

OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

3

APPROVAL TO PROGRESS TRO

PREPARED BY: Traffic Management Team, Highways and Transport Group

TITLE OF REPORT:	RPZ Chelsea Rd/Foxcombe Rd
PROPOSAL:	Various Waiting and Loading and Parking Restrictions
SCHEME REF No:	22 – 024
REPORT AUTHOR:	Phill Batty (Aecom)

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 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	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 various parking, waiting and loading restrictions, including designated parking bays reserved for disabled badge holders only and permit holders only.

4. BACKGROUND

Bath and North East Somerset Council's Traffic Management Team has been developing with the support of local Ward Councillors and in relation to the Councils policy to improve the parking situation for local residents and help communities to create healthier, safer streets (Low Traffic Neighbourhood Strategy – July 2020 & Residents' Parking Schemes July 2020) a scheme to introduce a Residents' Parking Zone (RPZ) covering the following area: an area which includes Chelsea Road, Kennington Road, Warwick Road, Foxcombe Road, and Park Road, Bath.

This RPZ will aim to prioritise on-street parking for residents and provide accessible parking near social hubs within the area including pubs, cafes, places of worship, and other local businesses.

The implementation of the new RPZ will deter parking by non-residents who may currently use the area to park all day and commute into the City Centre or other facilities in the neighbouring areas where parking may be limited, restricted, or charged for. The initial proposal was produced as a draft to be shared with the public during a 28-day public consultation. The consultation took place between the 5th May to 2nd June.

A virtual online event [17th May 2022 from 4pm to 8pm], and an in-person event [17th May 2022 from 4pm to 8pm at Weston Methodist Church] were held in order to provide further information and enable consultees to talk to an advisor, view the proposal plans, ask questions, and submit a questionnaire.

In total, there were 338 responses to the proposed Residents' Parking Zone. A total of 334 of these came through the online questionnaire with four sent via letter or E-mail.

A total of 116 responses were from within the proposed Zone with a further 222 from outside the area. Those who live in the Parking Zone are more likely to support the proposals than those who live outside the Zone (43% compared with 7%). There is a more even split of opinion for those who live inside the Zone with 53% supporting or partially supporting and 47% objecting to the proposals.

165 respondents from outside the zone stated they believed it would directly impact negatively on local businesses, with these same respondents most likely to express objection to the proposals.

Whilst overall the figures show majority objection to the scheme, when considering only those respondents from within the proposed zone area, support for the scheme is much higher. It is the opinion of the local Ward Councillors' that support does exist for a scheme which covers the area however have suggested that amendments to the proposals (mainly changes to time limit on dual-use bays) may aid in garnering further support.

Amendments to be made:

- 1) On the east side of Chelsea Road outside property 8e provide 6m length disabled badge holders only.
- 2) Change proposed disabled bay outside property 20 Newbridge Road to 1 hour limited waiting
- 3) Change all the proposed permit only bays on Kennington Rd and Park Road east of Warwick Road to dual use – PH or 3 hours NR 1 hour.
- 4) Change redundant disabled badge holders only bay outside properties 14-15 Kennington Rd to dual use – PH or 3 hours NR 1 hour.
- 5) Change the proposed permit only bays on east side of Warwick Rd to dual use – PH or 2 hours NR 1 hour.

5. SOURCE OF FINANCE

This proposal is being funded by RPZ capital budget TCRP001.

6. CONSULTATION REQUIREMENT

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



PROJECT
B&NES
PROPOSED RESIDENT
PARKING ZONES
 SCHEMATIC LAYOUT

CLIENT
Bath and North East
Somerset Council
(B&NES)

CONSULTANT
 AECOM
 Place, Portland Lane
 Bristol, BS1 6NA
 +44 (0)117 9017000 Tel
 www.aecom.com

- GENERAL NOTES
1. Do not scale from this drawing. All dimensions are in metres, unless otherwise stated.
 2. All proposals illustrative only and subject to planning consent.
 3. Crown copyright all rights reserved, 2021 OS information provided by Bath and North East Somerset Council.

