

OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

4

OUTCOME OF TRO PROCESS – OBJECTIONS RECEIVED

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: North East Outer Bath Area TRO Review

PROPOSAL: Parking Restrictions

SCHEME REF No: 23 – 029

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:

	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
	for preventing damage to the road or to any building on or near the road, or	
	for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or	X
	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,	
	(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	
	for preserving or improving the amenities of the area through which the road runs, or	
	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 restrictions around the North East Outer Bath area.

4. BACKGROUND

A number of proposals for: No Parking At Any Time restrictions, Loading Only, Relocation of Zone 27 Permit Holder Only parking, Disabled Parking, extension of Resident Parking Zone 27, 2 Hour Limited Waiting and Zone 27 Permit Holder parking, Zone 27 Permit Holder Only parking, 2 Hour Limited Waiting, No Parking Between 8am – 6pm, No Parking At Any Time / No Loading Between Mon – Sat, 7am – 10am & 4.15pm – 6pm restrictions at various locations around the North East Outer Bath area were submitted to the Council by local residents, Ward Members and the Bath & North East Somerset Council's 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 TCJ0009S.

6. INFORMAL CONSULTATION REQUIREMENT

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

The responses to the informal consultation can be found in TRO report number 3.

7. OBJECTIONS / COMMENTS RECEIVED (following the public advertisement of the proposal(s))

The objection / comments received can be seen in Appendix 1 attached to this report and have been summarised below with the technical responses in blue italics underneath each one.

Plan 1 – St Saviour's Road, Larkhall, Bath (No Parking At Any Time)

Objections – 1, Support in part – 0, Support – 1,

Objections main points raised:

- I don't see how this proposal is helping the many residences that don't have driveways and when relatives / friends visit or people that use the local shops and just want ease to park for a few minutes.

- People won't bother coming to Larkhall and go somewhere with less hassle / restrictions.
- We are a lovely community and you have tried to restrict us before with those hideous bollards and wanting to restrict the road after covid. A polite request from a long-term banes resident "Leave Larkhall alone"

Support main points raised:

- We support this change which will hopefully ease the chaos caused by HGVs on that junction at long last.

Response: The extension of the existing No Parking At Any Time restrictions along the southern kerb line of St Saviour's Road opposite the junction with Claremont Road, was requested by the Traffic Management Team and supported by the local Ward Members to prevent obstruction to larger vehicles when manoeuvring around the junction. The primary purpose of the highway is for the safe unobstructed passage of vehicles. It is therefore the recommendation of this report that despite the one objection raised the restrictions are implemented on-site as advertised and sealed within this Order.

Plan 2 – Gloucester Road, Larkhall, Bath (No Parking At Any Time)

Objections – 1, Support in part – 1, Support – 0,

Objections main points raised:

- As a resident on Gloucester Road who does not have a driveway, along with all my neighbours, up to some 30 households in the Gloucester/Ferndale area, with the new proposal where would you suggest we park our vehicles? Probably in the region of 50 plus cars.
- As you will know already this section of Ferndale/ Gloucester Road has very limited parking which recently was restricted to improve visibility for motorists pulling out of the junction which I fully support however further proposed restrictions in this particular section of the Gloucester road will create further issue, pushing the problem elsewhere as it will force households to double park/ pavement park along even narrower side road making this road more hazardous for pedestrians/children and residents.
- The other issue is speed on this section of Gloucester Road, motorists come tearing down from Swainswick using this section as a rat run, ignoring any speed restriction however they then must slow down as they encounter parked vehicles and now you want to clear the way for them? The residents' vehicles along that stretch are a deterrent for speeding motorist.

Support in Part main points raised:

- Our initial concern is that the extension of “no parking at any time” will encourage people to park at the bottom end of Bailbrook Lane (at the junction with Gloucester Road). I’m sure you will agree that this section of Bailbrook Lane is far too narrow to allow parking as this would then restrict access for delivery vehicles and emergency services, and for those reasons may encourage parking on the pavement. We don’t understand why the impact on this section of Bailbrook Lane has not been considered with these proposals. Please would you take this onboard and consider implementing “no parking at any time” along both sides of the bottom of Bailbrook Lane.

Response: The extension of the existing No Parking At Any Time restrictions along Gloucester Road was requested by the local Ward Members to improve visibility splays when exiting from Ferndale Road and to prevent obstruction to larger vehicles traveling along Gloucester Road due to pinch points being created where vehicles are parking opposite each other on both the eastern and western kerb edges, reducing the span of available highway to a single cars width. The purpose of the highway is for the safe unobstructed passage of vehicles and therefore as only one objection was raised during this consultation to these proposed restrictions, which have the support of the local Ward Members, it is the recommendation of this report that they are implemented on-site as advertised and sealed within the Order. Regarding the request to extend the No Parking At Any Time markings further along up Bailbrook Lane, this request sits outside the scope and remit of this consultation as it would be considered to be a substantial change to the Order and what was advertised. This request would need to be considered by the local Ward Members for inclusion within the next available Area TRO review.

Plan 5 – Gloucester Road, Swainswick, Bath (No Parking At Any Time)

Objections – 3, Support in part – 0, Support – 0,

Objections main points raised:

- We live on a private road opposite Alice Park. We have a big problem with public parking in our road and blocking our driveway especially in spring and summer when the weather is good or when there is an event in Alice Park. Despite the sign that says private road no turning or parking people ignore that and park there, and they could be very selfish and arrogant if we confronted them. Last summer our road was jammed parked I couldn’t get my car out. If there was an emergency situation it would be disaster. The problem with putting no parking in the main Gloucester Road there would be even more people come and park in our road which is unfair for us because we pay for its maintenance, and they are blocking our way out. I was wondering if you could put double yellow line in our little road and put no parking at anytime there too, please? I contacted council last year so many times, but nothing has done about it could you please look into it and take some action about it?
- This is a very useful area of parking for visitors, and carers of, residents of Lambrook Court. There is often no free parking within Lambrook Court as most places are pre-allocated to residents with only 2 spaces for non-residents. I can think of no valid reasons for the removal of this stretch of

parking as it does not hamper traffic flow in any way and does not restrict vision or visibility for the Lambrook Court access.

- I object to the proposed double yellow lines at the entrance/exit to Lambrook Court. There are double yellow lines either side of the entrance, and I believe it is incorrect to place double yellow lines across the property entrance. The Highway Code Rule 243 'Do not park - in front of an entrance to a property'. This seems to have become a widely misused application of double yellow lines, including in front of the entrance to my own property. However, I would welcome clarification if this were not the case.
- Also, the justification states 'requested by the local ward member on behalf of a local residents to prevent obstruction of the highway due to parked vehicles'. Is there any evidence of a Lambrook Court resident requesting this for the entrance to Lambrook Court?

Response: The additional No Parking At Any Time restrictions along Gloucester Road opposite Alice Park were requested by the local Ward Members to improve visibility splays at the crossing points to Alice Park for pedestrians and to prevent obstruction of the highway due to parked vehicles and improve property access. The TM Team do have correspondence from a local resident regarding this request on file but cannot provide this information due to data protection. As the primary purpose of the highway is for the safe passage and re-passage of vehicles and parking can only be condoned where it is safe to do so, it is the recommendation of this report that despite the objections raised above that the proposed restrictions are implemented on-site as advertised and sealed within the Order as supported by the local Ward Members. The request to introduce additional No Parking At Any Time restrictions along a section of private road cannot be considered as this land is not adopted public highway.

Plan 6 – Trossachs Drive, Bathavon North (No Parking At Any Time)

Objections – 6, Support in part – 0, Support – 2,

Objections main points raised:

- This proposal will significantly impact on the parking availability along Trossachs Drive.
- Emergency vehicle access required to my property at all times.
- The painting of the yellow lines will impact on the access of grocery deliveries, post deliveries and rubbish removal.
- There is a case for yellow lines to be painted on both sides of the entrance to Trossachs Drive from the main road up to the bend approaching No.1 Trossachs Drive. Vehicles regularly park on the left hand side of the bend coming up from the A36 resulting in ascending and descending vehicles not seeing clearly what is either coming up or down the hill towards the A36 and is very dangerous especially if vehicles are driving fast.

- Sadly, what we have here is not really a true concern about safety but a few residents who have nothing but their own interests at heart.
- Certain residents feel that no one other than themselves should park in front of their house to the extent of shifting cars on a regular basis from their own drives to park on the road to prevent others doing so. Acting in this way only served to increase the parking issues at the height of the problem forcing others to park on the so-called dangerous bend.
- Having spoken to several residents now it appears that the Trossachs Drive Association was by no means unanimous regarding the proposal above and in fact several members left the group being shouted down. Another informs me that they did not agree and that they were of the opinion the only real answer was to have residents' parking.
- Of greater concern was the discovery that an ex local councillor was asked to use his influence to approach Sarah Warren and persuade her to support the proposal. The person in question when questioned said he was just doing what he was told to do.
- I think the original yellow lines that highways installed served their purpose for years and prevented parking on the bend which could potentially be dangerous.
- The subsequent changes made at the request of the TDA have clearly made things worse and the further proposals suggested are simply not the answer. Moreover, they are NOT a true representation of the residents of the Trossachs!
- Now that building work is coming to an end on the Holburne Park housing development, there is no longer an issue with tradesmen from the development parking in Trossachs Drive. This was only ever going to be a temporary problem and therefore the justification for more double yellow lines has never existed.
- Laying down the proposed yellow lines now will only cause problems and possible conflict between those residents with yellow lines outside their properties and those without.

