicles coming from Farrington Road then are head on with them to go up to Carter Road the recovery lorry even parks on Farrington Road over the white line to the junction sometimes.

*Response: The proposed No Parking At Any Time restrictions were requested by the Traffic Management Team to prevent obstruction of the highway due to parked vehicles. As no objections were raised to these proposals it is the recommendation of this report that they are implemented on-site as advertised and sealed within this Order.*

## **Plan 31 – Chew Lane, Chew Stoke – No Parking At Any Time**

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

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

- We agree that the farmer needs to access his fields, but the double yellow lines should continue down to the Dairy Way junction, if this is not done it will mean more safety issues for residents because more people will be trying to park outside our homes. We already have to cope with the constant parking outside our properties, and it is unsafe because we are having to pull out into the middle of the road to see if there is oncoming traffic because visibility is restricted because of the parked cars. At the moment surgery staff are parking in the week, and people attending the rugby club at the weekend (often parking on the pavement making it difficult for pedestrians to get through). Also, there are two further field entrances belonging to another farmer which do not seem to have been considered.
- The parking reduces the road to one lane, with coaches, lorries, tractors, vans, cars etc. all trying to drive through both ways, creating the need for vehicles to reverse allowing oncoming traffic to get through. This is unsafe and would be even more serious if emergency vehicles were trying to get through. We understand that the advisory white lines mentioned are not enforceable, in any case there is still a serious safety issue, as you cannot see oncoming vehicles because of the parked cars, even if they do not park across the entrance. There have already been near accidents. During surgery hours there is enough space for patients to come and go within the car park, so we do not see an issue with parking for them, and very few seem to park on the road. It is the staff who parking on the road. At the front of the surgery there is a large grassy area which is not used and could easily be utilised for staff parking. Any rugby club overflow could surely use the car park next door at Chew Valley School which would not be used on the weekend. There are car parks if people cooperate and use them. In conclusion surely safety must be paramount, both for residents and traffic using the lane.

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

- We are supportive of the desire to improve visibility and access for emergency and refuse vehicles. Traffic on Chew Lane is particularly difficult at school drop-off and moreso with school picking up time due to parents/caregivers of pupils of Chew Valley School parking along Chew Lane waiting to collect children. We also note the increase in 6<sup>th</sup> form pupils who drive and attend the school who park all day on Chew Lane. Due to the parking on the road, it is often very difficult for cars to flow in both directions of Chew Lane at the same time and we have had wing mirrors damaged on 2 occasions whilst living on Chew Lane from passing cars (who have not bothered to stop). Given the difficulty for smaller vehicles, we agree that emergency vehicles and other vehicles would benefit from improved access through the implementation of passing places on the road. For the same reasons as above, we support the proposal to allow for the safe passage and re-passage of vehicles.
- We concur with the comments made by the Chief Constable that consideration needs to be given to the potential displacement of existing parking and enforcement needs of restrictions. As residents of Chew Lane, we have difficulty leaving our driveway at pick up time every weekday during school term as often cars are parked right the way up to, and further on from our house towards Chew Magna. These problems exist already and if parking restrictions are put in place on one part of Chew Lane only, the parked cars will be displaced to other parts of the road, and we anticipate an increase in issues outside of our house. We haven't seen anything in the proposal that addresses the issue of displaced

existing parking. Cllr Dave Harding commented that residents are concerned that they cannot exit their houses safely (this definitely applies to us) and asked the Council to provide measures to aid visibility from driveways. We cannot see that this request from the consultation process has been taken into account in the revised plan. There have been numerous occasions where access to our driveway has been completely blocked and I have been subject to abuse by drivers of parked cars that we have politely asked to move to allow me to leave my house. More often, whilst technically access to our driveway is not blocked, cars will park right up to either side of the driveway. This effectively blocks are view of the road and we have zero visibility of what traffic is coming from either direction and have to edge out blindly which is dangerous and unsafe.

