

OFFICER DECISION REPORT – TRAFFIC REGULATION ORDER (TRO)
INFORMAL CONSULTATION with Chief Constable and Ward Members

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PREPARED BY: Traffic Management Team, Highways and Transport Group

TITLE OF REPORT:	Milsom Street, Bath
PROPOSAL:	Experimental Prohibition of Motor Vehicles (Bus Gate) and associated parking and loading restrictions
SCHEME REF No:	20 – 010B
REPORT AUTHOR:	Neil Terry / Kris Gardom

1. DELEGATION

The delegation to be exercised in this report is contained within **Part 3, Section 4** of the Constitution under the **Delegation of Functions to Officers**, as follows:

Section A	The Chief Executive, Strategic Directors, Divisional 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 his/her area of responsibility.
Section D9	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 purpose of this report, the Director of Place Management holds the delegated authority to make, amend or revoke Traffic Regulation 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,	X

(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**

Bath and North East Somerset Council is proposing to restrict access to vehicular traffic in Milsom Street, Bath (between George Street and Quiet Street) between the hours of 10.00am and 18.00pm, 7 days per week. Local buses would be exempt from the restriction.

Parking and loading restrictions in Milsom Street would be amended to reflect the operating times of the bus gate. New loading bays are provided in George Street to mitigate for the loss of ability for loading and unloading in Milsom Street between 10am and 6pm.

The objective behind the proposal is to create a priority route for public transport vehicles and cycles along Milsom Street. Removing extraneous through traffic will also make the road a more pleasant environment for shoppers, pedestrians and cyclists.

It is proposed that the prohibition of motor vehicles would be introduced with the support of Experimental Traffic Regulation Order (ETRO) in the first instance, to be made permanent if the project is successful and after consideration of any objections or other representations.

The success, or otherwise, of the ETRO would be evaluated using the following methods:

- Assessment of bus journey reliability along the route.
- Before and after assessments of on-street activity, including footfall and cycling movements.
- Stakeholder surveys and stakeholder feedback ie residents, accessibility groups, faith organisations.
- Business engagement, to include the impact on trade and loading activities.
- Reference to existing guidance relating to the evaluation of townscapes and pedestrianisation.

The proposal to remove through traffic from Milsom Street between 10am and 6pm would restrict access to the existing Blue Badge parking bays in Milsom Street, so it is proposed that additional Blue Badge parking bays would be introduced in New Bond Street. It is currently anticipated that 5 additional bays could be introduced by

rearranging the current parking and loading arrangements. It is also anticipated that the 8 current temporary Blue Badge parking bays on Quiet Street / Queen Square and Barton Street could become permanent bays to help provide more central disabled parking provision for Blue Badge Holders.

4. BACKGROUND

Milsom Street is used by numerous local bus services, and there are two well-used bus stops approximately half-way along its length. However, parking and loading activity along the route can have a negative impact on bus journey times and reliability, particularly during the day.

When the Covid 19 pandemic first emerged, a temporary 10.00am to 6.00pm access restriction was introduced in Milsom Street to aid social distancing, and this restriction remains in place. Prior to the introduction of this temporary measure, Milsom Street had unimpeded vehicular access throughout the day. Although the existing bus gates further along the route already restricted through-traffic (from 10.00am to 6.00pm) the road was still busy with delivery and servicing traffic, and motorists picking-up and dropping-off passengers or seeking on-street parking opportunities.

Aside from improving bus journey times and reliability along the route, it is considered that the removal of extraneous through traffic from Milsom Street, between 10.00am and 6.00pm, would help to improve the environment for bus passengers waiting at the bus stops, pedestrians and cyclists, and also support efforts to create a more pleasant trading environment and public realm for residents and visitors.

The access restriction would also support the programme of events and activities planned for the area through the High Street Renewal Programme. The development of the Programme scope has been informed by consultation and engagement with the community, local traders and businesses, along with property agents and landlords.

This project is not part of the separate City Centre Security proposals but takes into account the changes that could be made if that project were to go ahead. A summary of those proposals can be found here: <https://beta.bathnes.gov.uk/bath-city-centre-security-traffic-regulation-orders-consultation/what-scheme-means-you>

5. SOURCE OF FINANCE

This proposal is being funded through capital expenditure, project code TCL0014.