- KEY
- EXISTING FEATURES
- Area outside proposed RPZ
 - Existing RPZ
 - Pedestrian Crossing Controlled Area
- PROPOSED RPZ ELEMENTS
- Proposed Zone Boundary
 - No waiting and No loading AAT
 - No waiting AAT
 - No waiting at kerbside Only bay
 - Resident Permit or 2 hr no return within 1hr bay
 - Resident Permit or 2 hr no return within 1hr bay
 - Redundant Disabled bay

DRAFT
FOR COMMENT

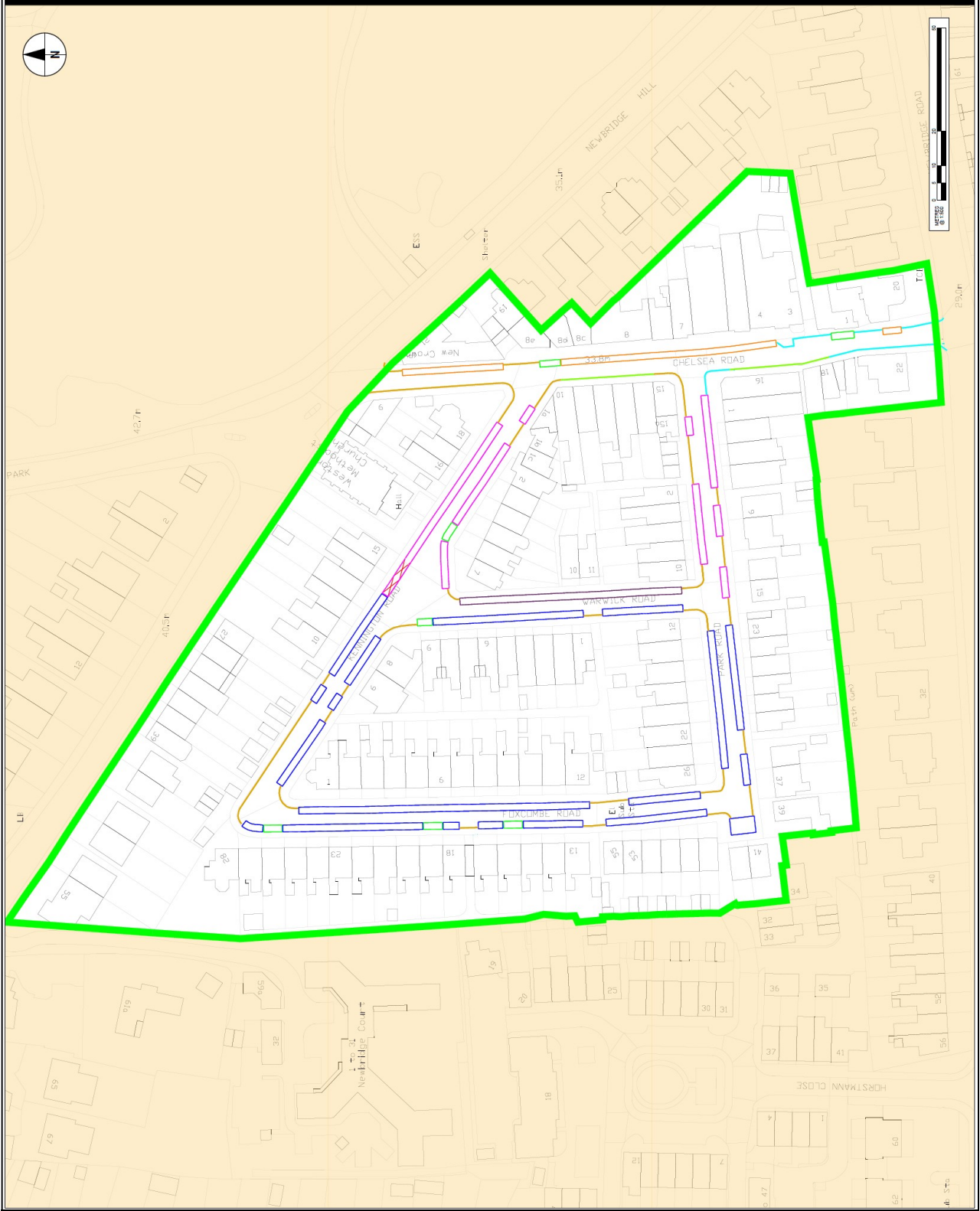
ISSUE/REVISION

NO	DATE	DESCRIPTION
C	17/09/2022	Clar Amend 0.9
A	17/09/2022	Final planning consent analysis
A	02/02/2022	Final planning consent analysis
WR	DATE	DESCRIPTION

