OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

OUTCOME OF TRO PROCESS – DECISION (following objections)

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PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT:	**RPZ Audley Grove, Extension to Zone 26**
PROPOSAL:	**Various Waiting and Loading and Parking Restrictions**
SCHEME REF No:	**26–045**
REPORT AUTHOR:	**Helen Holm (AECOM)**

1. DELEGATION

The delegation to be exercised in this report is contained within **Part 2 Section 2.35** of the Constitution under the **Delegations of Functions to Officers,** as follows:

Section A	The Chief Executive, Executive Director - Chief Operating Officer, Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility….”
Section B	Without prejudice to the generality of this, Officers are authorised to: serve any notices and make, amend or revoke any orders falling within their area of responsibility.
Section D	An Officer to whom a power, duty or function is delegated may nominate or authorise another Officer to exercise that power, duty or function, provided that Officer reports to or is responsible to the delegator.

For the purposes of this report, the Director of Place Management and the Head of Highways Delivery hold the delegated power to make, amend or revoke any Orders.

2. LEGAL AUTHORITY

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

(a)	for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or	X
(b)	for preventing damage to the road or to any building on or near the road, or	
(c)	for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or	X
(d)	for preventing the use of the road by vehicular traffic of a kind which, or its use by	

	vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property,	
(e)	(without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or	
(f)	for preserving or improving the amenities of the area through which the road runs, or	X
(g)	for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)	

3. PROPOSAL

To implement No Parking At Any Time and Permit Holders Only parking bays.

The proposals are shown in **Appendix 1** attached to this report.

4. REASON

Please refer to the Statement of Reasons.

The Council has had in mind and discharged the duty (as set out in section 122(1) of the Road Traffic Regulation Act 1984) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) so far as practicable. It has also had regard to the factors which point in favour of imposing the proposed parking restrictions. It has balanced the various considerations and concluded that it is appropriate to promote the proposed parking, waiting and loading restrictions, including designated parking bays reserved for disabled badge holders only and permit holders only. The Council has also considered and discharged its network management duty under section 16 of the Traffic Management Act 2004. It has concluded that the proposed restrictions are consistent with that duty, having regard to its other policies and objectives.

5. IMPACT ON EQUALITIES

An Equality Impact Assessment has been undertaken in relation to the introduction of parking restrictions, which is available upon request. The Council has had due regard to the needs set out in section 149(1) of the Equality Act 2010. It considers that the proposed Order is consistent with the section 149 public sector equality duty, which it has discharged.

6. IMPACT ON HUMAN RIGHTS

The proposals are considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property). However, the Council is entitled to affect these rights where it is in accordance with the law, necessary (in the interests of public safety or economic well-being, to prevent disorder and crime, to protect health, or to protect the rights and freedoms of others), in pursuit of a legitimate aim and proportionate to do so. The proposal(s) within this report are considered to be in accordance with the law, necessary, in pursuit of a legitimate aim and proportionate.

7. SOURCE OF FINANCE

This proposal is being funded by RPZ capital budget 3LY10; Project Code: TC9920S

8. CONSULTATION REQUIREMENT

The proposal requires consultation with the Chief Constable, Emergency Services, Road Haulage Association, Freight Transport Association (Logistics UK), Parking Services, Waste Services, Ward Members and the Cabinet Member for Sustainable Transport Delivery.

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

9. OBJECTIONS / COMMENTS RECEIVED (following the public advertisement of the proposal(s)

The objections received have been summarised below with the technical responses in italics underneath each one. Full analysis of responses will be published on our website

A total of 29 individual responses were received during the consultation period.

Postcode data was used to evaluate which respondents lived in the RPZ and which lived outside it. Most respondents lived in the proposed zone (n=21) with a total of 8 respondents from outside the zone.

Just over half of the respondents supported, and the other half objected to the proposed RPZ extension (15 (52%) and 14 (48%) respectively).

As is shown in Table 1 overleaf, of the 21 respondents living in the proposed RPZ extension area, 13 supported the proposal while 8 objected or partly objected.

