

Bath City Centre security: Traffic Regulation Orders consultation

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**Bath & North East
Somerset Council**

Improving People's Lives

Introduction and policy background

Keeping our streets and spaces safe and secure from the threat of terrorism is an important part of our role as your local council. Since 2016, we have worked closely with Avon & Somerset Police and Counter Terrorism Security Advisors on protection work designed to improve overall public safety and strengthen protection in areas of high footfall.

The partnership has also provided a network of security, including local and national intelligence, city centre CCTV monitoring, staff and steward training and regular deployments of Avon & Somerset Police's Project Servator teams.

Previous consultation

In 2020, we put forward a proposal to introduce permanent security measures in Bath City Centre. The aim was to achieve a viable balance between the need for security to reduce the risk of vehicle-borne terrorist attacks, and the needs of local residents, businesses and service providers for vehicle access to the inner-city area.

The proposals

The [consultation proposal](#) outlined the following steps to manage Bath's City Centre security:

- Enforcing vehicle access restrictions 24 hours a day and 7 days a week within the most crowded streets
- Secure vehicle access points which are controlled and operated by our CCTV control room
- New purpose-designed street furniture, to prevent vehicles being driven into restricted areas

Our research and decisions so far

The [initial public consultation](#) ran from 16 November 2020 to 31 January 2021. We communicated the proposals to all residents and businesses within the boundary of the restricted area, as well as inviting responses from the general public.

An [Accessibility Study](#) was also carried out by an independent consultant from the National Register of Access Consultants to consider the impacts on people living with various disabilities, including those with additional mobility needs.

In order to proceed with implementing this scheme, our Council Cabinet reviewed amendments to the proposals at its [meeting on 20 July 2021](#). These included the following:

- Recommendations on next steps for the proposed scheme
- The [feedback report from the public consultation](#)
- Additional public comments received
- The Accessibility Study

At this meeting, Cabinet decided to progress to the next stage of the project. [View the Cabinet report on this decision.](#)

This consultation

To implement or enforce parking restrictions of any kind on a public road, we need to introduce a Traffic Regulation Order (TRO). In this case we will be using a combination of Traffic Regulation Orders (TROs) and Traffic Regulation Orders for anti-terrorism purposes.

The basis of the amended plans

We are now consulting on permanent TROs. These are amended plans for the Bath City Centre security scheme, based on work done on this project so far. The recommended changes, without compromising security, are as follows:

- Cheap Street, Westgate Street, Saw Close and Upper Borough Walls: We are proposing vehicle access restrictions from 10am to 6pm, with controlled access permitted for Blue Badge holders and carers, taxis or other vehicles serving their needs.
- York Street: We plan to extend restricted access operating hours to 10am to 10pm, to support the increased footfall which is anticipated from Terrace Walk to the new [Clore Learning and World Heritage Centres](#).
- We are planning to provide extra Blue Badge parking, resident permit and loading space nearby, but outside of the restricted area.

How we implement Traffic Regulation Orders

The TROs are legal documents that give our CCTV Team and Enforcement Officers the necessary powers to restrict access, and control parking, within the required streets. There is a legal process we must follow to put these Orders into action. We do this in the following ways:

- **Council Cabinet decision**
Your local Ward Members, B&NES Cabinet Members for Transport and the Police comment on the TROs. (This has been done, and we can move onto the next stage.)
- **Public consultation (this process)**
There is a legal process to follow for implementing a TRO, which includes a 21-day public consultation, where you have a last opportunity to comment on the final proposed plan included within the TRO. You will be able to state whether you support or object to the TRO, and to give your reasons for any objections.
- **Publicising the TROs**
We will advertise the TROs in local newspapers and on-street notices. We will also be writing to Blue Badge holders in B&NES, residences in the permanently restricted area and to anyone who used our City Centre Security mailbox to lodge an email comment in the previous public consultation.
- **Consultation report**
We will publish all comments we receive during these consultations in a publicly available report.
- **Final decision**
Our Director of Place Management then makes the final informed decision about implementing the scheme, based on this report.

The public consultation on the TROs starts on 23 September and runs for a period of 21 days. The closing date for comments is 14 October.

Alternative formats

Information about this consultation is available on request in other languages, audio, Braille, large print or other formats. If you don't have internet access, you can request printed copies of the consultation and survey.