Support main points raised:

- The Chairman of Columbus House Residents Committee is happy with the proposed restrictions but would like additional restrictions placed opposite the entrance into Columbus House.
- It is most welcome as the matter of parking on this section of Trossachs Road near to where we live has been problematical since the road was resurfaced some years ago obliterating the existing double yellow lines. This was reported to the council but unfortunately the contractor employed by the

council only repainted yellow lines up to 18 metres from the road junction with the A36 saying that they had insufficient paint to complete the repainting of the double yellow lines round the bend. The existing double yellow lines can be seen through the tarmac resurfacing, underneath where the 'White Keep Clear' markings have been painted.

- We request that the proposed repainting of the double yellow lines re-instates the original pre-resurfacing of Trossachs Drive with continuous 'No Parking At Any Time' double yellow lines from the junction of Trossachs Drive with the A36 on both sides of the road and round the corner. Unless this happens, we don't have clear access to our drive and property, which has been a problem since the resurfacing obliterated the previous yellow lines.

Response: The proposed conversion of the existing advisory White Keep Clear marking to enforceable No Parking At Any Time restrictions was requested by the local Ward Members on behalf of local residents. Parking along this section of highway obstructs visibility and access for larger vehicles when entering / existing the southern cul-de-sac spur of Trossachs Drive. No Parking At Any Time restrictions (Double Yellow Lines) allows for vehicles to wait for short periods to load and unload and for emergency vehicles such as ambulances to be able to pull up on these markings when required for attending to local residents. The primary purpose of the highway is for the safe passage and re-passage of vehicles, parking is an obstruction of that right and therefore can only be condoned where it is safe to do so, there is no legal right to park on the highway. It is therefore the recommendation of this report that despite the objections raised that these restrictions are implemented on-site as advertised and sealed within the Order. The request made for a Residents' Parking scheme sits outside the scope and remit of this TRO consultation.

Plan 7 – St Saviour's Road, Larkhall (Loading Only Bay)

Objections – 1, Support in part – 0, Support – 0,

Objections main points raised:

- My worry is outside where I live now has double yellow lines, which nobody takes any notice of and just park right outside mine and neighbours windows will become an absolute nightmare!
- The pavement is already ruined with cars parking up on it! Also it's having a dreadful effect on the Bath Stone of which the houses are built are crumbling so who is going to pay for that damage!
- The other worry where are people going to park our local community need the trade to keep going!
- My proposal is regardless of your proposed plans could the residents of 5 6 7 and 8 St. Saviours Road Larkhall have no parking bollards installed just like the Book Shop has.

- Elderly people, people in wheelchairs, mums with buggy's and young children have to walk out on the very busy road to pass when people are parked on the double yellow lines and pavement.

Response: The proposed Loading Only parking bay was requested by the local Ward Member to allow for deliveries to be made to the local commercial premises. Currently this is difficult due to parked vehicles meaning that delivery vans and lorries have to stop in the centre of the carriageway for short periods blocking the flow of traffic. The loading bay would be marked out and signed in accordance with the Traffic Signs Regulations and General Directions 2016 and therefore will not cause any vehicle to park on the pavement resulting in damage to local properties or obstruct access for pedestrians. The request above for bollards to be installed sits outside the scope and remit of this TRO consultation and will need to be considered by the local Ward Members and a formal request made to the Traffic Management Team for inclusion within the next available Transport Improvement Program for scoring and possible funding allocation. It is the recommendation of this report that despite the one objection raised above that the proposed Loading Only bay is introduced on-site as advertised and sealed within this Order as this will benefit the operation and running of local businesses.

Plan 8 – Lambridge Street, Larkhall (Blue Badge Holders Only Bay)

Objections – 1, Support in part – 0, Support – 0,

Objections main points raised:

- I object to the proposed conversion of an existing advisory disabled parking bay etc. There is currently no marked disabled parking bay in the proposed location, so it appears to be a new bay, not a conversion. If so, it has been incorrectly specified.
- Also I wish to object to the addition of another disabled parking place in this area of Lambridge Street as there are already 4 spaces within about 30-40m of the proposal, i.e. outside Nos 5, 10, 25 and 24. An additional space as proposed outside No. 7 would mean 5 out of 10 parking spaces available in those 2 sections of road would be designated disabled, which I believe would exceed ratios.
- The request of one resident to a ward member, without similar canvassing of views from all other residents and users, who have not requested any change, does not constitute a balanced view or representation of the wishes of the majority.

Response: The proposed conversion of an existing advisory Disabled Parking Bay into a formal Blue Badge Holders Only Bay relates to the existing bay outside property number 5. This proposal isn't intended to introduce a new space dedicated to disabled drivers. It is therefore the recommendation of this report that the proposed formal Blue Badge Holders Only bay is introduced on-site and sealed within the Order. The amended drawing below clarifies the location of this bay.



Plan 9 – Charlcombe Way, Larkhall (No Parking At Any Time)

Objections – 2, Support in part – 0, Support – 0,

Objections main points raised:

- Parking for residents along Charlcombe Way is already very restricted with single parking only for a limited and narrow stretch further on, and it is often difficult for residents who do not have private parking to find parking places. This means that there is already some spillover to Solsbury Way when one isn't able to find a parking place, so additional restrictions will have a knock-on effect to exacerbate the parking situation on Solsbury Way too.
- Whilst I understand that there may be some concerns about access and road safety, the entrance to Charlcombe Way is actually relatively wide and open, so the existing parking near the junction does not significantly affect access or visibility at the junction for vehicles including larger service vehicles. In fact, I would argue that having cars parked up to the current extent of the double lines near the junction may have the positive effect of slowing traffic as vehicles enter Charlcombe Way before they reach the more restricted narrow stretch of single parking, therefore enhancing safety along the road.
- Vehicles accessing Charlcombe Way do indeed need to be encouraged to slow down and pay attention to pedestrians along a road that is popular with walkers accessing Charlcombe Valley.
- Some signs warning about pedestrians in addition to 10 mph (rather than the current 20 mph) speed limitations would be the most useful intervention to improve the conditions rather than further restricting the availability of much needed parking space for local residents.
- The entrance to the road is the widest section of this single lane road.

- Having cars parked near the entrance to the road slows the traffic and makes it safer for pedestrians walking in the road. If you are going to stop cars parking there you need to put a sign up warning drivers that people may be walking in the road so they enter the road with caution and there needs to be a reminder that the speed limit is 20, or possibly a reduction to 10 miles an hour, I personally think that 20 is too fast given the amount of people who walk on the road.
- As a resident of this road, I would also like to point out that parking is a problem for local residents. There are not enough spaces as it is, so reducing the parking will make it even more difficult and it will increase the parking issues on adjoining roads.

Response: The proposed extension of the existing No Parking At Any Time restrictions was requested by the previous local Ward Member to improve visibility splays at the junction of Charcombe Way and Fairfield Park. Despite the objections raised above regarding the lack of available on-street parking provision, it is the recommendation of this report that the proposed restrictions are implemented on-site as advertised on safety grounds as parking close to a junction cannot be condoned. The request for a 10mph speed limit sits outside the scope and remit of this Area TRO review consultation. A formal request for additional advisory pedestrians crossing signage would need to be submitted to the TM Team by the current local Ward Members for consideration and scoring as part of the next available Transport Improvement Program for possible funding allocation.

