

# OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

3

## APPROVAL TO PROGRESS TRO

PREPARED BY: Traffic Management Team, Highways and Traffic Group

**TITLE OF REPORT:** Central Bath Area TRO Review

**PROPOSAL:** Parking Restrictions

**SCHEME REF No:** 23 – 012

### 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:

<b>Section A</b>	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility....”
<b>Section B</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.
<b>Section D9</b>	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	

(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)	
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**3. PROPOSAL**

To implement various parking / waiting restrictions around the Central Bath area.

**4. BACKGROUND**

A number of proposals for: No Parking At Any Time restrictions, Zone A Permit Holders and 2 Hour Limited Waiting, No Parking Between Times, No Parking / No Loading At Any Time, Central Zone Permit Holder and 3 Hour Limited Waiting, Goods Vehicles Loading Only, Zone 2 Permit Holder Only, Central Permit Holder and 1 Hour Pay & Display, 30 minute Coach Parking, Bus Stop Clearway, Zone 5 Permit Holder and 2 Hour Limited Waiting at various locations around the Central Bath area were submitted to the Council by local residents, Ward Members and the Bath & North East Somerset Councils Traffic Management and Transport Planning Engineers. The reason behind these requests was to improve visibility and access for emergency and refuse vehicles, to allow for the safe passage and re-passage of vehicles and to provide limited on-street parking provision.

**5. SOURCE OF FINANCE**

This proposal is being funded by the capital Parking budget, project code TC8302.

**6. INFORMAL CONSULTATION REQUIREMENT**

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

**7. INFORMAL CONSULTATION FEEDBACK**

**Chief Constable**

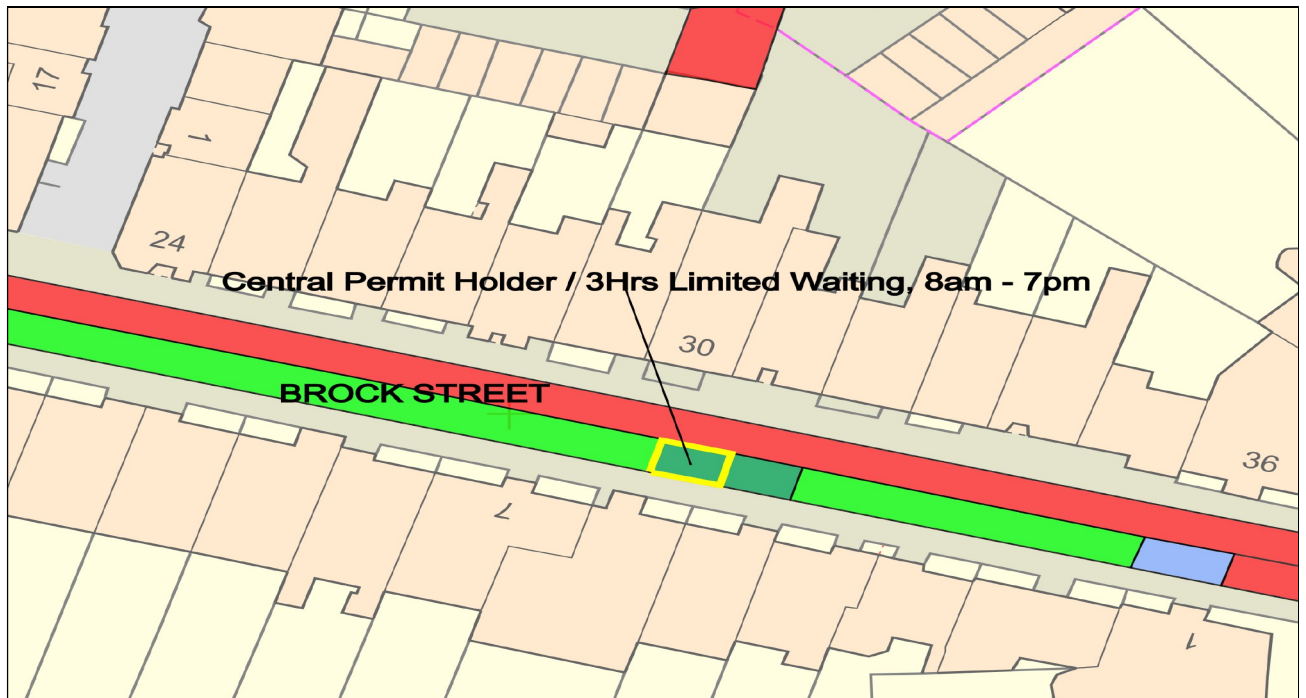
No comment.

**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.

Regarding the proposals set out in Plan 7, - Brock Street, Bath, additional information has become available that confirms regular use of these bays by a Blue Badge holding resident and I would therefore request that we consider retaining the eastern most disabled bay please.

*Response: Proposal Plan 7 amended as requested by the Parking Services Team Manager as below:*



### **Ward Members**

#### **Bathwick:**

Cllr Manda Rigby – No comment.

Cllr Toby Simon – No comment.

#### **Kingsmead:**

Cllr Paul Roper – I have no comments to feedback on these TROs.

Cllr George Tomlin – I'm pleased to support these recommendations for Kingsmead with the adjustment suggested by the Parking Services Team Manager for Brock Street above.

#### **Lansdown:**

Cllr Lucy Hodge – No comment.

Cllr Mark Elliott - I'm happy to support going to public consultation with the plan to move these parking spaces from Zone 15 to the Central Zone.

#### **Lyncombe and Widcombe:**

Cllr Alison Born – No comment.

Cllr Deborah Collins – No comment.

#### **Walcot:**

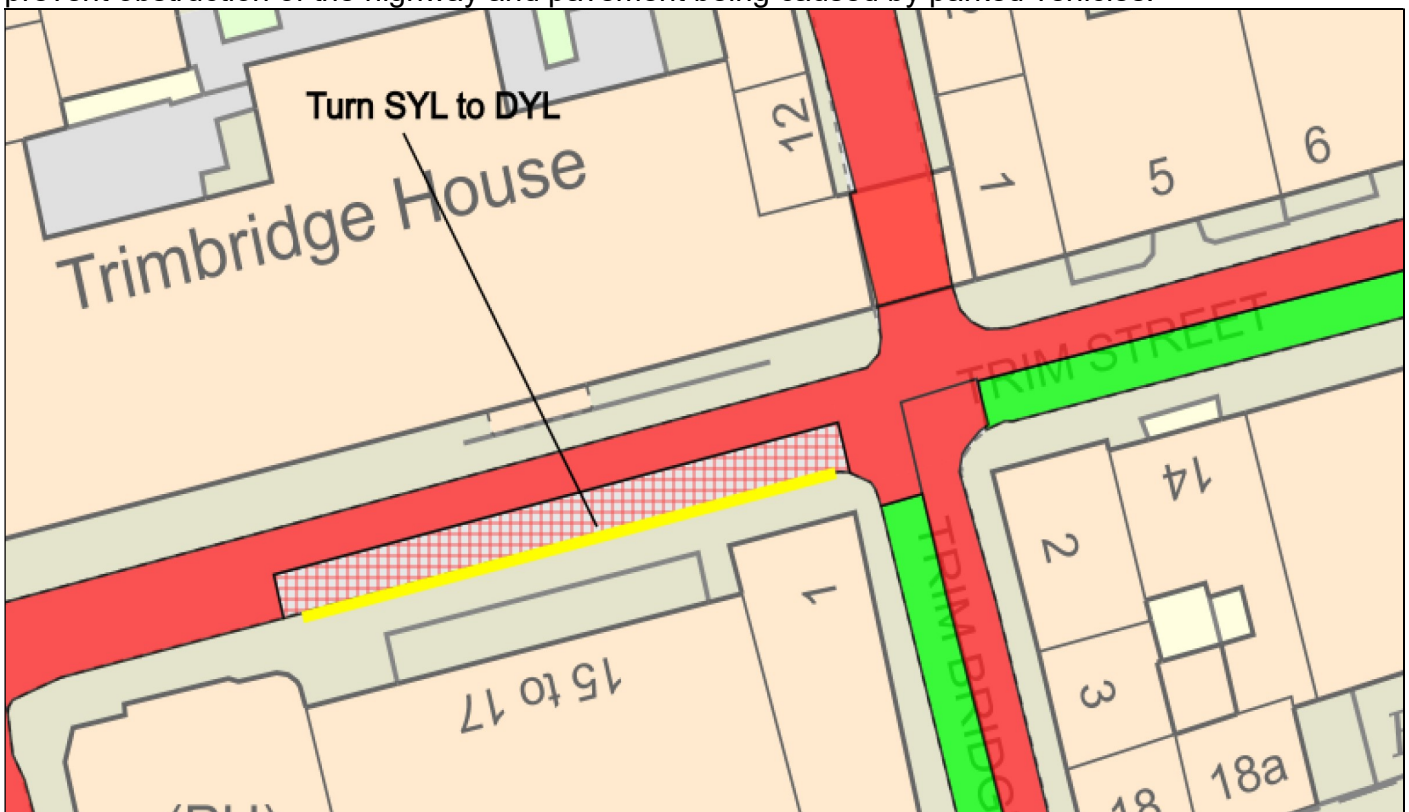
Cllr Oli Henman – No comment.