To request another format, or for an advocate to assist you with accessing this information, please contact us by

emailing citycentresecurity@bathnes.gov.uk or by

calling us on [01225 39 40 41](tel:01225394041)

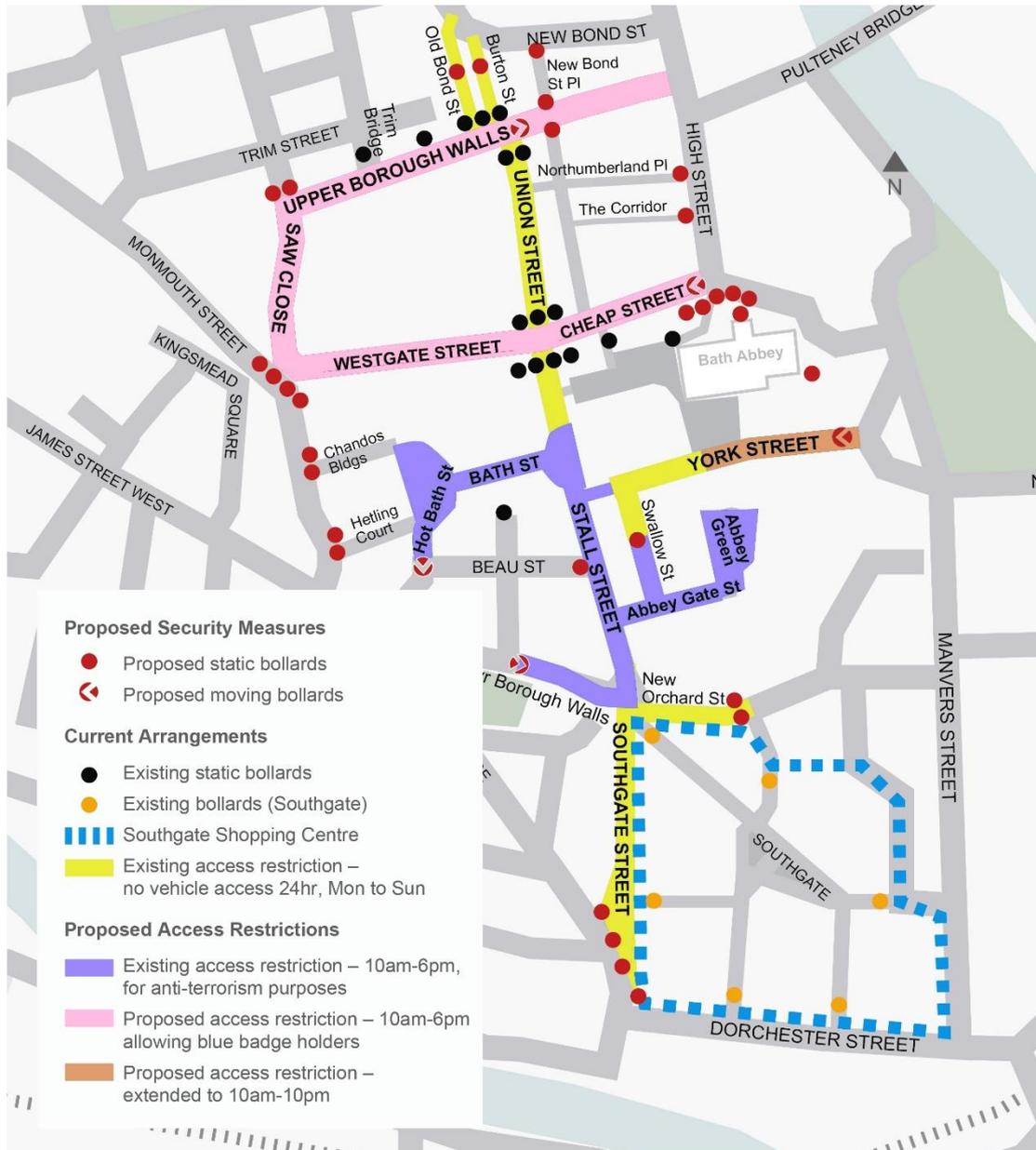
[View the Easy Read version](#) of this consultation (PDF)

Scheme overview

The proposal

Vehicle access to certain roads in the city centre will be permanently restricted, with the following hours of operation:

- York Street: 10am to 10pm, 7 days a week*
- All other streets in the zone: 10 am to 6pm, 7 days a week**



Map of central Bath, showing existing and proposed access restrictions and security measures

*We are proposing extended vehicle access restrictions until 10pm in York Street. This is because we expect this area to remain crowded for longer, as a result of the new Clore Learning and World Heritage Centres.

There will be controlled authorised access for emergency services, some deliveries and construction or maintenance vehicles.