- The proposals made by BANES have not taken our access and visibility issues into account, despite the assertion that the proposal is to allow for improved visibility and safe passage and re-passage of vehicles on Chew Lane and we are directly affected by this as residents of this road.
- Having raised complaints with Chew Valley School with regards to students/staff parking their cars on Chew Lane and preventing us from being able to access our fields we also contacted local councillor and BANES highways about this matter. We are therefore pleased to see the proposed introduction of an additional "no waiting at any time" area on Chew Lane, Chew Stoke, however we feel that the proposed restriction is too long and will only displace parking and congestion further along towards Chew Stoke.

*Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Member and Parish Council to prevent obstruction of the highway due to parked vehicles. The original proposal placed additional No Parking At Any Time restrictions in front of the properties along Chew Lane to protect visibility and access for local residents. This part of the proposal was removed by the Ward Member / Parish Council during the informal consultation stage of these proposals (as seen within Report 3) and a request for advisory White Keep Clear markings in front of driveways instead was asked to be put forward. These markings would be introduced on-site at the same time as the No Parking At Any Time restrictions further along Chew Lane if approved. As no formal objections were raised to these restrictions requested by the Ward Member and Parish Council it is the recommendation of this report that they are implemented on-site as advertised and sealed within the Order and the White Keep Clear markings painted in front of driveways of local properties as agreed by the Ward Member and Parish Council.*

### **Plan 32 – Hayes Park Road, Midsomer Norton – No Parking At Any Time**

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

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

- My elderly mother lives on Hayes Park Road, Midsomer Norton. Can you please confirm this will not prevent her family from parking outside of her house. The family visiting is essential. It is the family home, and she has lived here for many years. We will need to park outside of her property when visiting and taking her out. The map suggests the restriction stops before her property; can you please confirm.

*Response: The proposed upgrade of the existing advisory White Keep Clear markings to enforceable No Parking At Any Time restrictions was requested by the local Ward Member to prevent obstruction of the highway due to parked vehicles near the junction. Vehicles can park on Double Yellow Lines to load and unload, and to pick up or drop off passengers. However parking for long periods near a junction should not be permitted. It is therefore the recommendation of this*

*report that the proposed restrictions are implemented on-site as advertised and sealed within this Order.*

### **Plan 33 – Meadway, Temple Cloud – No Parking At Any Time**

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

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

- There is a common understanding with the local residents this would directly impact, and parking currently works well for the households involved. This area of the road hasn't been an issue for parking in the last 30 years and I don't see this change needs to be brought in. Even the school run times in the morning and in the afternoon doesn't affect this space and if anything provides additional space for parents to collect their children safely. If this was removed or changed to a no parking at any time, the traffic will be dispersed elsewhere creating a traffic hold up along the whole of Meadway.
- Unless cameras are being installed and the area monitored and fines issued, parents will still park here for the 10 minutes to collect their children. Yet for the sake of 10 mins morning and afternoon, it is removing a much-needed parking space for residents in Meadway at all other times of the day.
- I have a larger vehicle that I park on my driveway and even with a car parked at the front of the house, I can still easily get on and off my driveway. This proposal is completely ridiculous and not needed. Other than it creating a problem with traffic and parking at busier times such as the school run, there would be absolutely no benefit to it being made into a no parking at any time.
- This proposal will ultimately have a knock-on effect with parking in the vicinity.
- I have lived in Meadway for many years. At no time has school runs caused an issue that I am aware of. Occasionally parents will pull in and drop children off, but to my knowledge this has never caused a significant issue for those living adjacent. Installing this restriction will cause us residents' additional inconvenience, whereas neighbourly parking is in a nice equilibrium, and has been for as long as I can remember in the many years that I have lived here.
- Currently the residents can park outside their houses, ideal for security and convenience in the increasing frequency of bad weather.
- It seems very unnecessary from a resident's point of view. School drop off and pick up lasts probably 20 minutes at most, and is outside most people's office working hours. The proposal seems to be without thought and justification.

*Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Member on behalf of a local resident to prevent obstruction of the highway and keep the area clear from parked vehicles. As these restrictions received 4 objections from local residents and no comments of support it is the recommendation of this report that they are not introduced at this time and alternative options should be considered such as advisory White Keep Clear markings to advise drivers where best not to park on an informal basis. It is therefore the recommendation of this report that the proposed restrictions are not sealed within this Order.*

### **Plan 34 – Prospect Gardens, Batheaston – No Parking At Any Time**

**Wholly Object– 9, Partially Object– 8, Neither– 0, Partially Support– 1, Wholly Support– 2,**

**Objection main points raised:**

- There is no other parking in the area for certain residents.
- These restrictions will increase danger and reduce “liveability” for the rest of the area particularly Seven Acres Lane.
- The proposal appears to lose 2 of the three parking spaces, which in this context is significant because of the lack of parking in the area.
- The visibility and access in Prospect Gardens is already good and far better than on Seven Acres Lane. Prospect Gardens is a cul de sac with 4 houses, it has a bell-shaped entrance onto Seven Acres Lane with space on its roads for vehicles even with parked cars.
- There is access space for refuse vehicles (small ones are used on our lanes) and emergency vehicles and even more so when compared to Seven Acres Lane which is narrower and busier even when cars are parked there.
- There are many properties - mine included - in Northend and Seven Acres Lane that don't have off street parking- none of us have dedicated parking and our houses have a small walkway in front that runs at a right angle to the lane. Therefore, we use Seven Acres Lane / Eagle Road / Northend to park. We have to park on the road. This is difficult generally but more so with shopping, buggies, and in my case elderly parents with limited mobility to get in and out of the house.
- I am a frequent visitor to Batheaston because I have friends there, and I visit Solsbury Hill for walking. Parking is extremely difficult. Taking spaces away in Prospect Gardens seems the least likely spot in the village to take away parking.
- A far better idea is to put zoned parking in Prospect Gardens for local residents who don't have dedicated parking. Has the council looked at providing more and better parking elsewhere in the village?
- What about the National Trust who own Solsbury Hill - could they provide land for parking?
- This proposal will remove several parking spaces from public use. The displaced cars will be parked elsewhere and exacerbate other access and safety issues, potentially impacting me and my family.
- The proposal appears to be for approximately 25m of double yellow lines. This is a lot of parking space to remove from the local area. Introducing new parking restrictions does not reduce the number of vehicles parked on the roadside, it just moves them. Since parking is already saturated in Northend, there is a real risk that the inevitable displacement associated with these proposed double yellow lines exacerbates access problems elsewhere.
- The proposed restrictions will remove the only spaces in the entire street where cars can be safely accessed from both sides, allowing passenger access without pulling into the road. This is crucial for residents with mobility issues or families with young children.

- Disproportionate reduction in parking: While only 3 spaces are being removed, this represents a dramatic percentage reduction in available parking for the whole street. At least 8 houses in Seven Acres Lane (more in the High Street) have no off-street parking, and many households now own two cars. Residents of Prospect Gardens have double off-street parking, so these changes will not affect them. However, it will severely impact those living on the High Street and Seven Acres Lane who rely on street parking.
- Road width inconsistency: Further up the road, when cars are parked, the road is actually narrower than in the areas where restrictions are proposed. This calls into question the necessity of these specific restrictions.
- We have been told that without the double yellow lines access is difficult for an ambulance. This is hard to understand. The road is 16' 3" wide. An ambulance is 6' 9" wide. This leaves a gap of 9' 6" to spare. Even with a car parked in that gap there ought to be ample room to pass it.
- None of us would object to double yellow lines simply on the corner, but to extend them further and remove two very helpful parking spaces seems unjustifiable.
- Until our area has a reliable bus service ordinary people need to use cars. Whilst many residents in this area have private parking spaces many do not. The removal of the parking would lead to difficulties for medical and tradespersons requiring access to parking when visiting residents.
- Parking in this area has become more difficult since the 2 properties accessed from Seven Acres Lane have become holiday lets despite both properties being advertised with 2 off road parking spaces each but 2 of the spaces are not available as the parking area appears to be used as a dumping ground.
- Seven Acres Lane is narrow and has very limited parking for the number of households present, and often drivers have no choice but to park on narrow stretches of the road, which in turn can block the lane to larger vehicles as there isn't the space to pass. This has previously caused problems for delivery drivers and can also cause problems for emergency service vehicles such as ambulances as they cannot get access to parts of the lane due to how narrow the road is. Prospect Gardens allows people to park out of the way of Seven Acres Lane without causing any congestion or access issues to the residents of Prospect Gardens as it is a wider road.