Cllr John Leach – Thanks for sight of the request that would affect the availability of spaces to residents within RPZ 15. Zone 15 is already hugely short of available parking spaces given the needs of its residents. This requested change would only increase the oversubscription in Zone 15 and provides them with no benefits in return. I object to the request and would not wish to see it proceed. Thank you for taking my views into consideration.

**Cabinet Member:**

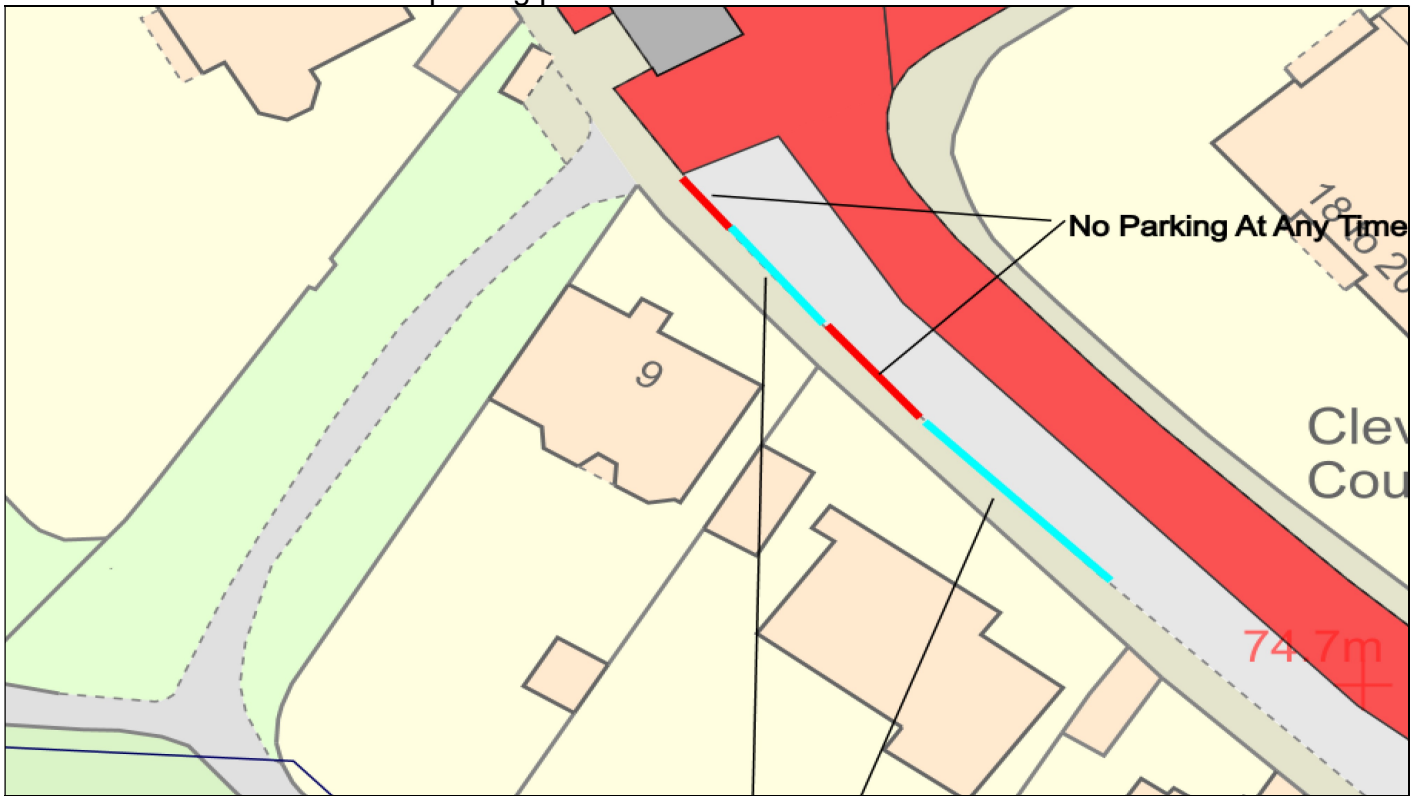
Cllr Manda Rigby - I am happy for these TROs to progress to consultation.

**Plan 1 – Trim Street, Bath** – A proposal to convert the existing No Parking Between Monday to Saturday, 8am – 6pm to No Parking At Any Time was requested by the local Ward Members to prevent obstruction of the highway and pavement being caused by parked vehicles.

