

OUTCOME OF TRO PROCESS

PREPARED BY: Traffic Management Team, Highways and Traffic Group

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****REPORT AUTHOR: Kris Gardom****1. DELEGATION**

The delegation to be exercised in this report is contained within **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, 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 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)	

3. **PROPOSAL**

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.

4. **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.

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. INFORMAL CONSULTATION REQUIREMENT

Informal consultation was carried out with the Chief Constable, Ward Members and the Cabinet Members for Transport.

The responses to the informal consultation can be found in TRO report number 2.

OBJECTIONS / COMMENTS RECEIVED (following the public advertisement of the proposals)

The objection / comments received have been summarised below with the technical response in italics underneath.

Objection:

This is a comment/objection on the coach parking at Royal Avenue proposed in this draft TRO.

We recognise that this is a fairly modest proposal for 3 coach parking spaces. We recognise also that coaches currently tend to park further up Royal Avenue while their occupants troop off to see Royal Crescent. Nevertheless, this proposal would formalise coach parking at Royal Avenue, and it might therefore tend to attract more coaches.

We very much support the aim of locating coach drop-offs at the periphery of the centre so as to limit coach movements within the city centre itself. However, that excellent objective would be frustrated if coaches leave the parking spaces via Queen's Parade Place and Gay Street. Gay Street is in the city centre, and this part of Gay Street is one of the two air pollution 'hot spots' identified in the Bath Clean Air Plan. Coaches exiting onto Gay Street would add to pollution levels which are forecast to be only marginally below the legal limit, so could put the success of the CAP at risk.

Therefore we propose that coaches should not be permitted to leave by Gay Street but should leave the area by Royal Avenue. We recognise that this will require coaches to reverse in Queens Parade Place. If the intention is for coaches to exit via Gay Street, we object to this proposal.

We understand that the existing Residents Parking Bays will be relocated, not reduced in number. These resident parking bays are greatly valued by Central CPZ residents, and we would not wish them to be reduced.

Finally, the TRO Report cites the Coach Parking Strategy which was consulted upon in 2017. We understand that this deeply flawed strategy was withdrawn. We would not want it to be used as the basis of future actions. We believe that the Council needs to bring forward a completely new strategy covering the movement of coaches in Bath.

Response:

The proposal is for coaches to exit Royal Avenue via Queens Parade Place and Gay Street.

It would not be practical or safe for coaches, which are such large sized vehicles, to reverse in this confined space on the public highway.

Coaches leaving Royal Avenue via Queens Parade Place and Gay Street will not add to pollution levels. Coaches already informally use Royal Avenue and the modelling that the CAZ is based upon already includes for this movement. As there are only 3 proposed bays it is expected that use will not increase significantly. The proposals to realign Queen Square and introduce the CAZ measures will reduce the pollution levels below the legal limit. The CAZ will encourage more operators to use compliant vehicles which are cleaner and will reduce pollution levels.

The Bath Transport Delivery Plan, which is current being developed by our Transport Team, will review medium to long term options for a coach solution. The options should be available for review towards the end of 2020

8. RECOMMENDATION

That the Traffic Regulation Order is sealed / withdrawn / adjusted as described below and sealed.



Signature:

Date: 22nd September 2020

Paul Garrod
Traffic Management & Network Manager

9. DECISION

As the Officer holding the above delegation, I have decided that the objections / comments be:

a)	not acceded to and the Order as advertised be sealed.	X
b)	acceded to in full and the proposal(s) withdrawn.	
c)	acceded to in part and the following adjustments, being of minor significance; be included in the Order to be sealed. <i>specify minor amendment to Order here:</i>	

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.

Signature: 

Date:....24/09/20.....

Chris Major
Assistant Director - Highways & Transport