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

- I wholeheartedly support placing double yellow lines at the entrance of Prospect Gardens, in keeping with Highway codes 242 and 243 respectively. The fact that photographic and written evidence have already been submitted to Batheaston Parish Council proving that emergency vehicles, delivery trucks, and rubbish and recycling vehicles have been unable to enter due to obstruction reinforces the need to support this proposal. Furthermore, that people have wilfully challenged Prospect Gardens residents when politely asked to refrain, but refrain when emails have been submitted to council seems to suggest brief compliance out of fear and a hope that 'things will eventually die down,' likewise proving that parking in Prospect Gardens is not a matter of parking 'need,' but rather parking as a matter of convenience and not wanting to be inconvenienced, even at the risk of the health and safety of its residents.



*Response: The proposed No Parking At Any Time restrictions were requested by the Parish Council on behalf of local residents to prevent obstruction of the highway due to parked vehicles. Due to the number of objections raised above it is the recommendation of this report that alternative measures be considered in this location such as advisory white keep clear markings rather than formal parking restrictions. It is recommended that local residents discuss parking capacity vs accessibility issues with the Parish Council who can then put forward any feasible solutions to the Traffic Management Team for consideration within a possible future Transport Improvement Programme should funding and resources become available. It is therefore recommended that the proposed restrictions are not sealed within this Order.*

### **Plan 34 – Bloomfield Lane, Paulton – No Parking At Any Time**

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

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

- The lines are down to be painted at the widest section of the road. Vehicles, including emergency transport are able to travel up and down this section without difficulty. One neighbour has reported not being able to get an ambulance off his drive without some slight adjusting of angles. This cannot be used as an excuse for wanting yellow lines, as nowhere does it state that you must be able to get emergency vehicles on and off your drive. The majority of emergency vehicles pull up outside of homes and block roads where necessary. Nobody minds this.
- Bin lorries are able to get up and down this road easily at this section of road, due to it being the widest part of the road.
- In my opinion, the double yellow lines requested by 'residents', is largely due to the said resident/s not wanting to look at cars outside of their window and being informed by a resident that it has always been a bit of a tradition for the residents not to like seeing cars parked there.
- Parking is limited on this road already due to several houses not having driveways and the one way stretch of road outside these houses actually being quite narrow. There is planning for a new bungalow on the narrowest stretch of Bloomfield Lane which will further reduce parking on this road once built.
- Double yellow lines will force more cars further around the bend of the road or onto the main Winterfield Road, which will cause obstruction to currently free flowing traffic and put road users at risk.
- The parking on Bloomfield Lane is already limited due to the width towards the main road. I have lived on the lane for a number of years and the parking situation is getting worse, if anything we need more parking, not less.
- I completely understand the need to not park blocking or opposite driveways, I would support a scheme which restricted parking where it blocks or is opposite to driveways. However, a scheme that restricts parking where it does not do this does not take in to account all road users/residents.
- Parking cannot be restricted simply because it is outside someone's house. Removing the ability for vehicles to park where the road is at its widest does not make any sense. The