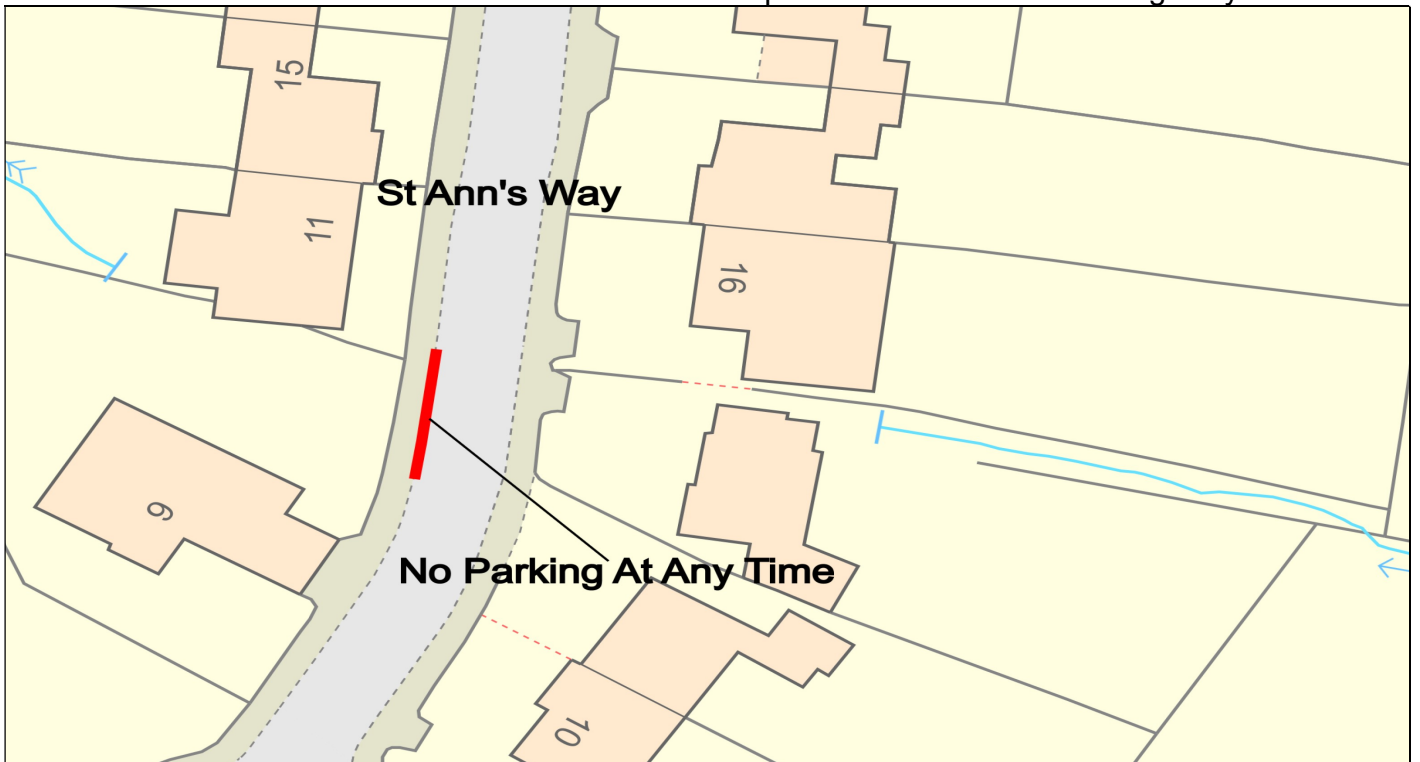


**Plan 2 – Bathwick Hill, Bath** – Proposed No Parking At Any Time and Dual Use Zone A Permit Holders and 2 Hour Limited Waiting, 8am – 6pm was requested by the local Ward Members to

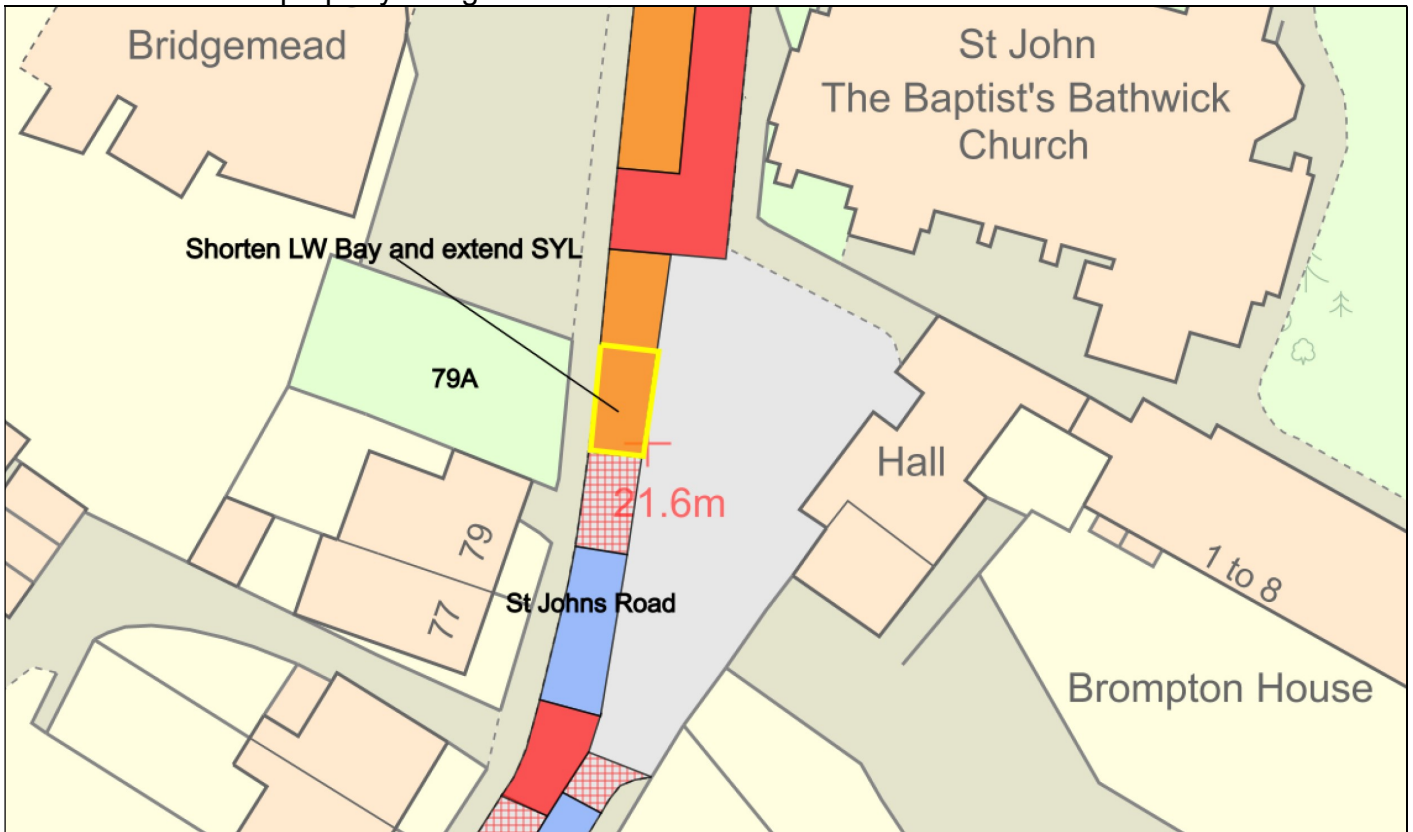
prevent obstruction to private properties and increase the amount of on-street parking for Zone A Permit Holders and short term parking provision for visitors to the area.



**Plan 3 – St Ann’s Way, Bath** – Proposed No Parking At Any Time restrictions were requested by the local Ward Members on behalf of local residents to prevent obstruction of the highway.



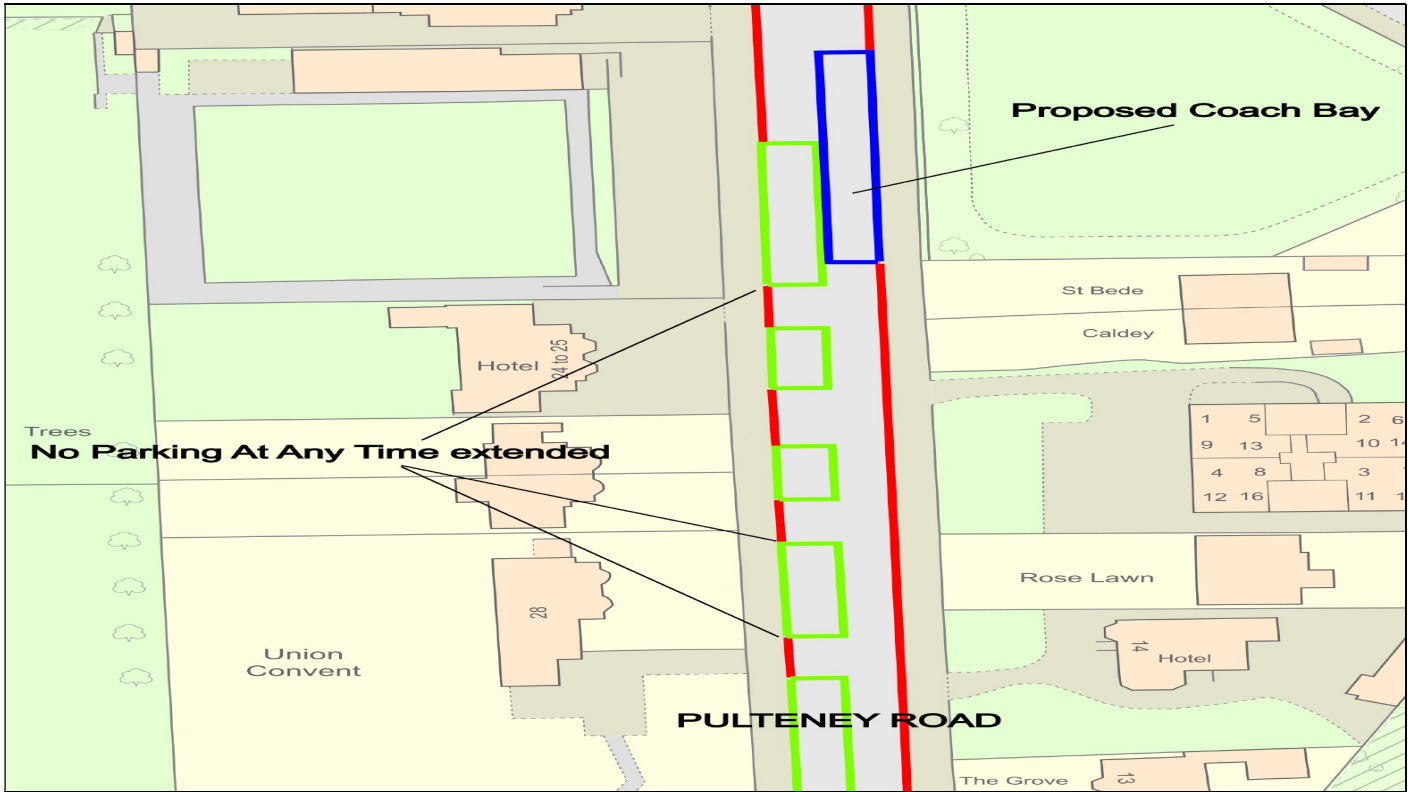
**Plan 4 – St Johns Road, Bath** – Proposed extension of the existing No Parking Between Times restriction and shortening of the existing 2 Hour Limited Waiting Bay was requested by the Planning Team due to a new property being constructed.



