

**OFFICER DECISION REPORT
TRAFFIC REGULATION ORDER (TRO)**

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APPROVAL TO PROGRESS TRO

PREPARED BY: Traffic Management Team

TITLE OF REPORT: On-street, short-stay coach parking bays, Bath

PROPOSAL: The introduction of additional on-street, short-stay coach parking bays, in association with the closure of the Riverside Coach Park

SCHEME REF No. : 19-018

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:

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|-------------------|--|
| 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, in January 2016, the Divisional Director Environmental Services delegated the power to make, amend or revoke any Orders to the Group Manager, Highways and Traffic.

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 with an “x” in the right hand column:

| | | |
|-----|--|---|
| (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. **BACKGROUND**

The Riverside Coach Park in Bath will close in the spring of 2020 to facilitate the development of Bath Quays North, the Council's flagship regeneration project, which will create a new business district providing much needed high quality office space.

A Coach Parking Strategy was consulted upon in October 2017. This Strategy identified and assessed numerous options for coach parking and drop-off / pick-up facilities in and around Bath, and feedback received from this consultation has informed the proposed locations for coach parking facilities in Bath.

A new coach park has already been provided at Odd Down Park and Ride site, providing 29 spaces for coaches to layover once they have dropped off in the city centre. Additional road signs have been provided to assist coach drivers to locate the Park and Ride site.

4. **PROPOSALS / ISSUES**

It is proposed that additional on-street, short-stay coach parking bays will be provided in Pulteney Road and Royal Avenue, Bath. It is proposed that three coach bays would be provided at each location, which would add to the current on-street, drop-off / pick-up facilities at Terrace Walk, North Parade and James Street West.

Pulteney Road and Royal Avenue have been proposed as they are both within walking distance of key visitor attractions. These roads are also on the periphery of the city centre, which would help to limit coach movements within the city centre itself.

It is proposed that the short-stay coach parking bays would be operational between 8am and 7pm, and would remain unrestricted outside of these times, as per the existing Pay and Display / Residents' Parking bays in the area. All of the proposed bays would be limited to 20 minutes waiting (no return within 1 hour), except for two of the proposed bays on Pulteney Road, which would be limited to 90 minutes waiting (no return within 3 hours).

Short-stay coach parking facilities at both locations would formalise on-street coach parking that already occurs. On match days, Bath Rugby Club use Pulteney Road for coach parking and coaches are often parked along Royal Avenue, which is also used during the Christmas markets.

The proposed short-stay coach parking bays on Royal Avenue would require the existing Residents' Parking Bays to be relocated slightly further into Royal Victoria Park. The proposed bays on Pulteney Road would result in the loss of around 12 daytime Pay and Display / Residents' Parking spaces.

5. SOURCE OF FINANCE

The proposed on-street short-stay coach parking bays are funded by the Bath Quays North capital programme with funding from the West of England Combined Authority (WECA).

6. CONSULTATION REQUIREMENT

The proposal requires informal consultation with the Chief Constable, local Ward Members and the Cabinet Members for Transport. If the proposals are approved for formal public advertisement, any Traffic Regulation Order to be made (or amended) will require Statutory Notification by the Council Solicitor.

7. COMMENTS RECEIVED TO DATE

Chief Constable

I understand from the Officers Decision Report (attached) that the requirement to close the Riverside Coach Park to facilitate the development of Bath Quays North has prompted the proposal to relocate short stay coach parking to Pulteney Road and Royal Avenue. As shown on the attached drawings.

I understand that a new coach park has already been provided at the Odd Down Park and Ride site, which provides 29 spaces for coaches to layover once they have dropped passengers in the city centre and that a signing strategy has been introduced to identify this. I further understand that it is proposed that, three coach bays are proposed at both Pulteney Road and Royal Avenue, adding to the current on street drop off/pick up facilities on Terrace Walk, North Parade and James Street West.