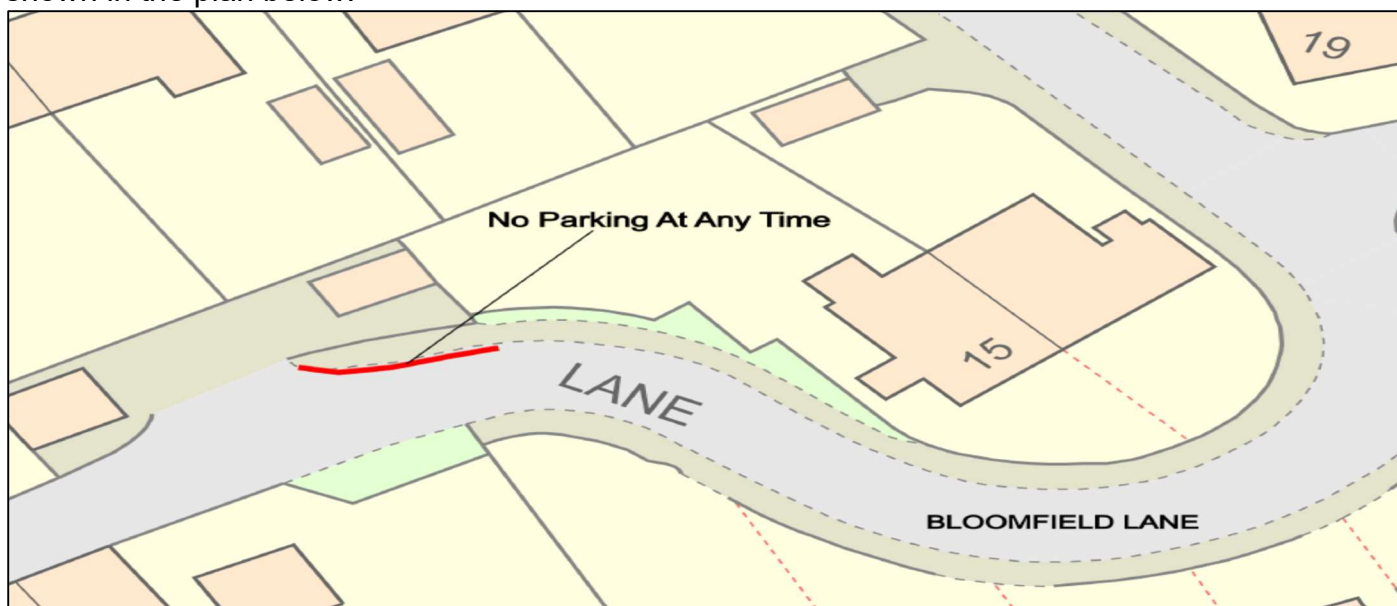
road at this point is plenty wide enough for a vehicle to be parked and for a large 7.5 tonne lorry to pass without issue.

### Support main points raised:

- Parking on corners is an issue that needs to be addressed so this is good. Please can also the same be implemented off Purnell Way/Farrington Road roundabout because you can't see to pull in or out of Manor Farm Close and I've nearly had an accident there.
- The root cause of the problem is that people in the terraced cottages at start of Bloomfield Lane have too many vehicles to park outside their own properties and therefore park further along the lane causing obstruction leading to emergency vehicles having issues accessing the lane. Until adequate parking is provided, in future, by the relevant authorities in regard to planning applications this problem will only continue to get worse in all areas - even 2 bed bungalows have at least two vehicles these days.

*Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Member on behalf of local residents to prevent obstruction of the highway to emergency and larger vehicles due to parked cars. Due to the objections raised above regarding limited on-street parking provision for local residents the Ward Member has requested that the proposed No Parking At Any Time restrictions be reduced by half as shown in the revised proposal plan below. It is therefore the recommendation of this report that the modified reduced restrictions on Bloomfield Road be approved as they have the support of the Ward Member and implemented on-site and sealed within this Order.*

**Plan 34 – Bloomfield Lane, Paulton** - Could we potentially reduce the proposed length of the restrictions so that they only extend for the first half, rather than the entire proposed length as shown in the plan below.



### **Plan 36 – South Road / Church Hill, Timsbury – No Parking At Any Time**

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

### Objection main points raised:

- With reference to the proposed island on Church Hill; it will solve nothing serving only to cause more congestion. At a cost of £60,000 it is ridiculously expensive. Surely you could

be investing in more useful projects. And all the yellow lines! Where are residents supposed to park?