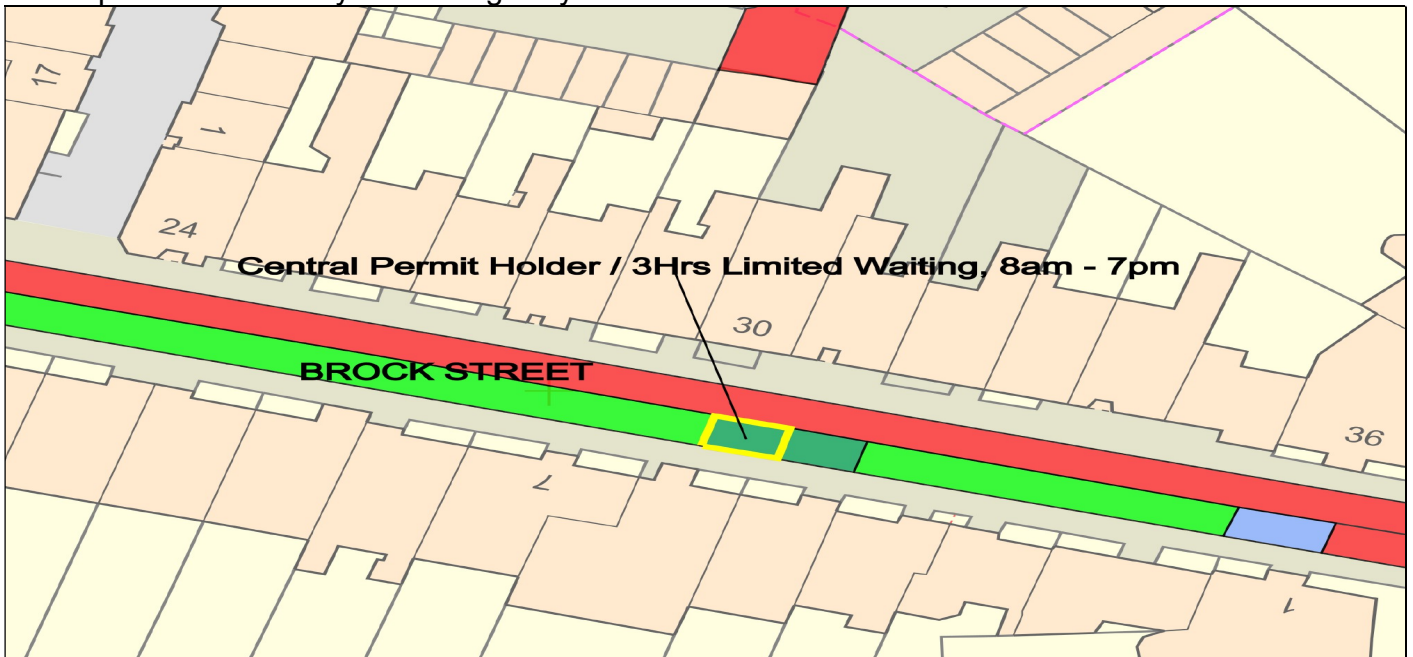
**Plan 5 – Royal Crescent, Bath** – Proposed No Parking / No Loading At Any Time restrictions were requested by a local resident to be introduced within the turning head of the Royal Crescent to allow larger vehicles to manourver. Old Double Yellow Lines which were painted over and are now showing through in the existing Permit Holder parking bay will be removed as part of this Order.



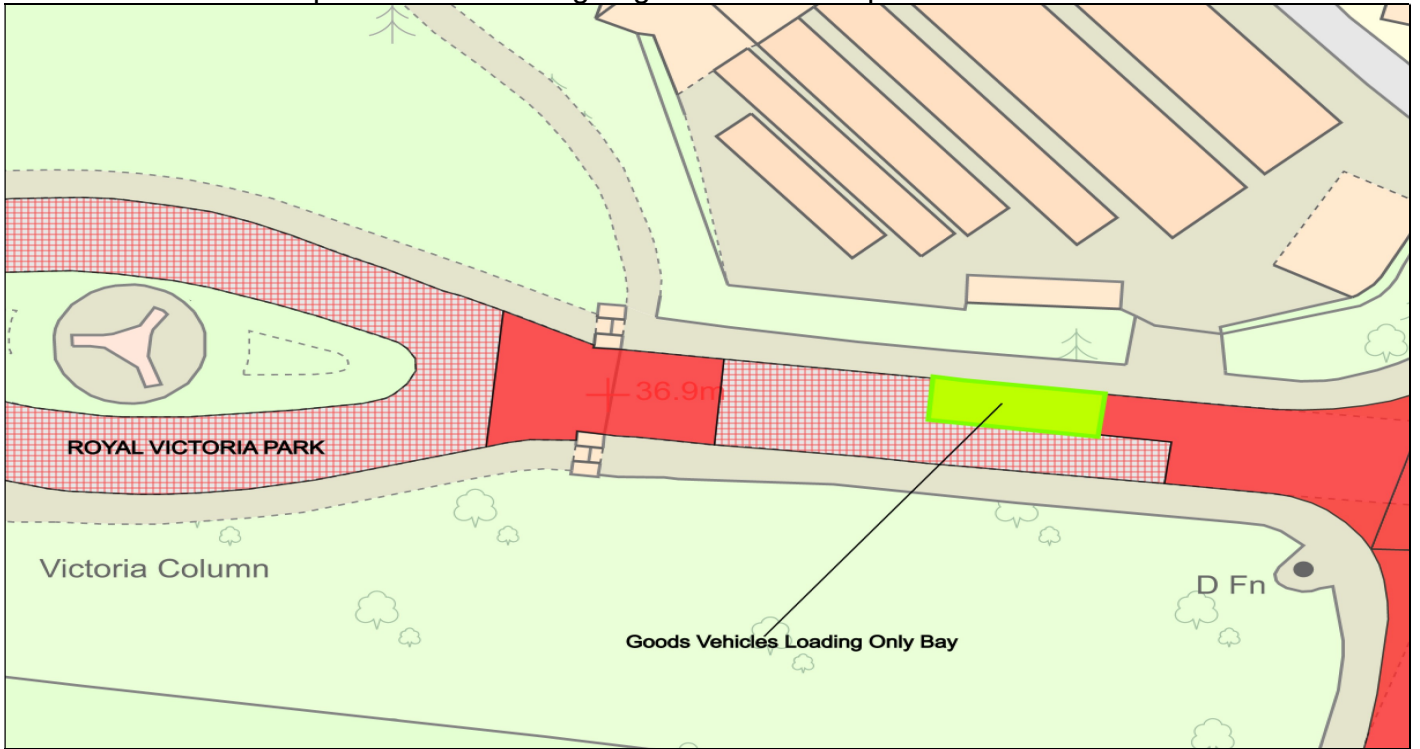
**Plan 6 – Pulteney Road, Bath** – A proposal to introduce a new Coach Parking bay on the eastern side of Pulteney Road and to shorten two of the existing Coach Parking bays on the western side by extending the No Parking At Any Time restrictions, was requested by the local Ward Member to improve property access. A separate review of the council’s Coach Strategy will be taking place at a later date.