Plan 10 – Chilton Road, Walcot (No Parking At Any Time)

Objections – 1, Support in part – 0, Support – 1,

Objections main points raised:

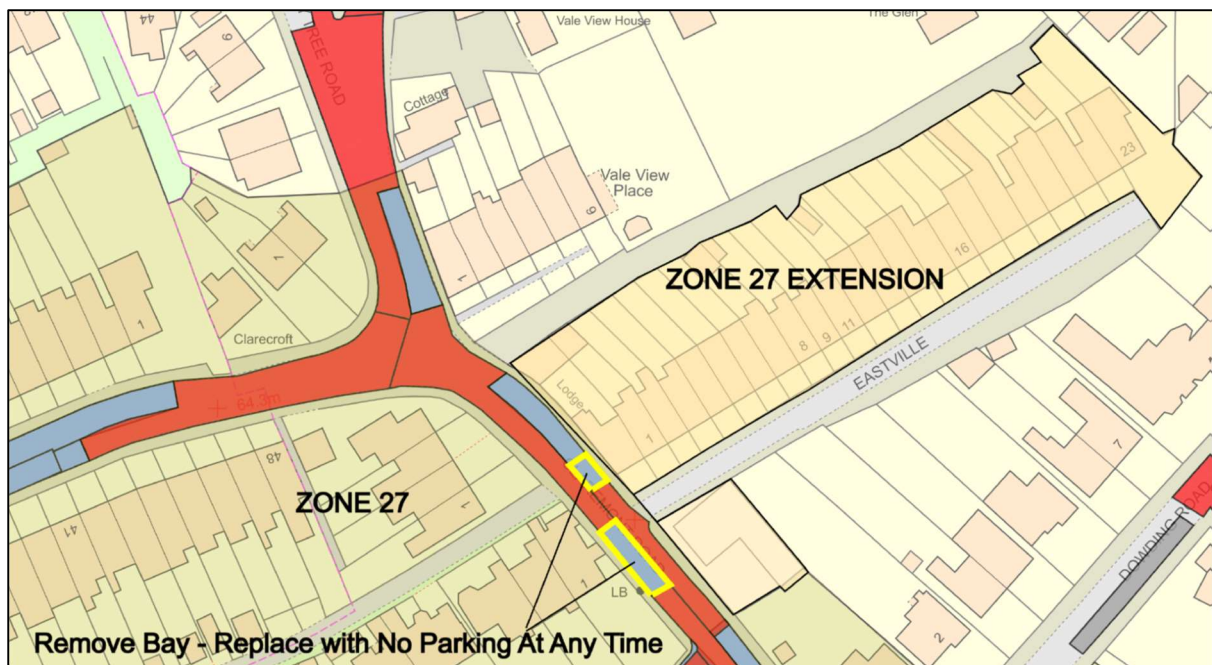
- I wish to protest in the strongest terms to the already recently established parking restrictions, and to the proposed changes, both of which have had and will have a deleterious effect on the life of Chilton Road, and of the social fabric of this city in general.
- Until August 2023, parking was free of charge in Chilton Road. Subsequently, with the introduction of paid parking, parking here has become MUCH MORE DIFFICULT.
- The proposed double yellow lines on the bend of Chilton Road are totally unnecessary, and will make the situation worse, rendering parking even more limited and difficult. Parking on the bend does not restrict or impede traffic flow, or pedestrians.
- Your restrictions have had an adverse effect on my way of life I often have to park my car in another road, and with my very limited ability to walk, this makes life even more difficult.

Support main points raised:

- I am very grateful that you have been able to include this.

Response: The proposed No Parking At Any Time restrictions on the bend of Chilton Road was requested by the local Ward Member to prevent obstruction and allow property access. The introduction of the recent Zone 27 Resident Parking scheme does not guarantee residents a parking space outside or near to their property, only within the Zone boundary with a valid permit. Residents with a disabled Blue Badge can apply for a Disabled Parking Bay to be introduced near to their property via our Parking Services Team. It is the recommendation of this report that despite the one objection raised above that the proposed restrictions are implemented on-site as advertised and sealed within this Order.

Plan 11 – Claremont Road, Larkhall (Extension of Zone 27 and No Parking At Any Time)



Objections – 6, Support in part – 1, Support – 0,

Objections main points raised:

- I object to the removal of the 2 bays opposite the entrance to Eastville. The current position of these bays has led to a considerable reduction in driving speed on Claremont Road. Drivers need to slow down to negotiate the cars parked in the bays and this makes the road much safer and the goal of reducing speed to 20 mph significantly more achievable.
- I object to the removal of the bays to the right of the entrance to Eastville as this will result in a serious lack of parking for residents. This lack of parking will become acute if Zone 27 is extended to include Eastville residents.

- I question whether the proposal to extend Zone 27 to include the Eastville residents is needed. There is already private parking on Eastville for residents, and I assume that as it is a private road, it cannot be made available to other residents with a Zone 27 permit.
- Our heart sank when we learned of the proposed changes to remove parking bays on Claremont Road and surrounding streets. Losing these spots will negatively impact our lives, returning us to the years of circling the surrounding streets trying to park, lugging school bags and groceries hundreds of metres to the house etc.
- There is no need to remove these parking spaces.
- There are no safety concerns with the current lay out.
- It is my understanding that residents at Eastville, a private road, have requested these changes. These residents have private parking outside their houses and garage parking at the rear. They now have a very wide opening to Claremont Road with the best visibility they have ever had. To take parking from residents who only have public street parking in order to appease complaints from Eastville residents is hard to stomach. We urge you to reconsider these changes and keep the current parking solution in place.
- The squeeze points that the staggered parking along the length of Claremont Road has created are irritating to traffic intent on speeding and impedes their progress this is to be welcomed. The council should be doing everything it can to support the 'Let's Talk about speed' campaign.
- The proposed changes will exacerbate the existing problems by further reducing parking and thereby encouraging dangerous and on pavement parking.
- A number of representations have been made by residents to the council requesting an extension to the RPZ to Dowding/Wallace/Holland Road etc but these have been largely ignored, citing an inability to extend the zone without extensive and lengthy consultation. We note that 23-029 includes proposals to extend the RPZ Zone 27 to include Eastville amongst other changes following a short consultation of just 3 weeks. It is apparent, therefore, that it is possible to extend the RPZ further to Dowding, Holland and Wallace Road after a short 3-week consultation. This should be done before implementing any of the changes proposed in 23-029 as part of a considered and holistic review of changes. If the above is not possible, there should be proper consideration of alternatives, such as the introduction of a light touch RPZ in Larkhall requiring permits 10am-12pm which would prevent much of the commuters, commercial vehicle and other long-term parking by non-residents which causes the majority of the current problem.
- I object strongly to the removal of the lower part of the parking bay at the top of Claremont Road. I do not agree that a vehicle parked in this space obstructs exit or entry to Eastville. There is already an enormous space

between the existing bay and the entrance to Eastville and importantly, more space than there ever has been historically. There is clearly a balance to be struck between ease of entry/exit to Eastville and the availability of parking for other residents, and I feel strongly that the removal of this parking bay would be unnecessary and unfair to the other local residents who do not benefit from private parking.

- I object to the removal of the parking bay opposite the junction for Eastville; instead, this parking bay should simply be relocated to the East side as you are proposing further down Claremont Road. The existing bay further south on the east side could be extended without having any impact on entry/exit to Eastville as it was in the past. The only reason that parking was removed on the east side, was to introduce a bay on the opposite side. I agree that the placing of the existing bay is not ideal as it creates a chicane opposite the entrance to Eastville but there is absolutely no reason to lose these spaces altogether, as they could easily be relocated on the opposite side of the road.
- I object to allowing residents of Eastville to be able to purchase permits. The residents of Eastville live on a private road; all have at least one parking space to the front of their property and many have a second or even third space to the rear.
- Before allowing Eastville residents to purchase permits, the level of demand should be considered by establishing the number of current permit holders and the number of spaces available to those permit holders in this particular area.
- The proposed reductions of parking bays on Claremont and the proposed no-parking areas on Dowding, Holland and Wallace Roads will reduce further what little parking there is on these roads. Myself and many of my neighbours would like to propose immediate and longer-term measures to resolve some of the problems listed: provide up to eight spaces for those, mainly Dowding, residents without off street parking; either:
 - by making eligible for existing on-road spaces on Claremont and Belgrave as council was proposing for Eastville;
 - and/or extend RPZ to Dowding, Holland and Wallace. Longer term: For Dowding, Wallace and Holland roads to be adopted into BANES programme for Low Traffic Neighbourhoods. My understanding is that the regional WECA authority has considerable government funding for these until 2032. An LTN would limit access but include residents, buses and service vehicles, excluding 'cut through' traffic.

Support in Part main points raised:

- I live on Dowding Road in Larkhall. I am very happy with most of the proposed changes but suggest these minor alterations: The proposed changes would mean the space outside the driveway to our house on Dowding Road would be just after the 'No parking at any time' restriction. Can we have double yellow lines or a white line outside the drive of our house? As available parking becomes more limited, we are increasingly finding that people block our driveway. We have a drop curb, but non-residents don't seem to notice

and block us in. Extend No Parking at any time on Dowding Road South Side to the bus stop box (rather than stopping opposite 3 Dowding Road). I think the moving of the parking space to the area outside 13 Claremont Road on the junction with Dowding Road will make turning onto, and out of Dowding Road very difficult. Visibility will be impeded, and the turning circle reduced.

Response: The proposed extension of Zone 27 to include the properties on Eastville allowing these residents to purchase permits to park within the Zone 27 boundary and the removal of the Permit Holder parking spaces opposite and to the north of the entrance into Eastville was requested by the local Ward Members. These requests were made to improve visibility splays and access in and out of Eastville and to provide more available parking for the residents of Eastville as the introduction of Zone 27 in August 2023 removed the available on-street parking provision for these properties within the surrounding streets. A further extension of Zone 27 to cover several streets including Dowding Road, Holland Road and Wallace Road cannot be considered as part of this consultation as it would be a substantial change to the Order and what was publicly advertised. This request would need to be considered by the local Ward Members who would need to submit a formal request for this to be reviewed and included within a future Resident Parking Zone programme should funding become available. The size and scope of an extension of this size would require an in-depth full consultation procedure as it would mean physically extending the Zone and additional restrictions placed on-site in front of resident's properties rather than just providing these residents with the ability to purchase permits as is the case with Eastville. It is the recommendation of this report that despite the 6 objections raised above that the proposed measures are implemented and sealed within this Order as advertised. The negative impact of removing 3 on-street parking spaces on the residents of Zone 27 vs the safety concerns regarding access in and out from Eastville is not considered to be great enough to reverse this proposal which was requested by the local Ward Members. The purpose of the highway is for the safe passage of vehicles and therefore takes precedent.