PROJECT NUMBER
 60676754

SHEET TITLE
PROPOSED RESIDENT PARKING ZONE
SCHEMATIC LAYOUT
PARKING CONTROL SCHEMATIC

SHEET NUMBER
 60676754-SHT-10-ZN03-C-0001-B.dwg



7. COMMENTS RECEIVED TO DATE

Chief Constable

Thank you for your email and attachments regarding the proposed Residents Parking Zone for Chelsea Road, Bath as shown on the attached plan. It is understood that the proposed Chelsea Road RPZ TRO is one of many currently being considered for within the Bath area.

I understand from the Informal Consultation TRO Report that the proposal is “*To implement various parking, waiting and loading restrictions, including designated parking bays reserved for disabled badge holders only and permit holders only.*”

4. BACKGROUND

Bath and North East Somerset Council's Traffic Management Team has been developing with the support of local Ward Councillors and in relation to the Councils policy to improve the parking situation for local residents and help communities to create healthier, safer streets (Low Traffic Neighbourhood Strategy – July 2020 & Residents' Parking Schemes July 2020) a scheme to introduce a Residents' Parking Zone (RPZ) covering the following area: an area which includes Chelsea Road, Kennington Road, Warwick Road, Foxcombe Road, and Park Road, Bath.

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exist for a scheme which covers the area however have suggested that amendments to the proposals (mainly changes to time limit on dual-use bays) may aid in garnering further support.

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- 5) Change the proposed permit only bays on east side of Warwick Rd to dual use – PH or 2 hours NR 1 hour.”*

The proposals should meet the Statement of Intent regarding their introduction.

Any increase in parking restrictions brings with it a potential increase in the need for enforcement. Following the introduction of Civil Parking Enforcement we are unable to address this, as enforcement of waiting restrictions backed by a Traffic Regulation Order within the Bath and North East Somerset Council area, rests with B&NES Parking Services rather than ourselves.

We are also unable to provide dedicated enforcement to any reported displaced parking into adjacent areas and would request that additional parking restrictions be considered should such displacement occur if the proposals are implemented.

Any enforcement of potential obstruction offences would be intelligence led and targeted based on gathered information and circumstances at the time at each potential obstruction offence location.

Parking Services

Andrew Dunn – Team Manager Parking Services - I broadly support the implementation of the restrictions but there should be a recognition that additional restrictions require additional revenue support for new staff to reflect the fact that every new restriction requires a very small percentage of a staff member to enforce on a regular or semi-regular basis.

Whilst this impact may itself be small for a single scheme, the cumulative impact may have an impact for the enforcement across other locations.

Ward Members

Newbridge:

Cllr Mark Roper – I don't think this is what we agreed - and I understand why - there has been some confusion between east and west of Warwick Road. I thought that

all the bays in the area would be dual use. As it stands, I do not support this proposal. This has happened because I misunderstood the revised plan sent to me a couple of weeks ago. I read it as saying that all the Permit Holder spaces to the west of Warwick Road would be dual use - when in fact you said east. I also misread the map. I thought you were suggesting that all the bays in the entire area would be dual use (with some disabled etc exemptions and not the bays on Chelsea Road).

Cllr Michelle O'Doherty - I agree with Mark - we have asked for all bays to be dual use as we feel this will be universally supported by both residents and businesses. Please can we ask that all of the bays marked blue are at least one hour waiting (or 2 hour if it would be less confusing). The residents I spoke to at the consultation event and who I have corresponded with since are supportive of this approach.

Response:

During our teams call it was discussed that both Ward Members were of the opinion that it may be worth considering making all the bays in the side roads off Chelsea Road dual use.

Both Aecom and Cllr Rigby advised against this however, owing to the fact that the overarching principal of the RPZ implementation is that 'a scheme should prioritise on-street parking for residents'.

As far as we are aware and our understanding of the outcome of our discussions was an agreed compromise, being that the bays on both Kennington Road and Park Road east of Warwick Road be signed as dual use 3 hours No Return within 1 hour, and the bay along the eastern side of Warwick Road where there are just two residential properties be signed as 2 hours No Return within 1 hour.