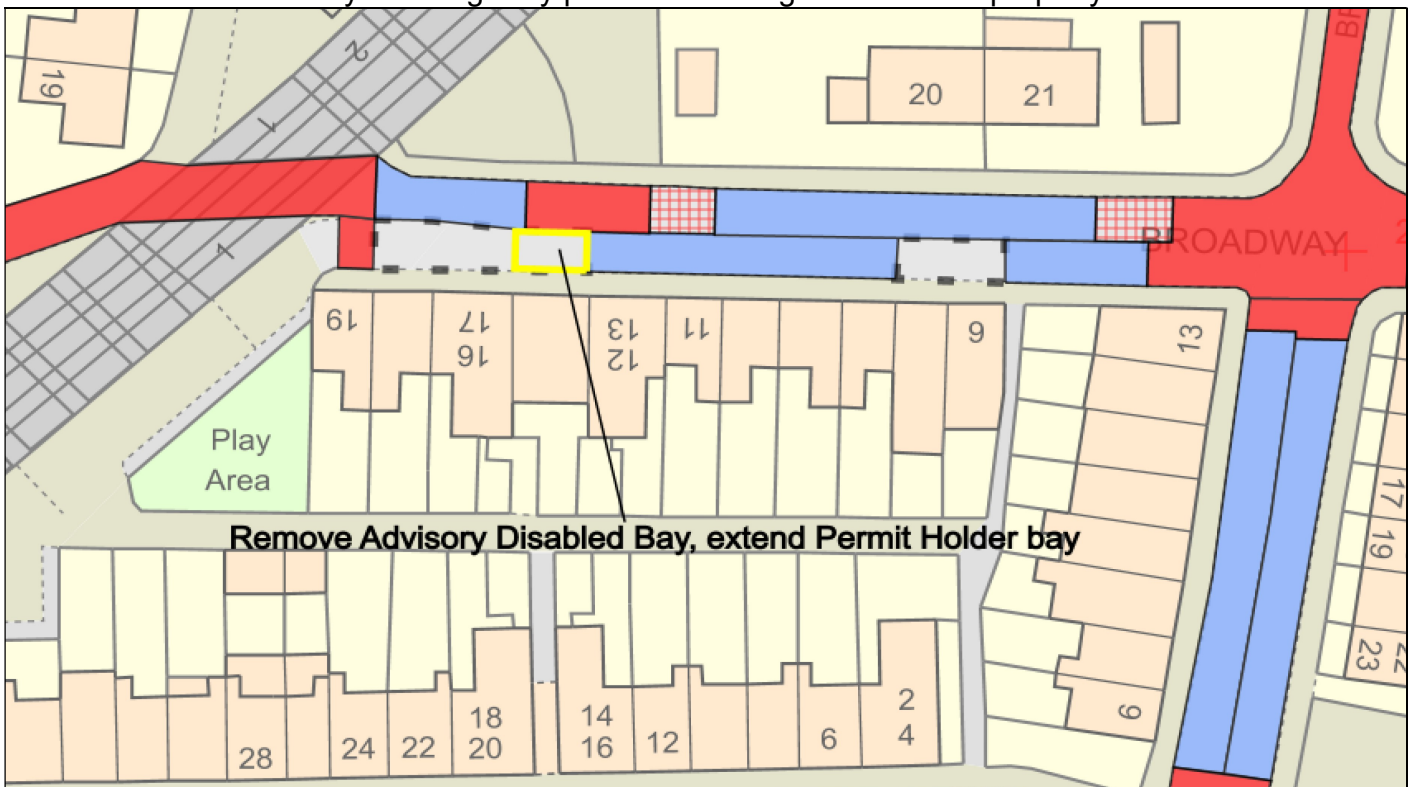
**Plan 7 – Brock Street, Bath** – A proposal to remove one the existing Disabled Parking bays on Brock Street and to convert this bay into dual use 3 hour Limited Waiting, and Central Permit Holder parking, 8am – 7pm, was requested by the Parking Team Manager on behalf of local residents as the dental practice these bays were originally installed for has now closed down.



**Plan 8 – Royal Victoria Park, Bath** – A proposal to convert the existing No Parking At Any Time restrictions into a Goods Vehicles Loading Only bay was requested by the Parking Manager on behalf of the Parks Department for loading of goods near to depot.

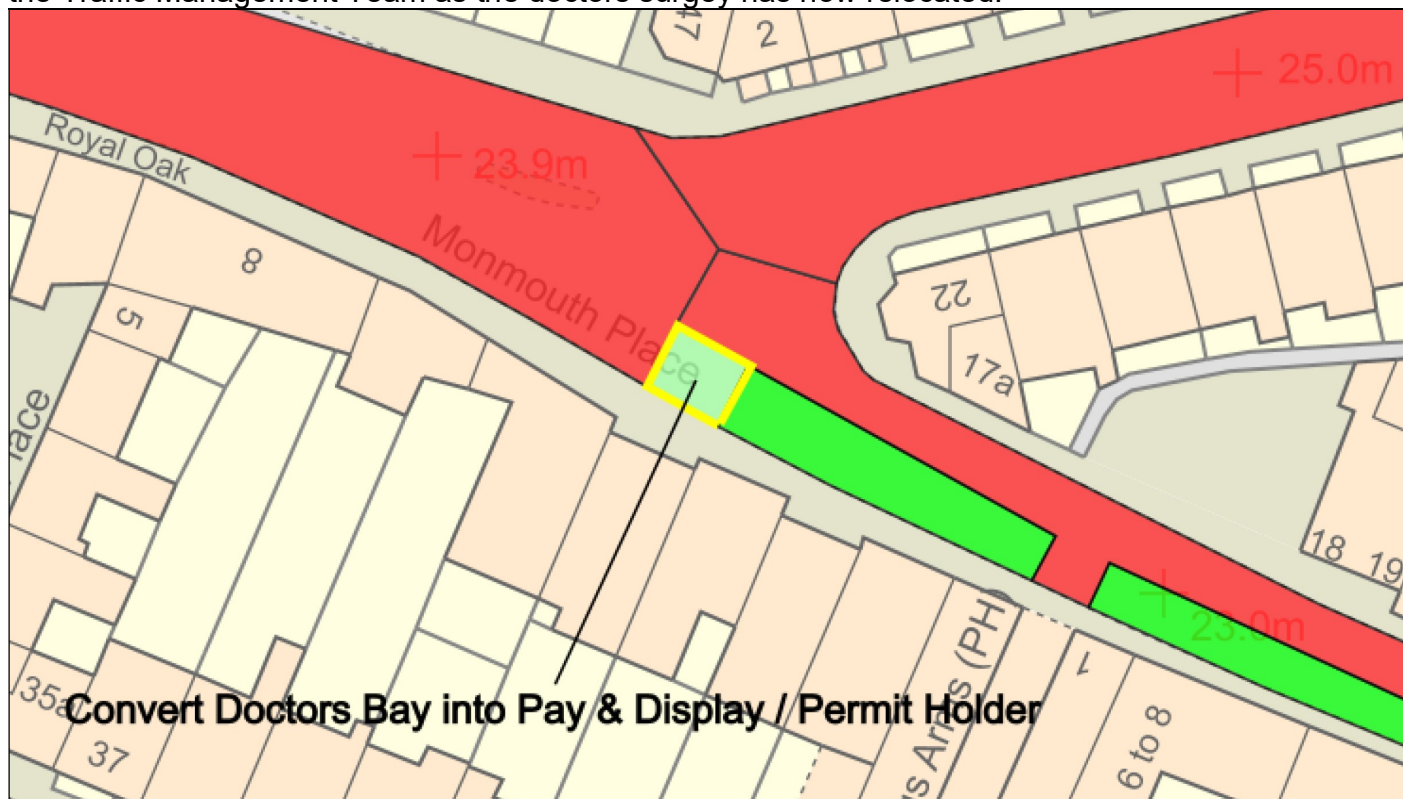


**Plan 9 – Broadway, Bath** – A proposal to remove 1 advisory Disabled Parking bay and extend the existing Zone 2 Permit Holder Only parking, was requested by the local Ward Member as the resident the Disabled Bay was originally put in for no longer lives at the property.