Plan 12 – Tyning Lane, Walcot (Zone 27 Permit Holder / 2 Hour Limited Waiting)

Objections – 1, Support in part – 0, Support – 0,

Objections main points raised:

- Restricted parking will absolutely destroy our livelihood. Would it be possible to have a few parking meters, or pay online via an app, so clients have an extra alternative. This would definitely take a lot of stress away from us business owners.

Response: The proposed extension of the current 1-hour limited waiting provision of this bay to a 2-hour limited waiting provision, was requested by the local Ward Member to provide longer parking provision for customers of the local shops and businesses. This proposal is considered to address the concerns raised above and therefore it is the recommendation of this report that the proposed amendments are sealed within this Order and the signage on-site changed.

Plan 16 – Arundel Road, Walcot (conversion of Zone 15 to Zone 27)

Objections – 2, Support in part – 0, Support – 0,

Objections main points raised:

- I object to the extension of Zone 27 and reduction of Zone 15 along the boundary of number 25 Arundel Road. Currently, for the homeowners of Seymour Road, Belgrave Crescent and Camden this area is the only place we can legally park when our roads are full due to excess work vehicles, extra visitors or when returning late at night when everyone is home.
- Seymour Road has been turned into an island we have Zone 27 immediately from one end of the road and Zone 16 at the other end. The closest places anyone can park when the road is full is at least five minutes away. In contrast, the vast majority of Arundel Road has off-street parking - including number 25 which has a garage so the necessity to move the boundary to include them makes no sense - Number 25 is already in Zone 27: the garage and main entrance are in Arundel Road.
- 25 Arundel Road which actually has direct access onto Camden Road so is in Zone 15 currently has a substantial size garage with a no parking sign in front of and extending past said garage. Will extending zone 27 to include it mean they will be able to buy a permit to park on Arundel Road despite already effectively having two parking spaces in the road (the garage and the space across it)? This seems unfairly advantageous to this one property.

Response: The proposed reallocation of property 25 Arundel Road from Zone 15 into Zone 27 was made by the local Ward Member on behalf of the residents as the property entrance resides on Arundel Road which is within the Zone 27 boundary. It is therefore considered more appropriate for this property to be re-allocated into a Zone where their property entrance sits. It is the recommendation of this report that despite the objections raised above that the proposed Zone amendment is made and sealed within the Order as advertised as it is considered that the impact of one additional property will not make a significant impact on local parking provision for other residents. The number of permits allocated to the property will be assessed and considered by the Parking Services Team in due course as per the Council's usual practice.

Plan 18 – Leigh Close / Fairfield Park Road, Larkhall (No Parking At Any Time)

Objections – 8, Support in part – 5, Support – 0,

Objections main points raised:

- The supposed gains will be far outweighed by the knock-on effect of displacing parking further down Fairfield Park Road with likely obstructions caused to passing vehicles and pedestrians.

- Reasons to retain the status quo:- the existing white lines at the bottom of Leigh Close allow for access by refuse and recycling vehicles, whilst the use of unrestricted areas for parking has the effect of slowing the movement of vehicles in and out of Leigh Close, an important safety consideration.- the 17 houses from no's 85-119 Fairfield Park Road do not have any off road parking. Residents have more than 20 vehicles trying to park in 15 spaces from no's 87-109. We therefore strongly urge that the status quo is maintained for parking in Leigh Close and outside No 119 Fairfield Park Road as we cannot see any overall gains to safety and traffic movement.
- These proposals would reduce the number of parking spaces for locals in the area. We are already on the fringe of being an area under parking stress and the loss of at least 3 further spaces would make parking even more difficult.
- Removing these spaces would mean that I and other residents would have to park even further from our homes - possibly a significant walk away. Parking a long distance away is challenging with small children, for the elderly, during pregnancy and with heavy shopping or luggage.
- The loss of parking spaces on Leigh Close would lead to safety concerns. Having cars parked there is a passive traffic calming measure forcing cars to slow down making this junction a lot safer. A lot of kids come along this route to go to school and this junction becomes a lot unsafe if it's open.
- I can confirm that there is currently no issue caused by cars parking on Leigh Close. There is plenty of space for cars to enter and leave freely, including the bin lorries, delivery vans and other large vehicles.
- The double yellow line proposal could be modified to allow two parking spaces on the left-hand side (when travelling up Leigh Close) and to ensure there is enough space on the corner for all vehicles to move freely around them.
- There are a number of elderly residents on our street who are increasingly afraid to leave their homes in case they lose their parking space.
- Even without considering the impact of visitors, there is a very clear shortage of parking experienced by residents most of the time. It is for this reason therefore that residents, including me, are often obliged to park at the bottom of Leigh Close, adjoining Fairfield Park Road. Losing this option, along with a further space in front of No. 119, would only make parking even worse.
- Residents of neighbouring Leigh Close (Nos. 2 – 16) have access to 24 car parking spaces in total, made up of either single or double driveways, 6 integral garages and a dedicated parking bay accommodating a further 8 parking spaces. This equates to an average of 3.4 parking spaces per household. For residents of neighbouring Fairfield Park Road (Nos. 85 – 117) this figure is dramatically lower, being just 0.9 parking spaces per household i.e. almost 75% less. As a BANES council taxpayer for the last 23 years, I consider this inequality in parking to be unfair. Perhaps I can claim for a

proportionate reduction in that part of my council tax payment relating to highways?

- Leigh Close, like Fairfield Park Road, has a street width of approximately 4.5m. Assuming a typical car width of say 1.8m, then there remains a gap of 2.7m to drive through. I contend that even the most nervous of drivers could achieve this without any great difficulty.
- Parked cars at the bottom of Leigh Close act as a very real and effective traffic-calming measure. Preventing cars from parking at the bottom of Leigh Close will therefore simply speed up the traffic exiting Leigh Close. And since this junction is frequently accessed by school children attending St Stephen's school, I would see this as a profoundly retrograde step.
- There is no evidence to suggest visibility challenges or that residents in Leigh Close are inconvenienced by the lack of on street parking as there is significant off street available due to driveways etc a luxury not afforded by the residents of Fairfield Park Road.
- If the double yellow line is going to be extended for the buses on Fairfield Park Road, is it possible to have it shortened on the other end of the double yellows. Buses do not turn or drive there, and cars parked there did not obstruct them.
- There is also a wide grass verge on the opposite side of Fairfield Park Road. Is that an option to make this available to use as the parking is already insufficient.
- Leigh Close is steep and cars parked there do not obstruct the view at the junction. If anything does it is the tree. Parked cars slow down cars speeding down Leigh close. This is a well-used short cut for children walking to school which can be unsafe because of drivers.

Support in Part main points raised:

- We agree with the proposals to replace the current white line with a double yellow line along no. 85. Nobody ever parks there so this has no implications on anyone, very similar to a double yellow line on the other side along the bend starting at the post box. Although occasionally we see cars/ delivery vans stopping there, this stretch of road is very rarely used for longer parking and keeping this zone free of parked cars will help with the traffic movement along the bend. We have concerns about the speed cars come down from Leigh Close. It is a steep road and cars gain speed very easily. We have often observed cars 'flying' down this road with the junction being quite wide, and with no obstruction there is a potential for accidents. On-street parking is a commonly used and an established way of calming traffic. Fairfield Park Road and the footpath along Leigh Close connecting to Solsbury Way are popular routes for pedestrians to walk towards Charlcombe. In particular school children use the footpath going to St. Stephen's School, the Royal High or Kingswood. We propose that two parking spaces along the straight section of

Leigh Close are considered as part of the proposals. This would also assist with the shortage of parking spaces in our area.