6 out of 8 respondents living outside of the proposed extension area objected or partly objected.

Table 1: Level of support or objection to the proposal

Level of Support	Live in the F extension area	Live outside RPZ area extens	Total
Support	13	2	15
Partly support	0	0	0
Neither support nor object	0	0	0
Partly object	1	3	4
Object	7	3	10
Total: Wholly or partly support	**13**	**2**	**15**
Total: Wholly or partly object	**8**	**6**	**14**
Base: All respondents	**21**	**8**	**29**

In addition to being able to express support or objection to the proposal, respondents were able to add free text to explain their reasons for supporting or objecting to the proposal.

All 29 respondents added free text in their submission and these responses have been grouped into themes and tabulated in the following sections of this report below.

Table 2: Number of respondents providing free-text feedback by theme

Theme	Number
Parking	24
Access	10
Finance	8
Traffic	4
Safety	3
Environment	2
Other	13

Comments received in objection

Comments expressing objection to the proposal relating to parking, access, finance, traffic, environment and other comments are summarised below in the relevant sections.

Parking

In total 14 comments were received in objection to the proposal in relation to parking and these are summarised in Table 3 below.

Table 3: Comments received in objection relating to parking

Theme	Number
Will cause parking issues / reduce parking capacity for residents	6
Parking is not an existing issue/ residents have private off-street parking	6
Will cause parking issues/reduce parking capacity for visitors / commuters	2

Officer response

The design for this scheme closely reflects the manner in which vehicles currently park on the road. Where new restrictions have been proposed, this has been done so to improve road safety and access. We appreciate that in some cases this may result in fewer parking spaces, but the aim is that by limiting access to permit holders only, the net result will be more capacity for residents and their visitors.

Visitors to the area can access visitor permits if they are visiting a resident and need to park on street. Visitor permits are used widely in other RPZs by residents.

Blue Badge holders living in or visiting the zone can park in a bay without a permit as long as their Blue Badge is on display in the vehicle. When purchasing a parking permit, payment options exist to help reduce the initial outlay for a permit. Permits can be bought with 1 month, 3 months, 6 months and 12 months validity.

The proposal has come about as a result of requests from local residents, to help improve access to on-street parking in the area. Ward councillors have, to date, been supportive of consulting on this proposal.

Access

Respondents submitted 9 comments in relation to access, and these are summarised in Table 4 below**.**

Table 4: Comments received in objection relating to access

Theme	Number
Negative impact on another road / area	6
Unfair on elderly, disabled residents or carers	2
Unfair on those unable to switch to alternative transport	1

Officer response

Organisations providing care services to properties within an RPZ are able to use bespoke permits to park on street. These are available as standard and many local care organizations already use these actively. Officers do not foresee any difficulties for such service providers in any new RPZs.

The introduction of an RPZ would not prevent people from accessing the area by car/motor vehicle or from parking in the area. RPZs aim to reduce external parking pressures for on-street parking by allowing property occupiers in the zone to purchase limited numbers of permits. Access to the area by car/motor vehicle remains possible for many.

Officers are aware that some drivers may try to park in other areas outside of the proposed RPZ boundary where no parking restrictions exist, though as these practices require extra effort to achieve the same outcome, it is anticipated that drivers will not continue these practices long term.

This will be monitored and residents of neighbouring roads are encouraged to report any concerns to their ward councillors, who in turn will share this with officers.

Finance

Respondents submitted 13 comments in relation to finance and these are summarised in table 5 below**.**

Table 5: Comments received in objection relating to finance

Theme	Number
Concern about financial impact on residents	8
Scheme is a waste of money/ costs too much	3
Disagree with permit charges based on vehicle size/age	2

Officer response

Permit prices vary dependent on vehicle emissions and vehicle size, with discounts applied to permit holders of small vehicles. When purchasing a parking permit, payment options exist to help reduce the initial outlay for a permit. Permits can be bought with 1 month, 3 months, 6 months and 12 months validity. Permit charging frameworks are outside of the scope of this consultation.

The proposal has come about as a result of requests from local residents, to help improve access to on-street parking in the area. Ward councillors have, to date, been supportive of consulting on this proposal.