At the time we also talked about the impact of having multiple, differing restrictions in close proximity and the impact this has on both drivers' understanding of and adherence to restrictions – it is good practice to try and minimise the number of restriction types in an area – and issues experienced by enforcement teams (both in BANES and other Local Authorities) with appeals made by those receiving penalty notices deeming the arrangements confusing or misleading.

Giving over all road space to non-residents (albeit for 3 hours in some parts and 2 hours in others) may also not be well received generally as this may still not ease the parking burden for residents trying to park close to their homes.

The bays on Chelsea Road itself remain as 1 hour No Return with 1 hour with no concession for Resident Permit Holders.

If you are still adamant that the scheme should provide for dual use across all the marked bays in the proposed zone, with confirmation from Cllr Rigby we will be happy to amend the drawings and report to reflect this.

Cllr Mark Roper - I appreciate the issues referencing different time

parking restrictions - and that some residents may not like having free bays at some times in the day- however based on our conversations with businesses and with residents - and with the people who came to the consultation - we feel strongly that the whole area should have mixed use bays (except Chelsea Road itself of course) and I would not have a problem with 2 and 3 hours. As a compromise 1 hour mixed bays on Foxcombe, Park and Kennington, west of Warwick might work too and this should stop any issues of residents not being able to park near to their homes.

I think we will have more considered feedback in the next stage of consultation as it's getting imminent to something actually happening - or not - so we can ascertain the depth of opposition or support for the new proposals.

Having spoken to Michelle this morning that is her position too.

Response:

Amendments made to the Chelsea Road Zone in light of the Ward Member comments: Whilst not specifically requested above, we have amended both of the two other bays in Warwick Road to be dual Permit Holder or 2 hour No Return within 1 hour. This should aid with the signing being clearer for users. All the bays west of Warwick changed to dual Permit Holder or 1 hour No Return within 1 hour in line with the Ward Member comments. Effectively the zone then splits into 4 distinct restriction types.

East to west you have:

- *Limited waiting (orange) 1 hour No Return within 1 hour*
- *Dual-use (pink) Permit Holders or 3 hours No Return within 1 hour*
- *Dual-use (purple) Permit Holders or 2 hours No Return within 1 hour*
- *Dual-use (light blue) Permit Holders or 1 hour No Return within 1 hour*

Please see amended proposal plan below:



PROJECT
B&NES
PROPOSED RESIDENT
PARKING ZONES
 SCHEMATIC LAYOUT

CLIENT
Bath and North East
Somerset Council
(B&NES)

CONSULTANT
 AECOM
 Fenwick Place, Fenwick Lane
 Bristol, BS1 8NA
 +44 (0)117 9070001 Tel
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KEY

EXISTING FEATURES

- Area outside proposed RPZ
- Existing RPZ
- Pedestrian Crossing Controlled area

PROPOSED RPZ ELEMENTS

- Proposed Zone Boundary
- No waiting and no loading AAT
- No waiting at times
- Resident Permit Holders Only bay
- Resident Permit or 2 hr no return within 1 hr
- Resident Permit or 1 hr no return within 1 hr
- 1 hr no return within 1 hr for parking bay
- Disabled badge holders only bay
- Redundant Disabled bay