- I think you could class this as a slight objection to the above proposal. We understand that something has to be done, however, at the cost of our access being compromised. I realise that this notice is for the double yellow lines at the bottom of the junction along South Road. We would, however, just like to point out regarding the proposed junction improvements to Church Hill/South Road, that we have found an issue. (TCN 0044\_002. We live near the corner of these two roads and would like to point out that the proposed refuge island will restrict our ability to turn into and drive through our existing gateway into the car parking area behind our house. It is not possible to turn into our gateway coming from the North, access is only possible from the South. The position of the island will impede this access, particularly with a trailer. This also will stop us getting large deliveries to the back of the property, denying us this would cause us some considerable inconvenience.

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

- I am commenting on this as I have some serious concerns on the proposed road lay out on the junction of church hill to South Road. as I live on this junction, I see this having major negative effect to safety for me and others as by widening the pavement will force traffic closer to my property which my gate opens directly out onto the road. I have put two giant flowerpots out there so that traffic can see there is an entrance there and it gives me and my dogs some form of protection as we come out of the gate. I do understand that something needs to be done here but I believe that are more in-depth consultation is needed here as the impacts to traffic safety and access are a major factor here as I've seen many times when a coach or bus comes down Churchill it uses the whole road on the junction and island is going to cause more problems.
- It will become physically impossible for larger vehicles to turn, not to mention access to Neighbour's property will have a detrimental effect to them as well as parking which is also very difficult around here at the best of times by implementing these "improvements" Will make parking very limited where I already have to park far away from my property, which can be quite difficult with shopping, etc. as the notice that has been put up only indicates double yellow lines and talks about the yellow lines but depicts the new junction layout. I see this is some form of cloak and dagger scheme to slip this in without us knowing I will look forward to your response.
- The purposed new road lay out at Church Hill /South Road junction has several faults with it that need to be rectified before the work is started. The position of the pedestrian crossing makes turning left from Church Lane into Church Hill so tight that you would have to mount the new pavement also would not allow access for a large vehicles ie the waste and recycling lorries which at the moment travel up Church Lane from Church Hill. It also would stop access for vehicles to park in the garage of dray cottage on Church Hill. The widening of the pavement on the west side of Church Hill will tend to push traffic further across the road making it dangerous for pedestrians exiting the brick house as it stands the owners have had to put large flowerpots outside their entrance so they can exit with their dogs safely. The 2-meter-wide pavement outside of Dray cottage and then the parked vehicles will reduce south road to almost a single carriage way which is ok until a large vehicle is turning left from Church hill into South Road as it won't be able to due to the vehicles waiting to turn right into Church Hill. The local coach operator has offered his services to carry out some live testing free of charge and this can only be a good thing to do before the money is spent on this project and if this is about slowing the traffic down why not change the junction from a give way to a stop junction.

*Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Member and supported by the Parish Council, to prevent parking opposite the junction with Church Hill. When vehicles are parked in this location, they force traffic onto the wrong side of the road which can cause safety issues when entering Church Hill (cutting across the junction instead). The Double Yellow Lines will assist with the junction improvement scheme. The comments above relating to the layout and design of this scheme sit outside the scope and remit of this TRO consultation which is in reference to the No Parking At Any Time restrictions only. A separate consultation regarding the junction layout has been carried out with local residents providing them with an opportunity to comment. It is therefore the recommendation of this report as the proposed restrictions have the support of the local Ward Member and Parish Council and due to the fact they will improve safety around the junction of Church Hill and South Road that they should be implemented on-site as advertised and sealed within this Order.*