6. CONSULTATION REQUIREMENT

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

PROPOSALS APPROVED FOR INFORMAL CONSULTATION WITH THE CHIEF CONSTABLE AND WARD MEMBERS.

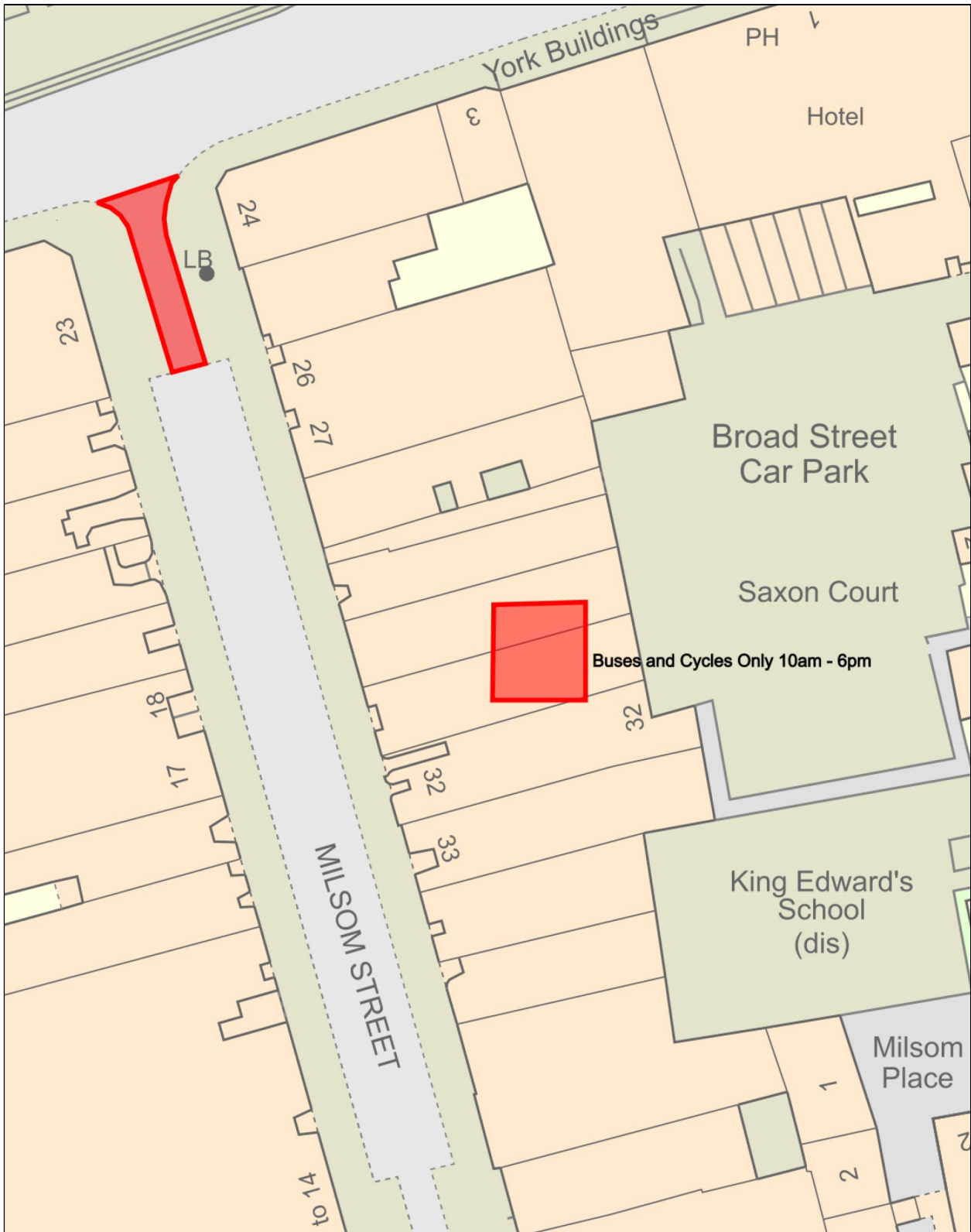


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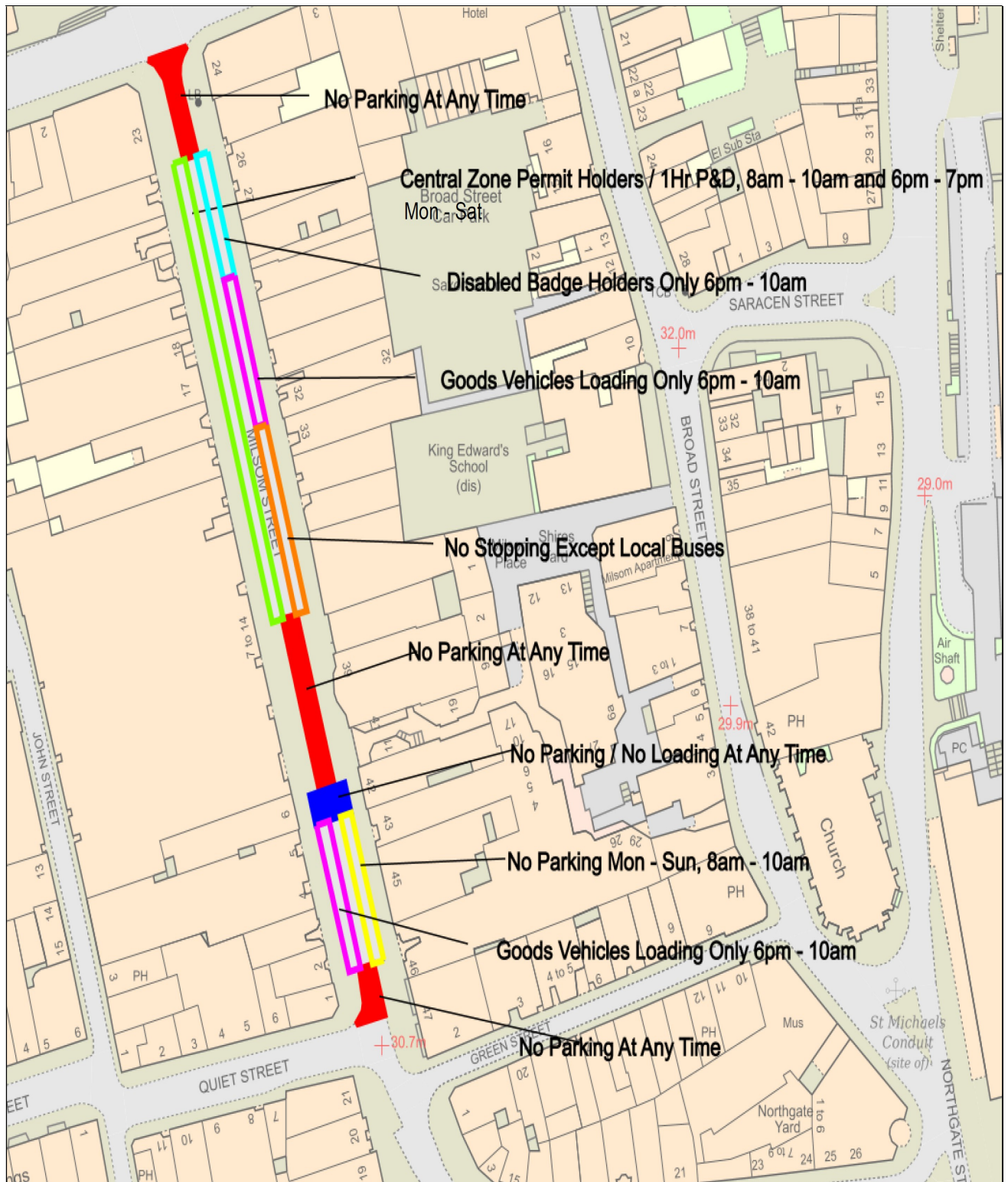
Date: 30th September 2021