- We have considered your proposal to extend restricted No Parking at any time at the junction of Fairfield Park Road with Fairfield Avenue at request of First Bus. We can appreciate the difficulty the buses may have turning left from Fairfield Park Road into Fairfield Avenue. However, in the interests of preserving the limited number of parking spaces in Fairfield Park Road may we suggest that your proposal is modified to start the original DYL at around no 115 and not 111 Fairfield Park Road. i.e. shifting the line along the road. We do not believe that this would impede the left turn of buses or any other traffic movements at the junction. Please bear in mind that buses only travel one way at this junction and the traffic flows for other vehicles are very light at all times of the day.
- We have never observed any obstructions due to parked cars that have prevented Leigh Close residents from accessing their properties. The road at the entrance to Leigh close opposite 85 Fairfield Park Road is wide enough to allow free movement of vehicles including lorries, such as refuse collection and recycling vehicles, when cars are parked in this area. The traffic flows in this area are very light at all times. Therefore, we are questioning the need for such extensive restrictions that will reduce already limited parking in this area. We are proposing the proposal should be modified to retain unrestricted parking for two cars. Our major concern is that proposed scheme to introduce and extend parking restrictions will remove permitted parking for two cars in this area. Although the existing advisory white lines are in general complied with, we recognise that the introduction of additional line markings at the left-hand entrance to Leigh Close may benefit safety. We agree that double yellow lines could replace the current white lines on the right of the entrance as proposed. In addition, double yellow lines could be introduced on the left-hand side of the entrance from the post box Fairfield Park Road and around the splay into Leigh Close to prevent parking on the bend and improve visibility entering Leigh Close on the left turn. We have observed that there is approximately 10 m of straight section opposite number 85 starting at the gully, which is sufficient space for two cars. Double yellow line would then restart beyond this point around the left-hand bend.
- We would suggest that the line is positioned in the same place as the existing white line. I presume it was considered to be suitably located originally and with the extra compliance to DYL it would seem unnecessary to change this.
- We have no objections to replacing the white line with a double yellow line along 85 Fairfield Park Road. We also have no objections to a double yellow line on the opposite side along Fairfield Park Road where the post box is situated including the bend turning into Leigh Close and again further up at 1 Leigh Close. However, we object to restrict parking along the entity of the Leigh Close. We suggest that two parking spaces along the straight section of Leigh Close are considered as part of the proposals. This would also assist with the shortage of parking spaces in our area.

Response: Due to the objections raised above it is the recommendation of this report that further assessment be made by our Highways / Road Safety / and Traffic Management Engineers to consider the safety impacts at this junction caused by parked vehicles. It is the recommendation of this report that the proposed restrictions are therefore abandoned at this time and removed from the Order.

Plan 21 – Roseland Close / Bailbrook Lane, Larkhall (No Parking At Any Time)

Objections – 1, Support in part – 0, Support – 2,

Objections main points raised:

- Rhymes Place has no parking apart from residents' driveways. When we have visitors, tradesmen, builders, gardeners etc needing to park their vehicles, they use our driveways and residents will move their cars to Bailbrook Lane to prevent blocking our neighbours' access to and from their properties. Without the ability to park on Bailbrook Lane downhill from Rhymes Place, vehicles will have to be parked further down the Lane into the narrowest part where there is unrestricted parking and thus potentially blocking access for larger vehicles such as the recycling lorries, ambulances etc. The proposed No Parking area is on one of the widest parts of the Lane. Having cars parked here can also help to slow down speeding vehicles as they approach the narrowest part of the Lane. It is rare for Bailbrook Lane, at the junction with Rhymes Place, to be clogged up with parked cars to the extent that it causes problems.

Support main points raised:

- I am delighted to note from your mappings in the proposal that you intend to stop parking on three of the corners at the intersection between Bailbrook, Rhymes Place and Roseland Close. However, I fail to understand why it is not intended to limit parking at the northeast corner of the intersection. It is dangerous to attempt to exit Rhymes Place when vehicles are parked on the lane adjacent to number 6 Rhymes Place. I recommend most strongly that you introduce a continuous limit to any parking between the western end of Bailbrook lane and the cul de sac of modern detached properties to the east of Vine House/Bailbrook House Hotel.
- I support the proposed measures. In addition to the steps outlined, I strongly recommend that parking is prohibited along both sides of Bailbrook Lane between the Old Gloucester Road, up the incline, all the way to the bridge over the Bypass. Cars and particularly vans parked in this "Access Only" and narrow road frequently pose difficulties and obstruction to traffic legitimately negotiating the Lane, cause a high risk of accidents, prevent deliveries to local residents and are very likely to prevent emergency vehicles attending an incident. Double yellow lines throughout this Lane from the old A46 to the bridge would provide increased safety for pedestrians, cyclists and all road users including ambulances and fire engines.

Response: The proposed No Parking At Any Time restrictions at the junction of Bailbrook Lane / Roseland Close / and Rhymes Place were requested by the local Ward Member to improve access and visibility splays and prevent obstruction caused by parked vehicles. It is the recommendation of this report that despite the one objection raised above, as these restrictions are proposed on safety grounds, that they are implemented on-site as advertised and sealed within this Order. Extending the restrictions any further than what has been publicly advertised sits outside the scope and remit of this TRO and would need to be considered within a future Area TRO Review program.

Plan 22 – Ragland Lane, Larkhall (No Parking At Any Time)

Objections – 10, Support in part – 0, Support – 1,

Objections main points raised:

- Raglan Lane is already a self-policing 'no parking' area because it is too narrow to park on. Residents / deliveries stop briefly to unload or collect / drop off people, making it a sign posted / marked 'no parking' zone will not change the way the lane is used. Residents will continue to stop to unload etc.
- The proposal will be detrimental to a small area of parking at the junction between Raglan Lane and Raglan Street whereby 3 or 4 cars that currently have parking space will be displaced as they will lose these places. This will then have a knock-on effect to displace other cars thereby creating a parking problem that currently does not exist.
- I understand in 2011 following public consultation limited no parking was added to the bottom of Ragland Lane. The current proposal is that the entire lane be so designated despite there being no change to the lane in that time as far as I am aware – it remains the same width and the same number of properties.
- There is a risk that if drivers become aware of no parking throughout the lane vehicle speeds will increase - likely to be of particular concern for households with young children along the lane.
- It is not clear to me exactly which grounds are relied upon in support of the proposal in relation to Ragland Lane. If the grounds are those set out under Legal Authority (a) i.e. to avoid danger to persons or traffic – No evidence has been submitted that I have seen in support of that e.g. from emergency services. I would also refer to the points made under 1. and 2. above. If the ground given in support of the proposal is facilitating the passage of pedestrians and traffic the only evidence, I have seen submitted is by the Local Ward Member.
- Apart from the additional cost of arranging for the painting et cetera of double yellow lines I presume there will be additional costs of arranging for wardens to come up Ragland Lane on a daily basis in circumstances where I believe double yellow lines are not needed.

- There has never been any problematic parking at the top of Ragland Lane. In fact, neighbours have been very considerate if they have to do loading or unloading or have tradesmen visiting. Should the lane be blocked by the council refuse lorries or food delivery vans then people merely carry-on down Marshfield Way at the top of the lane and enter from the bottom entrance instead, it is not a problem.
- Traffic is very light in Ragland Lane it is not a busy thoroughfare and any car parked for the purpose of loading makes traffic slow down which is an advantage to pedestrians!
- Ragland Lane is a charming Victorian Street and should remain so without ugly road markings. I understand the need for the markings on the corner at the top for safety reasons but consider painting lines all down the street a waste of taxpayers' money, which could be much better spent filling in potholes particularly at the bottom of Croft Road and by Harwarden Terrace.
- The parking of cars elsewhere along the road within the proposed restricted area is usually of short duration and for the purpose of loading /off-loading of passengers and goods. Parking is invariably conducted in a considerate way to enable passing of other vehicles. This activity would not change by implementing the new restrictions as it is necessary (particularly for older residents and since the nearest unrestricted parking is in Solsbury Way up a very steep hill) and it is legal to park temporarily for these purposes.
- Vehicles parked for longer periods are usually those of workers such as builders who require frequent access to their vans. Again, due consideration is made to enable vehicles to pass. It would be a considerable inconvenience to these workers if they were required to leave their vehicles on Solsbury Way and may even prevent some contractors wanting to come and do work on the houses or increasing the price of the work.
- Parking on this stretch of Ragland Lane in a way that allows concurrent traffic flow does require parking on the pavement. While this presents a short-term inconvenience for pedestrians, there are two pavements along the road so one is always clear. Cars always slow down to get around the parked vehicles mitigating any danger to pedestrians.
- The proposed restrictions "were requested by the local Ward Member on behalf of local residents to prevent obstruction of the highway due to parked vehicles". The Ward Member does not appear to have made enquiries with other residents before lodging this request to establish whether this was a common view. I and the neighbours I have enquired with were not approached. I find it really strange that somebody who doesn't know the area or doesn't seem to have spoken to any residents can object when they don't even live in the road.
- As a community we all park our cars by our houses to unload heavy shopping, load our cars with items for the tip, etc also the mobile butchers/grocery shop

parks outside no.6 to serve the elderly with their meat orders and once residents have finished their jobs, we either move on or park our cars on Solsbury Way. This neighbourly understanding has been the case since I moved in 25 years ago and residents are respectful of one another. Introducing no stopping double yellow lines would interrupt the natural ebb, flow of the neighbourhood, and prevent the trades people from attending to our houses.