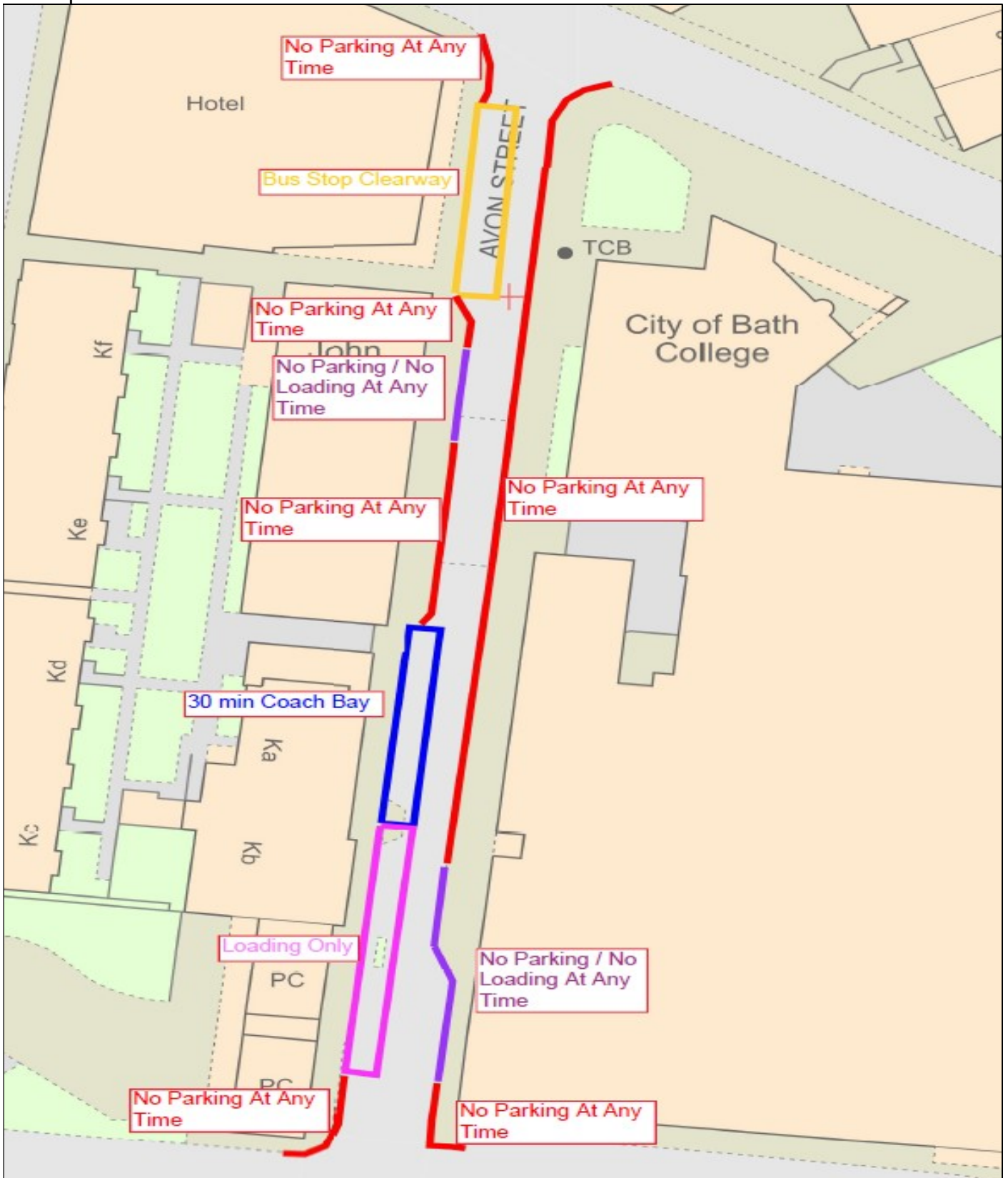




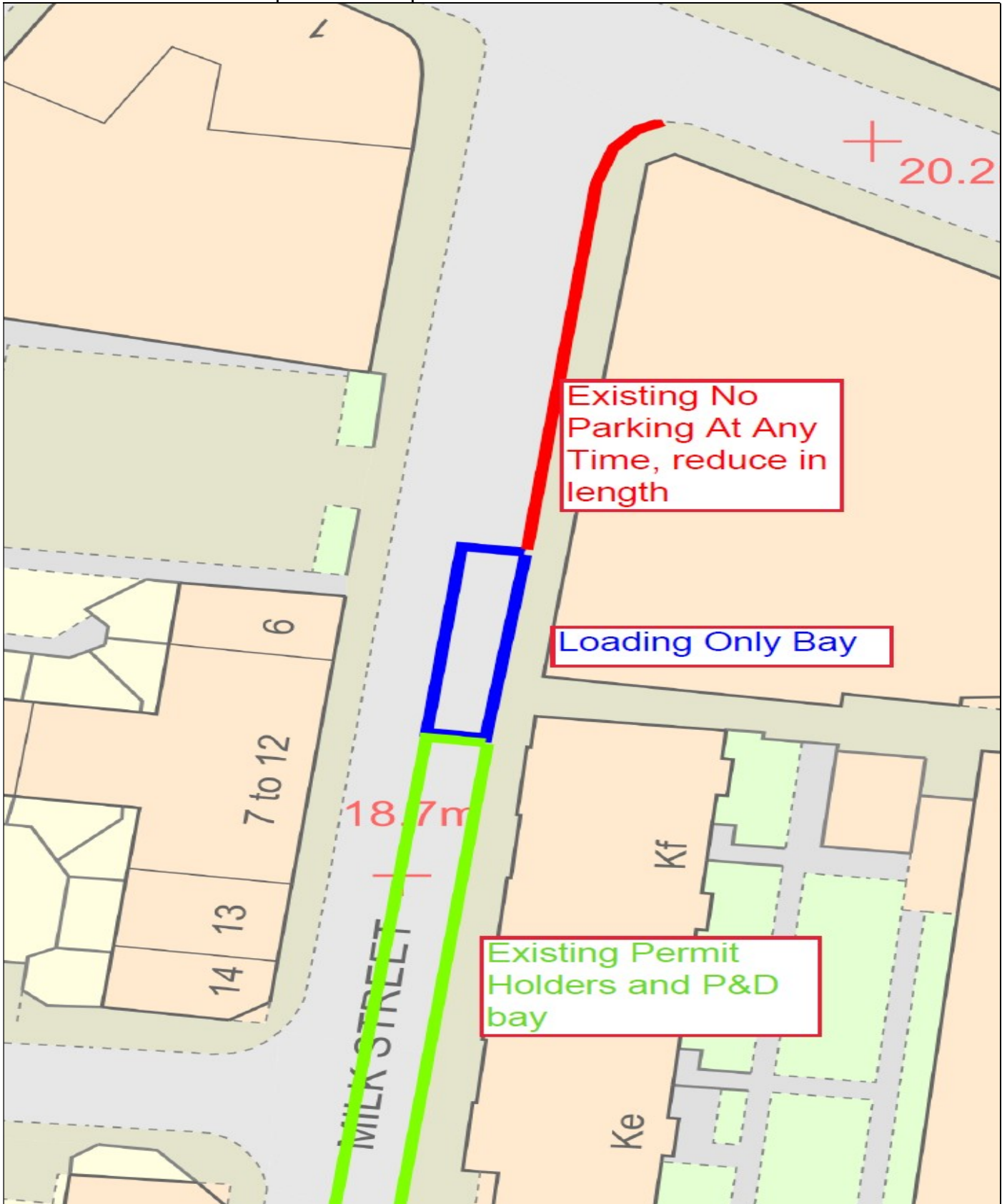
**Plan 10 – Monmouth Street, Bath** – A proposal to remove the existing Doctors Parking bay and to convert this into dual use 1 Hour Pay & Display and Central Permit Holder parking was requested by the Traffic Management Team as the doctors surgery has now relocated.