**Blue Badge holders, carers and taxis transporting Blue Badge holders will be permitted with controlled, authorised access in Cheap Street, Westgate Street, Saw Close, Parsonage Lane and Upper Borough Walls.

[Read in more detail about how the proposals may affect you here:](#)

How the scheme will operate

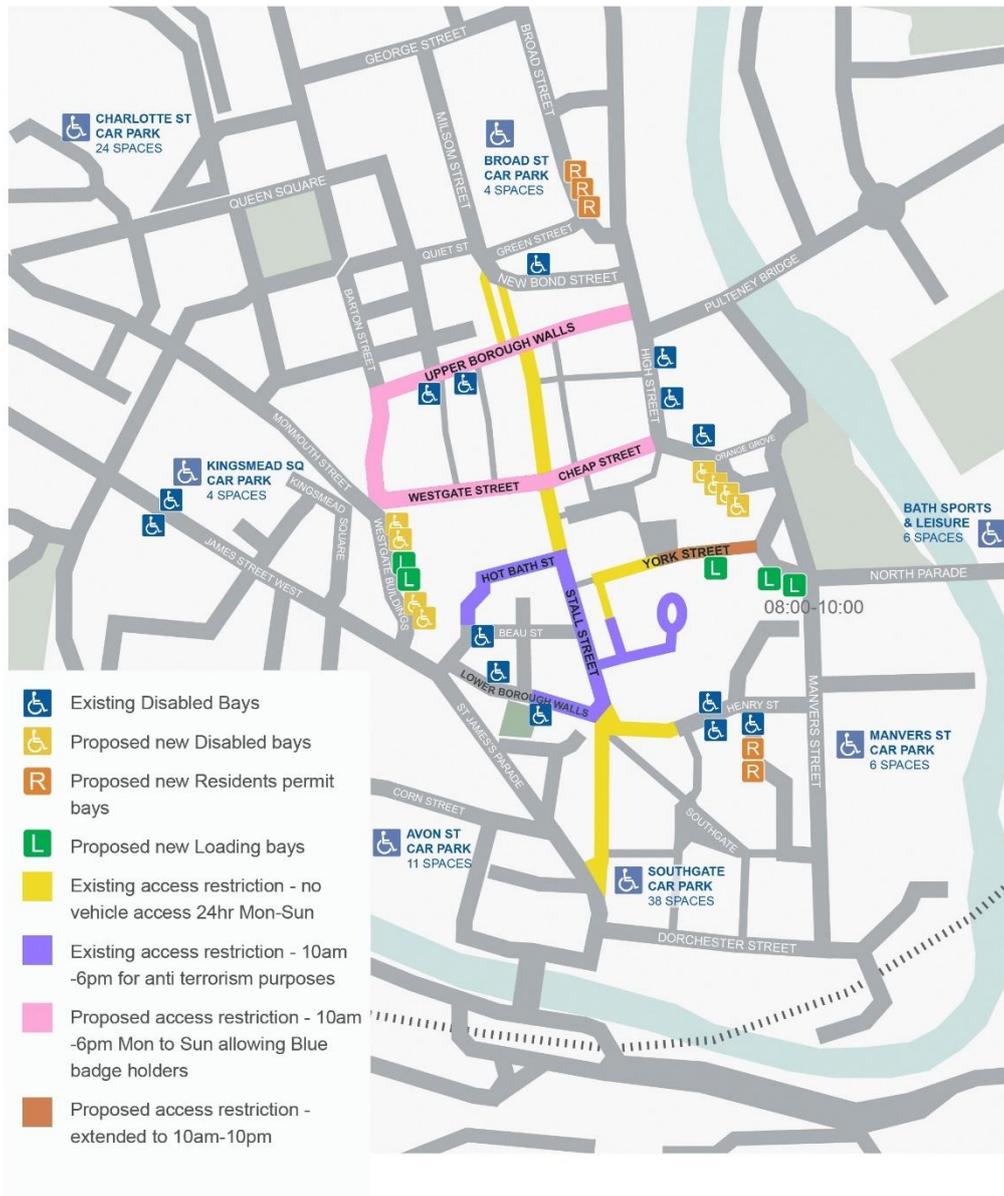
If the decision is made to approve the TROs, we will engage further with user groups on the access operation and management to ensure it is safe but simple to access. We intend to bring the TROs into effect as soon as possible, which would give Blue Badge holders access under a temporary managed arrangement.

What this scheme means for you

This page contains a very brief summary of the amended proposals. Read the [original consultation](#) for the full detail.