- Additional worry and stress would be added to the lives of disabled and elderly residents, and we speak as residents who are in in these categories. We challenge whether there is a significant problem to be solved and argue that this is not a good use of time and money to implement and enforce.
- Discussing this proposal with an independent estate agent has revealed that the adding of these double yellow lines will be detrimental to the re-sale value of properties on this part of Raglan Lane. We already are required to park along Solsbury way. This extra restriction will greatly put off newcomers from purchasing as it's an extra consideration especially when moving in.
- I believe that these lines are ugly and unnecessary and a waste of money. They will blight our lovely road and will cost money which the council could put to far better use.
- I feel as a homeowner these restrictions will seriously impact my quality of life, adding unnecessary stress and potential costs in fines, when all I want to do is have access to my own house. I am willing to seek an independent traffic impact assessor as I feel very strongly about this.

Support main points raised:

- I'm writing in support of the proposal for double yellow lines at the top of Ragland Lane, from Kingsdown View to Solsbury Way. I have experienced people leaving their car parked on the pavement on this very narrow lane, for 5 days, meaning pedestrians had to walk in the road, and causing an obstruction to cars and delivery vehicles using the lane. I'm worried that if this is allowed to continue, parked cars in the lane will obstruct an emergency vehicle in the future.

Response: The proposed No Parking At Any Time restrictions along Ragland Lane were requested by the local Ward Member to prevent obstruction to the free flow of traffic along what is a narrow stretch of highway. Local residents have raised issues with the Ward Member regarding people parking their vehicles all night on Ragland Lane, which is a potential risk of obstruction for the Fire and Ambulance services. The primary purpose of the highway is for the safe free unobstructed passage and re-passage of vehicles. It is therefore the recommendation of this report that despite the 10 objections raised, that the proposed restrictions are implemented on-site as advertised and sealed within this Order. Residents will still be allowed to load and un-load goods on the new Double Yellow Line markings, as long as they are seen to be coming to and from their vehicles.

Plan 23 – London Road, Larkhall (No Parking Between 8am – 6pm)

Objections – 1, Support in part – 0, Support – 0,

Objections main points raised:

- I live at Worcester Terrace and regularly have to offload into my house with heavy shopping or loading of domestic goods. This cannot be done anywhere else close enough to my house, which has no access at the back of the property. The 3 parking bays outside my house are not policed and cars/vans park there all day, even on double yellow lines. I have not seen a traffic warden for ages on this stretch and no tickets have been recently issued or vehicles extending the duration of parking. If the parking restrictions were adhered to, that are clearly displayed on the lamp post, this would not be an issue for buses, which seems is the reason the new order is being raised. Residents on this stretch of road would be severely inconvenienced by this new order and if it was policed properly now, this would not be an issue.

Response: The proposed No Parking Between 8am – 6pm restriction was requested by First Bus to ensure the operation of their service was not obstructed by parked vehicles. Residents can park to load and unload goods to their property on this restriction, as long as they are seen to be coming to and from their property. Therefore, despite this one objection raised it is the recommendation of this report that the proposed restrictions are implemented on-site as advertised and sealed within this Order.

Plan 24 – Alpine Gardens, Walcot (No Parking At Any Time)

Objections – 1, Support in part – 0, Support – 0,

Objections main points raised:

- You have a proposal to remove the on-street parking on a stretch of Margaret's Hill / Gay's Hill. This proposal will make a significant reduction in available on-street parking to local residents, and their visitors. This proposal will have little effect on the traffic flow along Margaret's Hill / Gay's Hill. There are longer sections of this road with only enough width for a single vehicle. So the 'message' to users currently, indicates that this is not a through-route, and the traffic should give-way to other users. Enabling traffic to 'speed' on a small section is not a good 'message'. I would suggest; A creation of a series of 'passing zones', perhaps at the junctions of Belgrave Crescent, Pera Place, the access paths to Alpine Gardens, Alpine Gardens spur road, and Pera Road. There could be a priority to traffic heading up the hill, so they would not have to do inefficient hill starts. Such a traffic layout would retain as many on-street parking spots as possible, manage traffic flow, discourage use of the road as a through route.

Response: The proposed conversion of the existing advisory White Keep Clear marking to an enforceable No Parking At Any Time restriction in front on the entrance into Alpine Gardens was requested by the local Ward Member to prevent

obstruction and allow access. This proposal removes no official suitable parking space from local residents available on-street parking provision. It is therefore the recommendation of this report that despite the one objection raised above that the proposed restrictions are implemented on-site as advertised and sealed within this Order.

Plan 25 – Fairfield Park Road, Larkhall (No Parking At Any Time)

Objections – 1, Support in part – 2, Support – 0,

Objections main points raised:

- The proposals would extend the yellow lines in front of 119 Fairfield Park Road, resulting in the loss of an on-street parking space. Although the concerns of First Bus are appreciated, no evidence has been submitted. I would expect some swept path analysis or similar to demonstrate whether the works are necessary.
- The loss of an on-street parking space would force further cars to park on the stretch of road to the south, which is already close to experiencing parking stress. With this extra pressure and the loss of parking on Leigh Close, I and other residents would have to park even further from our homes.
- If the yellow lines are to be increased further to the north beyond 119 Fairfield Park Road, I would suggest that the yellow line is decreased in length to the south (i.e. the section between 113 and 115 removed) to regain an on-street parking space.
- Bathnes has a public sector equality duty that needs to be taken into account and I want to see evidence of a full equality impact assessment. Being pregnant is a protected characteristic under the Equality Act and I believe your proposals discriminate against my pregnant partner. There are many others in the locality who have young children, are pregnant, elderly or have disabilities. These groups need to be duly considered.
- I am aware that yellow lines have been put in over the years and cumulatively there has already been a significant reduction in on-street parking spaces. Your proposals need to be seen in the context of this, in an area that is on the tipping point of parking stress already.
- There are currently two grass verges on the north-eastern side of Fairfield Park Road (roughly opposite our house) that are used informally for parking. These spaces tend to get muddy in the winter and barren in the summer. I propose some kind of formalisation of these spaces, at least the use of a better permeable surface that isn't susceptible to the various elements.

Support in Part main points raised:

- We can appreciate the difficulty the buses may have turning left from Fairfield Park Road into Fairfield Avenue. However, in the interests of preserving the

limited number of parking spaces in Fairfield Park Road may we suggest that your proposal is modified to start the original DYL at around no 115 and not 111 Fairfield Park Road. i.e., shifting the line along the road. We do not believe that this would impede the left turn of buses or any other traffic movements at the junction. Please bear in mind that buses only travel one way at this junction and the traffic flows for other vehicles are very light at all times of the day.

- We would like you to re-consider the extent of the double yellow line at the junction to Fairfield Avenue. We understand that this is to be extended in front of no. 119 to assist the bus moving along this stretch to help with bus circulation. However, the existing double yellow line in front of number 109 seems excessive. Removing the existing double line in front of no. 109 would balance the loss of a parking space for this section of Fairfield Park Road and we would appreciate if this proposal could be considered.

Response: The proposed extension of the existing No Parking At Any Time restrictions was requested by First Bus to prevent obstruction to the operation of their fleet due to parked vehicles. The primary purpose of the highway is for the safe unobstructed passage and re-passage of vehicles. The TM Team and Parking Services attended a site visit with First Bus to witness firsthand the obstruction caused to their buses operating around this junction when a vehicle is parked in this location. It is therefore the recommendation of this report that the proposed extension of the No Parking At Any Time restrictions are implemented on-site as advertised and sealed within this Order as parking can only be condoned where it is safe to do so and there is no legal right to park on the highway or near to your property.

The council does not undertake Equality Impact Assessments for each individual section of new parking restrictions proposed and there is no requirement to do so. This does not mean we do not take into account the potential impact on protected characteristics under the Equality Act. We only propose 'no waiting' restrictions where parked vehicles either cause a safety issue, obstruction or affect the throughput of traffic. 'No waiting' restrictions do not prevent vehicles from stopping to load or unload or to enable someone to get in or out of a vehicle. In addition to this, vehicles displaying a valid Blue Badge can park for up to 3 hours on a 'no waiting' restriction.

Plan 26 – Arundel Road, Walcot (Zone 27 Permit Holder / 2 Hour Limited Waiting)

Objections – 16, Support in part – 0, Support – 3,

Objections main points raised:

- I have been made aware of an application by residents of Seymour Road to access parking on Arundel Road. We are a 1 car family of 5 with NO driveway and NO access to the garage parking associated with our terrace at the end of the cul de sac. A number of those garages were sold by previous owners of the terraces but ultimately, they would not accommodate the majority of 21st

century cars rendering that option null & void for us in the terraces. The past 6 months of RPZ 27 have changed our lives in a significant & positive way. I am grateful for the fact I can now park in my own road, every day with no issues. I strongly object to any amendment submitted by Seymour Road residents. Many of them have access to garages, RPZ 15 on Camden which is within walking distance AND in fact, they already can park on Arundel Road because our RPZ time ends at 6pm vs 7pm on their road which means they can access our road anyway. And 6pm is the time when most people are home from work so they basically have access to parking on our road already I cannot see how this proposal solves long term problems for everyone in the area.