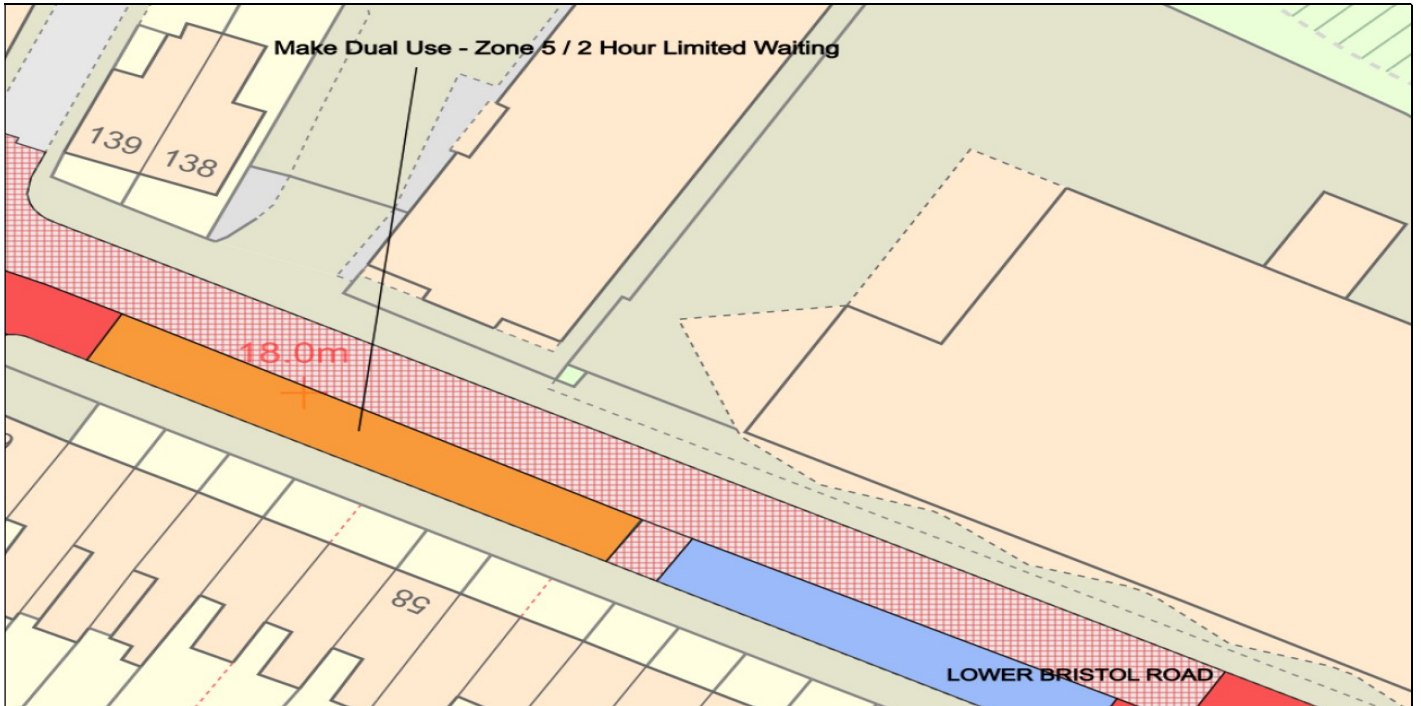
**Plan 11 – Avon Street, Bath** – Proposed No Parking / No Loading At Any Time restrictions along with a 30 minute Coach Parking bay, Loading Only bay and Bus Stop Clearway is being included within this Order to formalise the new road markings recently laid down on Avon Street as part of development works in the area.



**Plan 12 – Milk Street, Bath** – A Loading Only bay and the shortening of the existing No Parking At Any Time restrictions is being included within this Order to formalise the new road markings recently laid down on Milk Street as part of development works in the area.



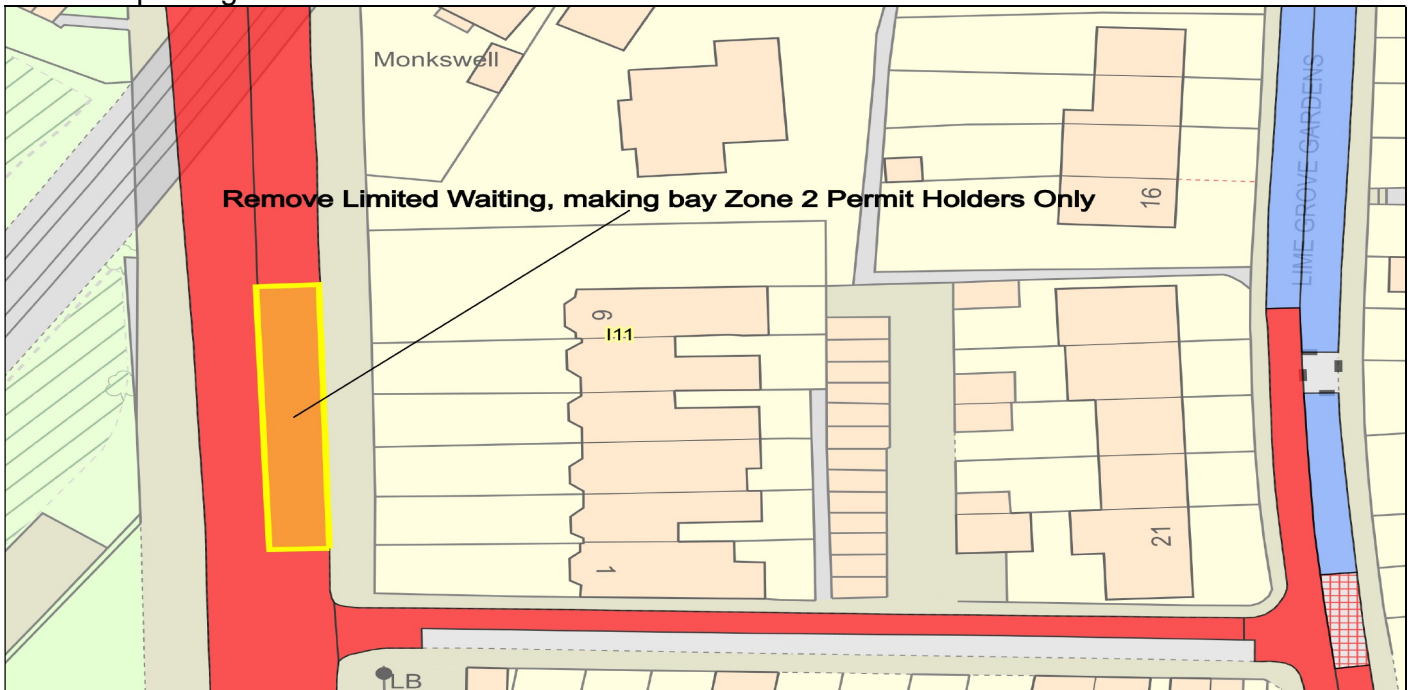
**Plan 13 – Lower Bristol Road, Bath** – Proposed conversion of the existing 2 Hour Limited Waiting bay into a dual use 2 Hour Limited Waiting and Zone 5 Permit Holder bay was requested by Parking Services on behalf of a local resident.