### **Plan 37 – Holcombe Vale, Batheaston – No Parking At Any Time**

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

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

- Bathampton is not a village with major parking issues nor parking problems and there is no history of any accidents here caused by parking or anything else. When we purchased this property a number of years ago there were no restrictions and white advisory lines were subsequently painted but they did not extend fully in front of our property at the front gate as you now propose. It is a 20 MPH zone with a staggered junction. There is a disabled crossing outside 170 Holcombe Lane with tactile paving and lowered kerbs. The only person to ever object to anyone parking outside my house was a lady who does not live in Holcombe Lane nor Holcombe Vale who wished to push her pram through the middle of the junction rather than walking round to the existing, safer, disabled crossing a few meters away. Because of primary school children walking down Holcombe Vale, Holcombe Lane is often a safer option for parking in my opinion and there is a designated crossing point there and very few cars. There are also very few cars in the evening and at night in Bathampton and I cannot fully see why "no parking at any time" restrictions are needed? If restrictions are to be imposed, I would be grateful if they do not extend any further than the white lines that were previously painted on the junction and they are not extended further, right up to 170 Holcombe Lane. My previous neighbour converted his front garden into a driveway making road parking impossible. The proposals will also prevent lorries delivering goods to the Spar shop in Holcombe Lane as there will be nowhere for them to park. I increasingly need disabled access and there are few buses from Bathampton village into town.
- I work in Bathampton surgery, and these parking restrictions will make it impossible for staff to come into work and patients both for the dental practice and the doctor's surgery. There are also local businesses that will struggle with no parking for their customers as it is already difficult. We have a number of elderly/vulnerable patients who are not able to get in apart from getting someone to drive them which will become increasingly difficult with no parking. I also have to imagine that this would make life very difficult for some residents that live in Bathampton or any of the roads listed in your restrictions as not all the properties have driveways. As healthcare workers, (GP practice and the dental surgery) we focus on delivering the best patient care and feel this is an unnecessary obstacle in an already intense environment and can see no possible gain for the people who actually work and live in the area.

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

- I live near the shops in Holcombe Lane and am supportive of the restriction on the corner. It should make it easier for the bus to get round. I wonder whether the parking opposite the bays (the bit not covered by the new no waiting restriction) could also be made into a loading bay or similar? Sometimes I get boxed in by shop deliveries and can't get out of the bays.
- Hopefully this will make it easier for buses etc.
- The yellow line at the corner of Holcombe Lane and Holcombe Vale should extend a bit further into Holcombe Vale, because this section is narrow, and the buses often have difficulty getting through due to parked cars.

*Response: The proposed No Parking At Any Time restrictions were requested by the Traffic Management Team on behalf of local residents to prevent obstruction of the highway due to parked cars. 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. As an equal number of comments of support to objections was received to these proposals coupled with the fact that they are being proposed to allow for the free flow of traffic, it is the recommendation of this report that the proposed restrictions are implemented on-site as advertised and sealed within this Order. An extension of the proposed restrictions and additional measures sits outside the scope and remit of this TRO consultation and would need to be considered in a future Area TRO review programme.*

**No Objections received to:**

- Plan 1 – Bathford Hill, Bathford – No Parking At Any Time**
- Plan 2 – New Road, Bathford – No Parking At Any Time**
- Plan 5 – Ashley Road, Bathford – No Parking At Any Time**
- Plan 6 – Combe End, Radstock – No Parking At Any Time**
- Plan 15 – Berkeley Place, Midsomer Norton – No Parking At Any Time**
- Plan 19 – High Street, Midsomer Norton – No Loading 8am – 9.30am and 3pm – 5.30pm**
- Plan 20 – The Chimes, High Littleton – No Parking At Any Time**
- Plan 22 – Winterfield Park / Hayboro Way, Paulton – No Parking At Any Time**
- Plan 30 – A39 New Road, High Littleton – No Parking At Any Time**
- Plan 35 – First and Second Avenues, Westfield – No Parking At Any Time**
- Plan 38 – High Street / Excelsior Terrace, Midsomer Norton – No Loading At Any Time**
- Plan 39 – Greenvale Drive / South Road / Southlands Drive, Timsbury – No Parking At Any Time**
- Plan 40 – Newmans Lane, Timsbury – No Parking At Any Time**

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

**8. APPROVED FOR CIRCULATION TO WARD MEMBERS AND CABINET MEMBER FOR HIGHWAYS**

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

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



Paul Garrod  
Traffic Management and Network Manager

Date: 1<sup>st</sup> October 2024