- Arundel Road already has limited parking and a large number of properties with multiple vehicles and no drive or garage so are therefore entitled to two permits. It also has a substantial number of rented properties, so the population of the road is not static; the number of vehicles per household changes regularly (invariably up). The changes to dual usage with two hour waiting times as well as residents parking will impede residents with a legitimate permit from parking on the road in which they live.
- Overall parking for businesses in the area is being reduced not expanded, turning Arundel Road into a 2-hour car park will inevitably result in business users and visitors to all the surrounding roads parking on an already congested and very narrow single-track road.
- I am aware this was proposed to supply overflow parking to Seymour Road, which in itself is unacceptable, but this order would result in anyone using the spaces. I strongly object to the use of Arundel Road as a two-hour stopping area for anyone in the vicinity. Short term on street parking requirements should be met via the purchase of visitor permits by legitimate permit holders. One small single road with limited parking as it stands should not be made a 2-hour free for all zones.
- It is not clear why 2 2h bays are being introduced to the 'end' of the road, there are NO local amenities in this vicinity.
- The only possible need for short stay parking is the bay below Highbury Place on Bennetts Lane as parents pick up children from nursery there.
- As the RPZ was introduced as part of the liveable neighbourhood scheme it seems utterly preposterous to now back pedal and introduce parking and increased traffic. If 2-hour parking is to be introduced which it shouldn't as there is no requirement then it should be distributed fairly between Arundel Road, Highbury Place Bennetts Lane and Seymore road. To introduce more 2-hour spaces in one cul-de-sac than it seems on the whole of Camden Road seems preposterous to say the least, and totally at odds with the Liveable neighbourhood's concept.
- This proposal will return, what is now an appropriately quiet cul-de-sac, back into a free 5 bay car park and once again a road busy with cars coming and

going and needing to use the circle at the top of the road in which to turn. This proposal is totally misaligned with the concept of Liveable Neighbourhoods, for which the RPZ was introduced and will make this an unliveable neighbourhood for me because of my age and mobility problems. Not everyone on our road has a driveway and the proposal is set to take 5 spaces which removes about 20% of the bays for Arundel Road residents.

- I don't understand why Seymour Rd residents should get priority over me, as someone that lives on this street, to park here because that is effectively what will happen. Seymour Road residents have long enjoyed being in Zone 15 which includes the opportunity to use Camden Road for overflow parking, while we struggled to park on our street and had no other options like they did.
- Seymore Road residents already have alternatives like Camden Road for overflow parking.
- Any alterations to parking arrangements must take into account the challenges the residents of Arundel Road faced before the introduction of the RPZ scheme and strive for a fair and practical solution.
- There is no space to accommodate this free space car park on our quiet cul de sac where there are already not enough spaces for people who actually pay for a residence permit.
- My concern is that two bays are planned in the same location and could be better spread out along Arundel Road or potentially towards the lower end of Bennett's Lane. My reason is that it's already hard to park close to houses near to the junction with Bennett's Lane overnight. With a 2-hour waiting limit, it's likely that these spots will be used by residents of Seymour Road to park overnight in a manner that is convenient to them but makes it hard to park overnight for residents in Arundel Road because they will be able to park in the late afternoon through until mid-morning without requiring a permit.
- I also worry that enforcement of these locations will be hard to maintain; there has recently been a massive increase in visits from parking inspectors — I can only presume this is related to the planned traffic order, but if this were to subside, we may return to our experience before of these spaces being fundamentally abused. So please consider reducing the traffic order to include just one bay in this location to reduce its impact and potentially another on Highbury Place and/or the lower part of Bennett's Lane
- It is an absurdity to transfer spaces away from an already parking constrained zone, over to free parking for the benefit of residents on a street which already benefits from overflow parking nearby.
- This proposal is totally misaligned with the concept of Liveable Neighbourhoods, for which the RPZ was introduced, and undermines the benefits of the business case for committing to the RPZ. How the promised

benefits of the RPZ can be achieved if it is shortened and undone would be a key question in my mind at the next council elections and local area meetings.

- The request has been made by Seymour Road which in itself is telling - they have a lot of HMOs with students living in them with multiple cars, why does Arundel Road have to then be their overflow car park? Seymour Road has enough space and if a house has 2+ cars or if they choose to rent out their garages and Belgrave Crescent driveways why does Arundel Road have to give up their parking spaces for the pleasure?
- Arundel Road has a number of elderly residents in our street as well as 20 families. We should be able to park in close proximity of our own houses and not have to give over the places in our street to an adjoining street because they have more cars.

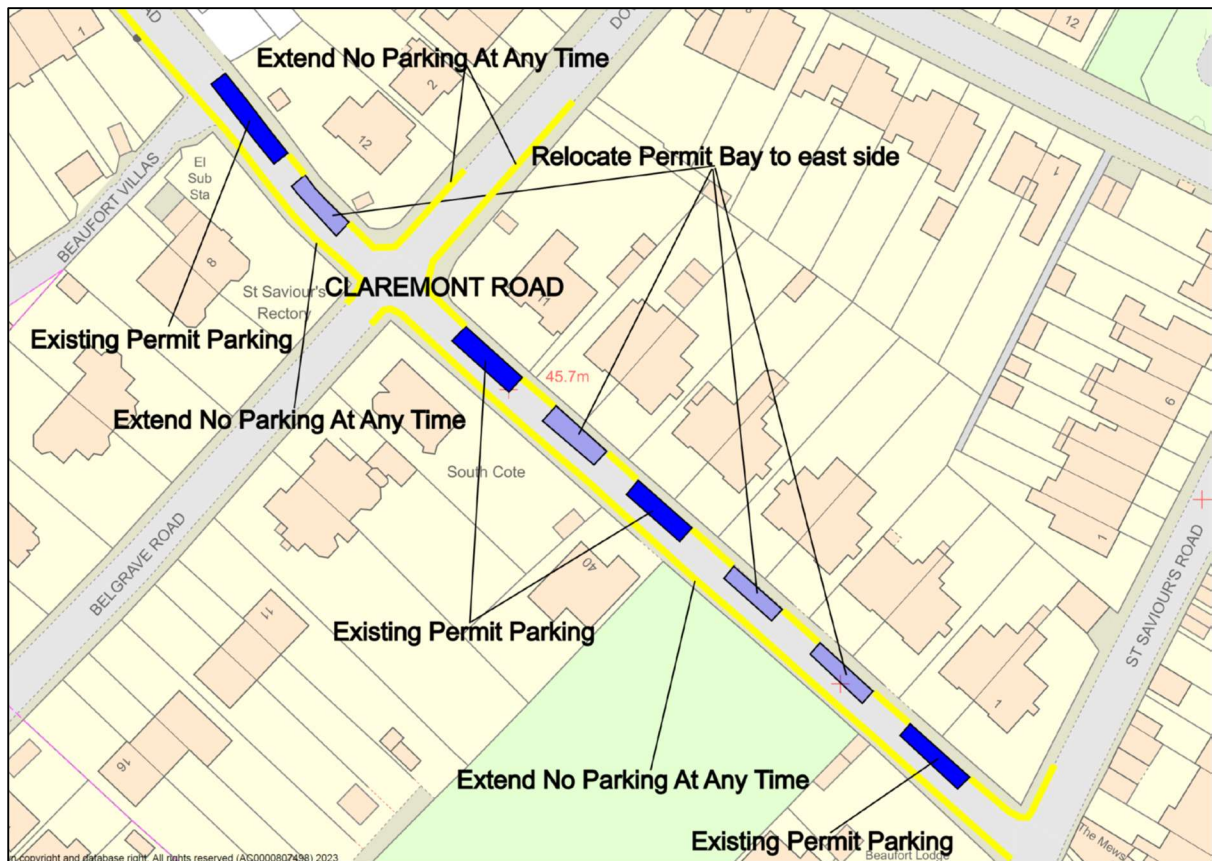
Support main points raised:

- For various reasons specific to the immediate locality, this change will greatly help, in particular, older local residents, people with disabilities and parents with young children.
- You are already aware that zone 15 is extremely congested with more permits issued than parking spaces available in particular Seymour Road. Thus, the introduction of zone 27 was therefore always bound to cause severe hardship for the older people, those with disabilities and parents with young children. The proposal of two hours parking in Arundel Road will therefore make it much easier for a number more people in the above category which can and will help so hopefully will be actioned. However, we would ask you to continue with the possibility of bringing Arundel Road and Highbury villas into the same zone 15 as Seymour Road as this would bring us all back to pre-zone 27 with no detrimental effect to anyone different to before this zone. If this takes some time perhaps making Highbury Villas dual parking could be looked at although it doesn't completely solve the problem, it will make a crucial difference.
- Parking availability is very limited in Seymour Road and over the last few years increasingly difficult, particularly due to the isolated position of Seymour Road in the Zone and the steepness of the roads around us. Seymour has a great range of families, (new and established, plus others who have lived here for tens of years, some over 40 years) ... a fine community mix. Parking for residents and visitors has become increasingly pressured and there is not an easy solution, but I think this proposal would help us all, older people, people with disabilities and families and others, by providing a modest flexibility.