Income generated from the RPZs in Bath is legally ring-fenced to support local transport-related schemes and fund the installation and operational management of the parking system itself. Changes to permit pricing structures is outside of the scope of this consultation.

Traffic

Respondents submitted 1 comment in relation to traffic and these are summarised in table 6 below.

Table 6: Comments received in objection relating to traffic

Theme	Number
Public transport is not convenient / not affordable	1

Officer response

The introduction of an RPZ would not prevent people from accessing the area by car/motor vehicle or from parking in the area, where permits support this. RPZs aim to reduce external parking pressures for on-street parking by allowing property occupiers in the zone to purchase limited numbers of permits. Access to the area by car/motor vehicle remains possible for many.

Environment

Respondent submitted 3 comments in relation to the environment, and these are summarised in table 7 below.

Table 7: Comments received in objection relating to the environment

Theme	Number
Loss of gardens to create off road parking will be bad environment	3

Officer response

The process and cost of converting a garden to a driveway and dropped kerb, and associated permissions are not insignificant. If a homeowner is prepared to consider this as an option, the council will consider the request to do so through the appropriate channels.

Other

Respondents submitted 25 comments in relation to other themes, and these are summarised in table 8 overleaf.

Table 8: Comments received in objection relating to other topics

Theme	Number
Previous consultations have been ignored	7
Residents do not support the scheme	6
Criticism of consultation/planning process	5
Scheme is unnecessary / not needed	2
Negative impact on residents	2
Residents' views should carry greater weight than non-residents	2
Requests publication of findings/response	1

Officer response

All responses to public consultation are considered.

Responses submitted during informal consultation were considered in detail and shared with ward councillors who have also engaged directly with residents within the proposed boundary. Taking all of this feedback into consideration the decision was made to make design amendments and present the amended design to the public in a Traffic Regulation Order consultation. When making decisions the council has a duty to consider the impact of proposed changes for all in line with it's wider objectives along with the feedback received during public consultation and engagement.

This report serves to present outcomes from the Traffic Regulation Order Consultation. Outcomes from the informal consultation and this formal consultation will also be reported on our website.

Comments received in support

In total 46 comments expressing support were submitted in relation to parking, finance, access, safety and other topics are summarised overleaf in table 9.

Table 9: Comments received in support relating to parking, access safety and other topics

Theme	Number
Existing parking situation needs improving	12
Will deter non-residents/commuters from parking in this area	11
Will improve parking in the area	9
Parking will become easier	2
Free/discounted permits for residents or specific groups	1
Permits are affordable/worth the cost	1
Will improve safety with walking	2
Will improve safety for children	2
Will improve safety generally	1
Improved safety when driving	1
Positive impact on transport	1
Positive impact on the area/reduced anti-social parking	2
Alternative suggestions/more measures needed	2
Positive impact on residents	1
General Support	1

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

Councillor Paul Roper – happy to support.

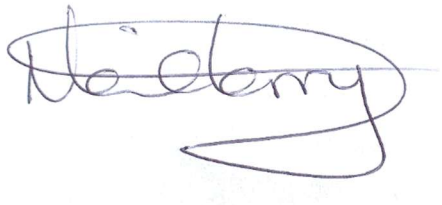
Councillor George Tomlin – As one of the local ward councillors, I am happy to support the extension of this Residents' Parking Zone at the request of residents of Audley Grove.

Councillor Joel Hirst - Pleased to support the request by residents for this zone.

Cabinet Member for Sustainable Transport Delivery - Councillor Lucy Hodge - Having reviewed the Officer responses to this comprehensive report, I acknowledge that there is a range of views and welcome the commitment to monitor the situation post implementation. Noting the ward councillor support, I recommend that this proposal proceeds as set out in the report.

11. RECOMMENDATION

That the Traffic Regulation Order as advertised should be sealed.



Neil Terry — Date: 15/10/2026
Traffic Management & Network Manager

12. DECISION

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

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

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

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



Chris Major — Date: 29/10/2026
Director for Place Management