I note from the Report that these proposals would be operational between 8am-7pm and would remain unrestricted outside these times, in line with the existing Pay and Display /Residents Parking in the areas, with bays limited to 20mins waiting (no return within 1 hour). The exceptions being two of the proposed bays on Pulteney Road which would be limited to 90 minutes waiting (no return within 3 hours).

I understand that the locations in Pulteney Road and Royal Avenue were chosen as they are both within walking distance of key visitor attractions and on the periphery of the city centre, which it was felt would assist to limit coach movements within the city centre itself.

I also understand that it is felt that the proposed short stay coach parking bays at both locations would formalise existing on street coach parking, for example on match days for Bath Rugby Club or during the Christmas Markets.

I note from the report that the proposal for bays on Royal Avenue requires the existing Residents Parking Bays to be "relocated slightly further into Royal Victoria Park" and that "The proposed bays on Pulteney Road would result in a loss of around 12 day time Pay and Display / Residents Parking spaces.

To the best of my knowledge, there are no Residents Parking Bays currently within Royal Victoria Park. Please could you advise of the standard of street lighting that will be adjacent to the proposed Residents Parking Bays and also what provisions are to be made for the increase in pedestrian traffic across Marlborough Buildings/Marlborough Lane?

The environment within Royal Victoria Park is less open than that of Royal Avenue, and to that end, I will seek advice from my operational colleagues on this element of the proposals. I feel that this element is not simply a Traffic Management issue as the proposals to relocate the Residents Parking bays into an area with less footfall and overview, and potentially less appropriate street lighting, may have operational impact.

Regarding the displacement of Residents Parking Bays in Pulteney Road, please could you advise where it is anticipated residents will be able to relocate?

With regard to the proposed bays on Pulteney Road and Royal Avenue, given that the report states that one criteria for their choice was that they are sited on the periphery of the city, please can you advise whether disabled access has been taken into account?

I look forward to your response in due course to enable me to form a full informal response on behalf of the Chief Constable, in advance of statutory consultation.

Ward Members

Kingsmead Ward:

Councillor Sue Craig - I don't think we should be parking coaches in a grade 1 listed park - Royal Avenue should not be used for this purpose.

Councillor Andrew Furse - I support and echo Sue's views.

Ever since the reduction and proposed removal of Riverside coach park I have insisted that RVP should not be used as the alternative. The reduction in Riverside with no real alternative was short sighted and I raised this at the time. A proper alternative should have been planned and by now that would have been implemented. This is not the first time the use of RVP as a coach park – and I opposed it on these same grounds then.

Using a Grade 1 listed park as coach parking is not acceptable, in my view not only a detriment to the park itself but to the world heritage status of which 'the setting' is part, and RVP forms a significant part of that 'setting'.

I urge the council not to use RVP as a glorified coach park, and object on the above grounds.

Bathwick Ward:

Councillor Manda Rigby – no comments received.

Councillor Dr Kumar – Many thanks. I shall talk with some residents on Pultney Road and come back to you soon. I am extremely busy till Thursday hence apologies for any delay in my comments.

No further comments have been received from Councillor Dr Kumar.

Cabinet Members:

Councillor Joanne Wright – no comments received.

Councillor Neil Butters – no comments received.

7. RECOMMENDATION

That the Traffic Regulation Order process for the proposed on-street, short-stay coach parking bays is commenced.

Signature: 

Date: 19/2/20

Paul Garrod
Traffic Management & Network Manager

Author's Name: Neil Terry / Lewis Cox

8. DECISION

As the officer holding the above delegation, I approve the progression of this Traffic Regulation Order.

In taking this decision, I confirm that the proposals have been developed with due regard to the Council's public sector equality duty, which requires it to consider and think about how its policies or decisions may affect people who are protected under the Equality Act.

Signed: 

Date: 20/2/2020

Kelvin Packer
Group Manager, Highways and Traffic