Alternative disabled, resident and loading bays outside the restricted area

Bath City Centre Security Scheme



Regular road users

Below are brief summaries of the traffic proposals, and the impact the scheme may have on you.

City centre residents, businesses and their visitors

Restrictions will operate 7 days a week. Private vehicles will only be able to enter any of the restricted streets between the following times:

- York Street: Before 10am and after 10pm
- All other streets within the zone: Before 10am and after 6pm

For larger deliveries or one-off circumstances, such as property moves, you will need to contact our CCTV Team Manager first to discuss your needs.

Other local road users

Restrictions will operate 7 days a week. Private vehicles will only be able to enter any of the restricted streets between the following times:

- York Street: Before 10am and after 10pm
- All other streets within the zone: Before 10am and after 6pm

Blue Badge holders

Parking

There will be the same amount of parking available as now, for Blue Badge holders, or a carer driving a Blue Badge holder. You will be able to park for up to 3 hours on double yellow lines in Cheap Street, Westgate Street, Saw Close, and Upper Borough Walls, where there is space to do so without obstructing the road.

Pick-up and Drop-off

Friends, relatives or taxis, if carrying a Blue Badge holder as a passenger, can pick up or drop off at any time on Cheap Street, Westgate Street, Saw Close and Upper Borough Walls. They cannot use other streets in the restricted zone during the operating hours.

Special vehicles or road uses

Some types of vehicles, or specific uses of the roads, may have limited exemption from the entry restrictions. You may still need to make special arrangements in advance with our teams, to assess the circumstances and discuss how to manage your access request. Select a vehicle type or use below to read in more detail.

Emergency services

Vehicles used to provide emergency services (ambulances, doctors on call, police and fire services responding to an emergency call, and other vehicles such as private ambulances and RSPCA officers on an urgent call) will all have access at all times to all locations within the restricted zone.

Post Office or Parcel Force vehicles

Post Office and Parcel Force vehicles can use Cheap St, Westgate St, Saw Close, Parsonage Lane and Upper Borough Walls at any time, to handle mail

from the Post Office which is located in W H Smith on Union St. They cannot use other streets in the restricted zone.

Vehicles performing a council function

Vehicles which are delivering council services can enter the restricted streets at all times. Typical services include the following:

- Cleansing (including Bath Business Improvement District)
- Parks services
- Adult Social Care
- Highway Maintenance vehicles

Utility company vehicles

Statutory Undertakers (utilities, such as gas and electricity or telecoms suppliers) can enter the restricted streets at any time, but must contact our Streetworks and CCTV Teams to arrange this in advance.

Scaffolding vehicles

Vehicles required to deliver or collect scaffolding will be able to enter the restricted streets at any time, but must contact our CCTV Team and our Network License team for formal assessment and management of the project.

Cash-in-transit secure vehicles

Cash-in-transit vehicles will be able to drop off and pick up money for banks and building societies at any time within the restricted streets.

Occasional access for specific one-off uses

If you need to enter one of the restricted streets for an occasional or one-off use that is impossible outside the restricted hours, you will need to make a request to our CCTV Team. They will assess your request and discuss with you how to manage it. Typical situations we aim to grant access might be property moves, filming and construction projects.

View TRO documentation

Councils and the Police have responsibilities and powers to keep our streets and places safe for everyone. Controlling when vehicles can access streets or parks is one of the measures we can use to achieve this.

Why we have TROs

Traffic Regulation Orders (TROs) are the legal documents that restrict or prohibit use of the highway network. They help manage the highway network for all road users, including pedestrians, and they aim to improve road safety and access to facilities.

In addition to the Traffic Regulation Orders we have used for some time, government has recently created additional TROs for anti-terrorism purposes, to help keep people safe from the threat of terrorism. These Orders enable the deployment of security measures to protect the public from terrorism. They can apply on a permanent basis, or during temporary, high profile events which may present an additional security risk. An Order is made by the traffic authority (the council), on the recommendation of the Chief Officer of Police.

When and where we may use Traffic Regulation Orders for anti-terrorism purposes

We may only use special TRO for anti-terrorism powers when the Police judge the threat level and risk to the public to be sufficiently high. We can impose a temporary or a permanent TRO, depending on the type and nature of the risk involved. We might use temporary measures to protect the public in the following ways:

Temporary street or area-wide restrictions

- To urgently close roads to protect people from a suspected, ongoing or recent terrorist incident
- To secure a crowded temporary outdoor event.

Permanent restricted access zones and times

To protect people in specific streets, when the Police judge these areas to be sufficiently crowded on a daily basis. This must be restricted to the times when the streets are usually crowded.