DRAFT
FOR COMMENT

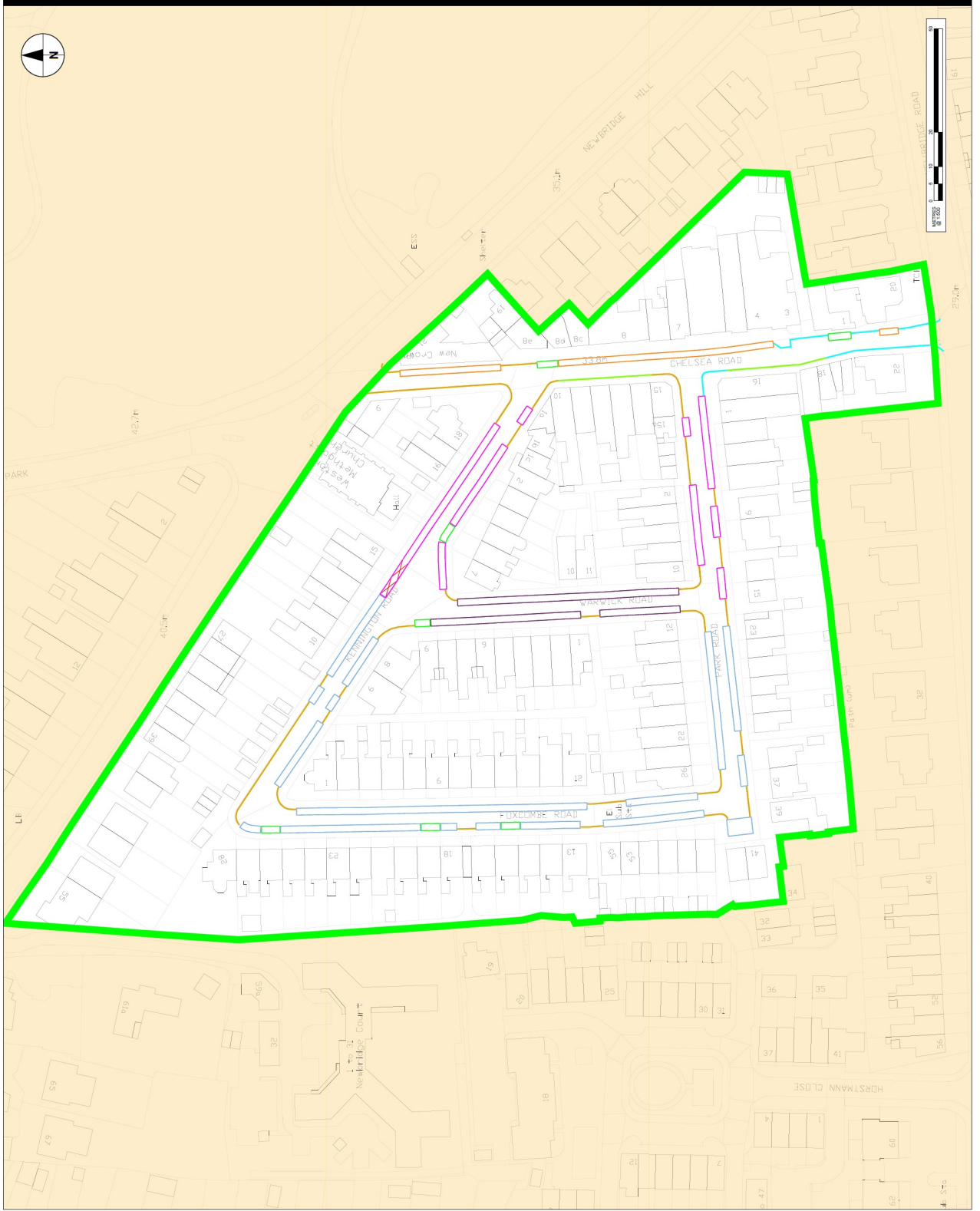
ISSUE/REVISION

ID	DATE	DESCRIPTION
D	19/09/2022	Drawn using NBSI version of WinCC
C	17/09/2022	Clarification of B&NES
B	04/09/2022	Amend following consult analysis
A	07/03/2022	First Issue

PROJECT NUMBER
 60676754

SHEET TITLE
 PROPOSED RESIDENT PARKING ZONE
 CHELSEA RD / FOXCOMBE RD AREA
 PARKING CONTROL SCHEMATIC

SHEET NUMBER
 60676754-SHT-102-N03-C-001-D.dwg



Cabinet Members:

Cllr Manda Rigby – No comment.

8. RECOMMENDATION

As no significant objections and/or comments have been received following the informal consultation described above, the public advertisement of the Traffic Regulation Order should progress.



Paul Garrod
Traffic Management & Network Manager

Date: 6th September 2022

9. DECISION

As the officer holding the above delegation, I:

Approve the progression of this Traffic Regulation Order.	X
Agree that this Traffic Regulation Order should not be progressed at this time.	

In taking this decision, I confirm that due regard has been given 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.

A handwritten signature in black ink, appearing to read 'Chris Major', with a small flourish at the end.

Chris Major
Director for Place Management

Date:07/09/2022