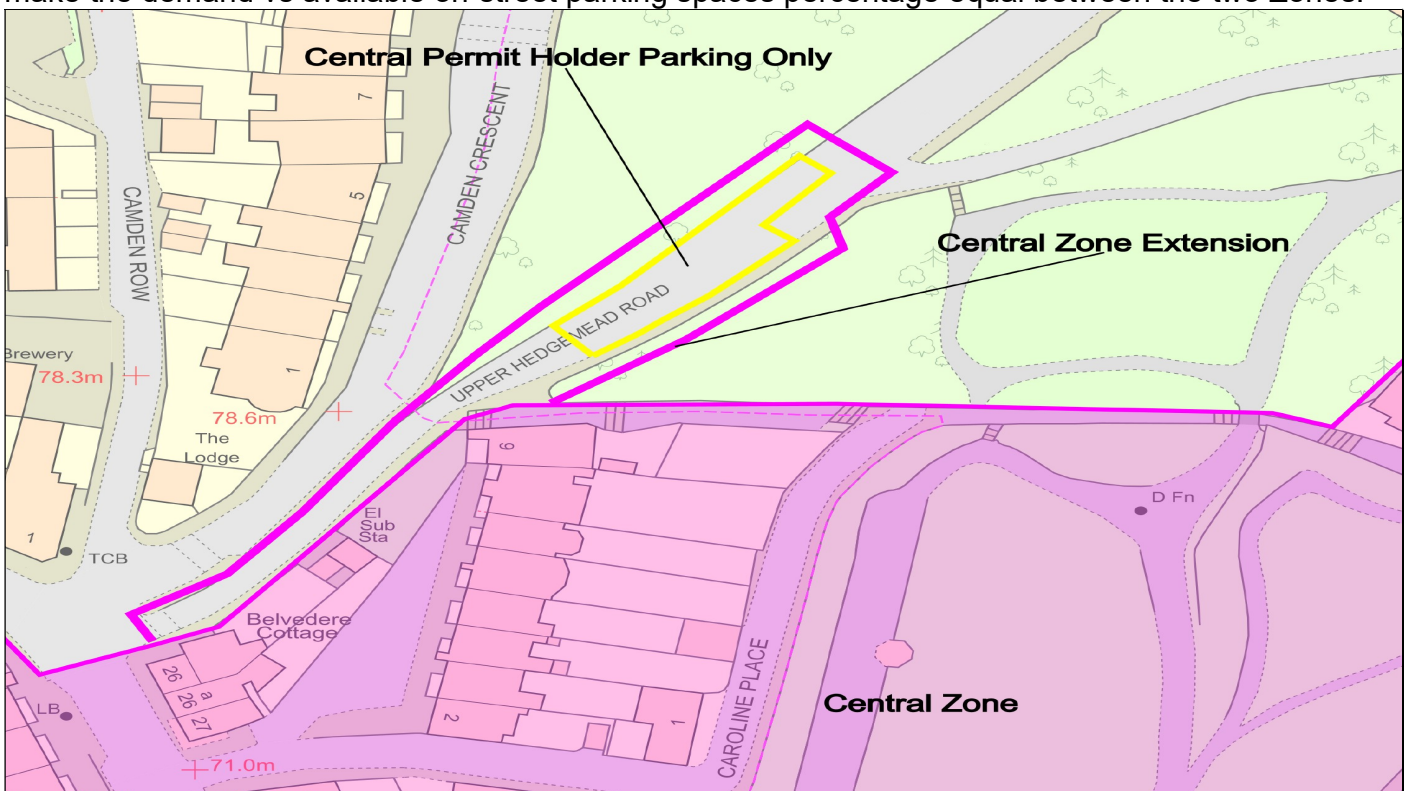
**Plan 14 – Green Park Mews, Bath** – Proposed No Parking At Any Time restrictions within the turning head of Green Park Mews was requested by the local Ward Member to allow larger vehicles to be able to turn around without obstruction.



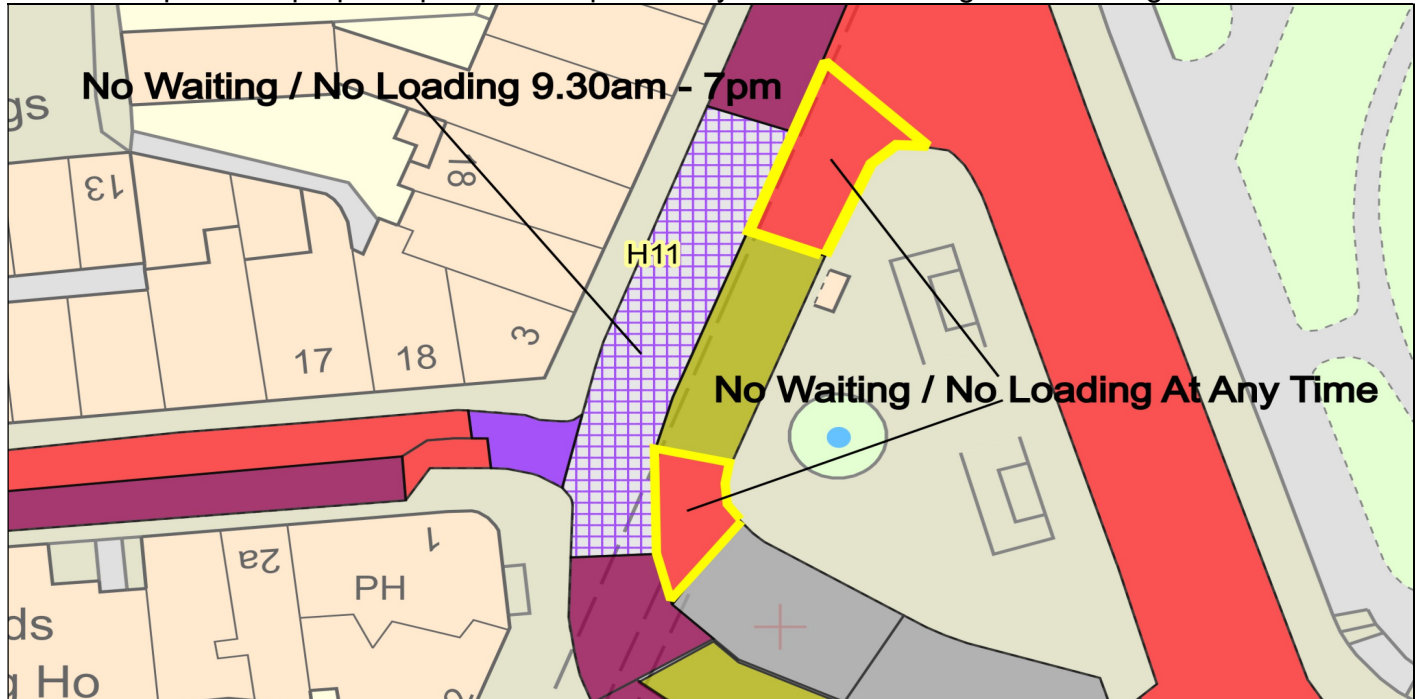
**Plan 15 – Pulteney Road, Bath** – Removal of the 2 hour limited waiting element from parking bay making it Zone 2 Permit Holders Only as requested by the local Ward Member to provide more on-street parking for local residents.



**Additional Proposal Plan** – Extension of Central Zone to incorporate first section of Upper Hedgemoor Road, extending from Lansdown Road to its junction with Lower Hedgemoor Road, converting the 12 parking spaces in this location from Zone 15 Permit Holder Only parking to Central Permit Holder Only parking. This was requested by a local Residents Association and proposed to make the demand vs available on-street parking spaces percentage equal between the two Zones.



**Additional Proposal Plan – Terrace Walk, Bath** – Existing Double Yellow Lines upgraded No Waiting / No Loading At Any Time restrictions, preventing Blue Badge Holders from parking in these locations causing an obstruction to buses. A sign plate added to the existing No Waiting Between Times restriction on the western side of Terrace Walk stating No Waiting / No Loading Between 9.30am – 7pm. This proposal plan was requested by the Team Manager for Parking Services.



**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: 7<sup>th</sup> July 2023

**9. DECISION**

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

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.

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.

A handwritten signature in black ink, appearing to read 'Chris Major', written in a cursive style.

Chris Major  
Director for Place Management

Date: 10/07/2023