The Police consider Bath's main shopping streets and around the Abbey to be very crowded between 10am and 6pm, seven days a week, all year round. They have therefore advised that permanent restrictions are enforced, to protect the people in these busy areas.

If the national or security risk is assessed by the Police as severe or critical, or if there is a suspected, ongoing or recent terrorist incident, vehicles and users normally exempt from Traffic Regulation Orders for anti-terrorism purposes might then become affected. This could mean that Blue Badge holders or vehicles normally allowed within the restricted area would also be temporarily excluded. In the unlikely event that this proved necessary, we would communicate this clearly to the public.

The TRO documents in this consultation

We will be using a combination of Traffic Regulation Orders, and Traffic Regulation Orders for anti-terrorism purposes, for the purpose of avoiding danger to persons or other traffic using the road. There will be five TROs. For each one, you can view three documents:

- A summary of the proposed order
- A report which shows the decisions behind the Order
- A notice and mapping, showing where the Order will apply, and the legal wording. The notice will include blanks for dates and signatories, which will be completed if the order is approved and implemented.

These are legal documents which have to follow a standard wording and format. You may find the summary of the proposals and scheme map on our [Scheme overview page](#) are a clearer and simpler way to understand the details of what we are proposing.

Proposed Traffic Regulation Orders

Location	Summary of restrictions	Documents
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TRO (Anti-Terrorism)

Cheap Street, Westgate Street, Saw Close, Parsonage Lane, Upper Borough Walls	Restricted vehicle access, 10am to 6pm (including Blue Badge holders)	Report Notice and map
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Lower Borough Walls, Stall Street, Abbeygate Street, Abbey Green, Swallow Street (south), Bath Street, Hot Bath Street and Beau Street	Restricted vehicle access, 10am to 6pm	Report Notice and map
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York Street	Restricted vehicle access, 10am to 6pm	Report Notice and map
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Standard TRO

York Street	Restricted vehicle access, 6pm to 10pm	Report Notice and map
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Various streets	Waiting restrictions	Report Notice and map
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Have your say

Why we are consulting

We would like to know if you have any objections to the Traffic Regulation Orders (TROs) which we have prepared, to create a secure, restricted access zone within the inner area of Bath City Centre.

We have previously consulted on the follow features of the proposed permanent restricted area:

- The zone boundary
- Types of parking restriction
- Hours of operation

What we are consulting on

We have a legal obligation to log any objections to a TRO, and to consider these before any final decision is made about proceeding with parking or access restrictions.

Who we are consulting

Anyone is welcome to respond to this consultation and share their views. We are particularly keen to hear the views of local residents, businesses and Blue Badge holders, as the proposals may affect you most.

How to respond to the consultation

To take part and give your views on our proposals, please complete our online questionnaire. This should take no more than 2 minutes of your time.

Respond to the consultation online at:
www.bathnes.gov.uk/citycentresecuritytroconsultation

We have tried hard to make all of our materials relating to this scheme accessible. If you want to request material in an alternative format, please email citycentresecurity@bathnes.gov.uk or telephone Council Connect on 01225 39 40 41.

What happens next

We will use feedback from this TRO consultation to help to make the final decision.

View the project timeline for an overview of how we expect the project to progress.

Linked consultations

Current access restrictions on Kingsmead Square and Milsom Street will continue as Experimental Traffic Regulation Orders (ETROs). We will be launching a consultation in late October to enable people to have their say over whether or not these should be made permanent.

Project timeline

Launch consultation

COMPLETED - November 2020 to January 2021

[View the original consultation materials.](#)

Consultation feedback and decision

COMPLETED - July 2021

[View the consultation report.](#)

[View the Council Cabinet decision.](#)

This consultation

ACTIVE

This consultation gives you an opportunity to state your support or objection to the Traffic Regulation Orders which would be necessary to implement and enforce the restricted access zone

Report and final decision

ON TARGET - December 2021

If the decision is made to approve the TROs, we intend to bring these into effect as soon as possible, under a temporary managed arrangement. We also intend to engage further with user groups on the access operation and management of the permanent arrangements, to ensure it is safe but simple to access.

Scheme implementation

ON TARGET - Summer to Autumn 2022

If we decide to go ahead with the scheme, the TROs would be in effect any time from December 2021. However, for operational reasons, work to install barriers wouldn't start until summer 2022, and would then continue for several months

Monitoring and amendment

ON TARGET - 2022 to 2023

If we implement the scheme, we will monitor how the restrictions operate, and may make very small changes to them where necessary, during the first year after implementation