Paul Garrod
Traffic Management and Network Manager

Plan 1 – Milsom Street, Bath – extent of proposed bus lane restriction



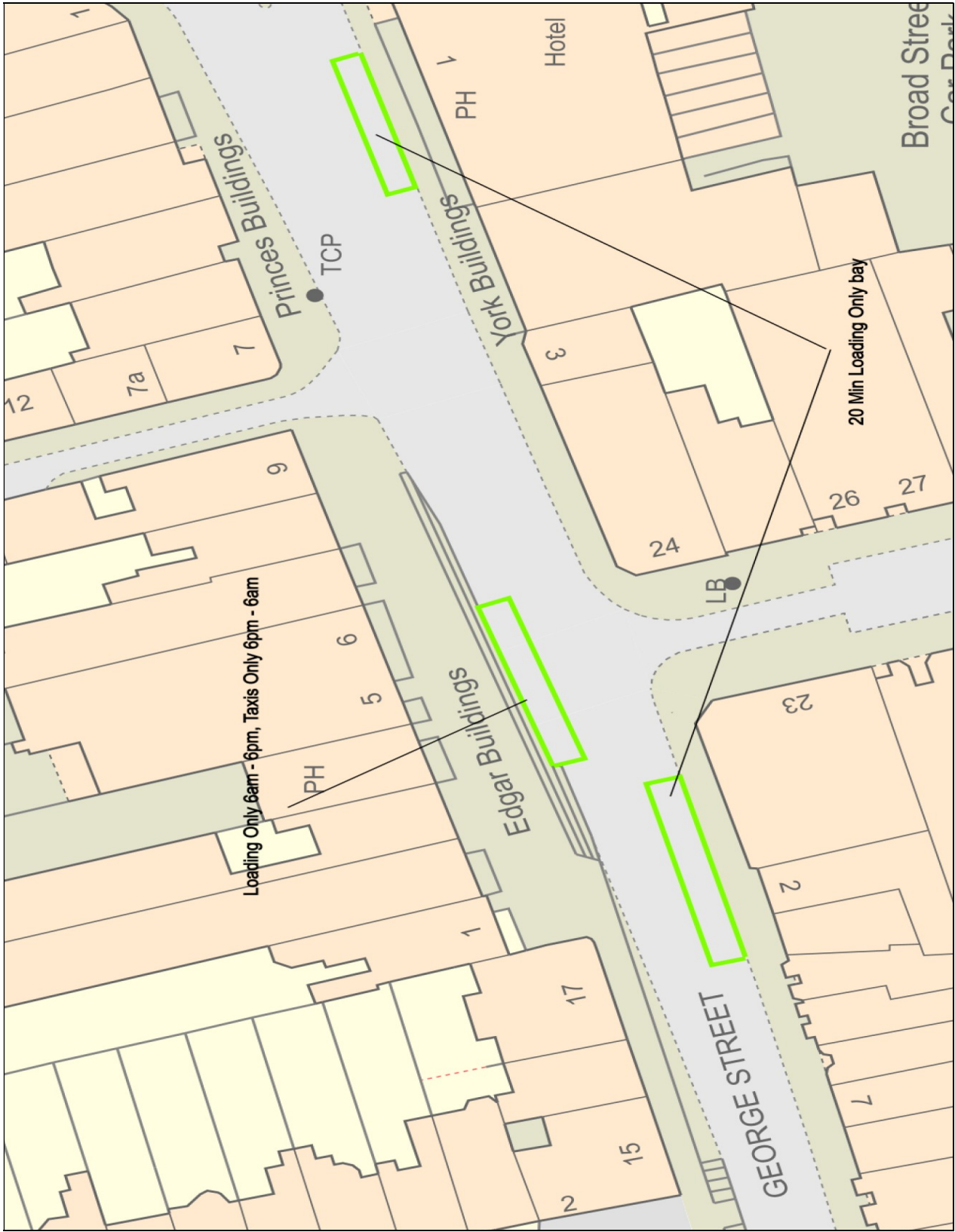
Plan 2 – Milsom Street, Bath – parking restrictions part 1 - various



**Plan 3 – Milsom Street, Bath – parking restrictions part 2 – No Parking / No Loading
10am – 6pm**



Plan 4 – George Street, Bath – Loading Bays



Plan 6 – Additional Disabled Parking Bay locations – Quiet Street, Barton Street and Queen’s Square