Response: The proposed conversion of the existing Zone 27 Permit Holder parking at the junction of Arundel Road to dual use Zone 27 Permit Holder and 2 Hour Limited Waiting was requested by the local Ward Member to provide more available short term on-street parking provision for local residents and visitors to the area. However due to the 16 objections raised above it is the recommendation of this report that the proposed amendments are put on hold at this time and any such changes be considered as part of a possible future RPZ review program should

funding become available, so that a more holistic overview approach can be adopted.

Plan 28 – Claremont Road / Dowding Road (Relocation of Zone 27 Permit Holder bays and additional No Parking At Any Time restrictions)



Objections – 4, Support in part – 1, Support – 10,

Objections main points raised:

- As a resident of Wallace Road in Larkhall, I would like to object to the traffic proposal (ref 23-029), which I feel will exacerbate the parking problems in Wallace Road, Dowding Road and Holland Road caused by the introduction of the RPZ in the adjacent streets to the west. Issues that have been caused by the introduction of the above RPZ include: 1) Migration of commuters and RPZ residents' vehicles from that zone into already overcrowded street spaces on Wallace Road, Dowding Road and Holland Road. 2) Irresponsible and possibly illegal parking near junctions, on pavements and across residents' driveways. 3) Hazards to pedestrians, particularly the less mobile, cyclists and children: there has been at least one collision involving a vehicle and cyclist due to parked cars on Wallace Road. 4) Lack of parking near their homes for residents without off-street parking at their houses. 5) Delays to buses unable to pass oncoming traffic and, in some cases, proceed at all past parked cars. 6) Higher volumes of dangerous speeding traffic entering Dowding from Claremont. The changes proposed in TRO 23-029 will do nothing to alleviate these problems and will only make them worse by

reducing the number of parking spaces in the surrounding area, forcing even more people to try and park on Wallace Road, Dowding Road and Holland Road.

- The extension of 'no-parking at any time' from Claremont to the north and south sides of Dowding Road will, inevitably, increase the volume of vehicles seeking to park elsewhere on DHW. Result: more pavement parking, more blocking of resident's driveways.
- It is understood that measures to provide extra parking for the residents of Eastville, because of the RPZ are in train. It is unjust and short-sighted however that similar consideration is not being extended to DHW residents. The proposals are only and literally 'kicking the can down the road'. We therefore urge BANES Traffic Management to suspend implementation of this TRO and discuss with residents and local councillor's options for a broader plan that deals with the above issues, as soon as possible.
- As a resident of Dowding Road, we will be losing 2 parking spaces at the corner of Claremont and Dowding Road (2 spaces were lost in front of 7 Dowding Road 5 years ago to enable the buses to turn into Holland Road) I can sympathise with the bus drivers turning into Dowding and Holland Roads, but, as residents we MUST have a voice too. In the autumn of 2023, the RPZ 27 was introduced in adjacent streets to the west. Since then, we have seen the streets of Dowding, Holland and Wallace roads (DHW) overwhelmed, while Belgrave Road has numerous free parking spaces. Apart from the parking, the increased traffic has created higher pollution levels, cars speeding along these residential roads, and difficulties for children and pedestrians crossing the road at key times.
- The proposed changes will seriously affect the environment we live in. I would respectfully like to suggest some changes to your plans to help us residents:
1. That the car owners of the 4 houses in Dowding Road without driveways have the option of parking in Belgrave Road, should we not find parking in our streets. A precedent has already been set in the proposals for Eastville, an extension of the RPZ to Eastville residents.
2. Alternatively, the Council could set up a 'RPZ lite' for DHW (with a reduced parking rate) from 10am - 3pm. This will stop *commuters leaving their cars and walking it taking the bus to their workplaces in town *commercial vehicles parking for several days in a row, in the DHW area *Bath Rugby fans parking for free on a Saturday in the DHW area and walking to the match. * Holiday makers leaving their cars in the DHW area, trundling down to the London Road with their suitcases to London or Bristol for a 2-week holiday abroad! Finally, can we please have some meaningful discussions with the traffic management teams before measures are foisted upon us. It is clear that the planner who designed the chicanes in Claremont Road had not seen the road structure, now to be removed at great cost to us taxpayers.
- We object to the proposed extension of the no parking at any time on the corner of Dowding Road and Claremont Road (ref 23-029 plan 28). As stated, it was requested by the local Ward Members on behalf of residents. We have

asked all residents within 60 metres away from this proposed extension on Dowding Road and no one has asked for this. We would like you to provide proof of these requests for this or are we being lied to.

- Ever since the introduction of the permit scheme has been introduced Dowding Road, Wallace Road and Holland Road has most of the time been impossible to park on. It has been filled with cars and numerous vans/campers which do not move for weeks and sometimes months at a time. While 30 yards from our house, Belgrave Road which has parking for 60 to 70 cars never has more than 13 cars parked on it (as counted last week over a few days and noted over the last few months).
- This scheme was to ease the suggested parking problem for residents which we never had and accordingly not wanted by 74% of residents, we now have a parking problem, and we would like to know how the residents just outside the zone can park relatively close to our homes. Parking permits at no charge would be able for us to park on Belgrave Road and other empty parking bays very nearby, which would make it easier as a resident Dowding Road.

Support in Part main points raised:

- I fully support the Council making our junctions safer by removing the right to park close to the various junctions in the Larkhall, Claremont, Fairfield Park area. This action will improve the ability for car drivers to see other traffic when turning right or left, and it is important for the buses and other larger vehicles to have enough space to be able to turn safely without damaging parked vehicles. I also support the proposal to relocate parking bays on Claremont Road to the east side, and leaving the west side where parking is not permitted at any time. However, my main concern is about the effect of the reduced parking in Dowding Road on the residents of Dowding Road, Holland Road and Wallace Road who have been suffering increased difficulty in parking in their own streets ever since the Council introduced the Walcot, Snow Hill and Claremont Residents Parking Zone. Prior to the new RPZ, it had always been easy to find parking in our area, but since the Zone 27 RPZ has been introduced, the residents of Dowding, Holland and Wallace Roads, and their visitors, are now finding it extremely difficult to find a parking space anywhere near their home due to non-residents parking there. The non-residents are often parking vans or larger vehicles and invariably leave them there for weeks. There are also cars belonging to non-residents which stay for whole days and/or weeks. The residents of Dowding, Holland and Wallace Roads who are affected the most are those without a drive or those who have more than one vehicle (and also the residents without a car who need family to visit regularly to help them). I am lucky as I have my own drive and only one car. However, even then, I am getting very anxious nowadays, as due to the size of the vehicles parking in the street, often my drive is blocked by about a meter on one side by a large vehicle, and blocked on the other side by family or friends who are visiting my neighbour to assist her, as they can no longer find any other available parking space, which means I sometimes cannot safely get in or out of my own drive. (Maybe in my personal case and my neighbour's case, the problem could easily be resolved if the Council

painted a white line on the road in front of our drives showing where people are not allowed to park, without the house owner's permission, so that I have space to get in and out of my drive and my neighbour's visitors have sufficient space to block her drive without affecting me.) The only possible solution I can see to solve the general parking problems in Dowding, Holland and Wallace Roads, is for you to consult the residents on whether we want Zone 27 RPZ to be extended to include our roads as well as including Eastville.

Support main points raised:

- I am emailing in support of the proposal to remove the existing chicane layout on Claremont Road, in order to return to the previous arrangement of parking only on one side of the road.
- I write on behalf of my partner and myself as residents of Claremont Road, Larkhall, in full support of the change of parking layout on lower Claremont Road from two-sided chicane arrangement to one-sided parking only, on the east side of the road. As you will be aware we have repeatedly stated to the Council that the existing new chicane layout is unsafe, environmentally unfriendly and exacerbates speeding rather than reducing it and results in daily road rage incidents between cars trying to manoeuvre through the unwieldy chicane.
- I am writing to express relief that the unsafe “chicane parking” scheme is being abandoned. I look forward to the time when Heavy Goods Vehicles are banned from using Claremont Road / Camden Road as a rat run to avoid the Clean Air Zone.
- I write on behalf of my husband and myself as residents of Claremont Rd, Larkhall, in support of the change of parking layout on lower Claremont Road from two-sided chicane arrangement to one-sided parking only, on the east side of the road. In effect, the 2023 experimental layout is being abandoned, as we had hoped it would be.
- We raised concerns over a year and a half ago, during the supposed ‘consultation period’, about the unworkable parking arrangements initially proposed for the Grosvenor Villas part of Claremont Road and then suffered the imposition, without any consultation, of a chicane parking arrangement that has brought its own difficulties and problems upon the residents here. We are very pleased to see that our appeals to restore the original and voluntary arrangement of parking on one side of the road only, (the east side adjacent to the houses of Grosvenor Villas), have finally been listened to. Those of us whose houses have driveways will once again enjoy unfettered access to and from our house, however, * Grosvenor Villas, has no off-road parking, and as such we rely on being able to park our car reasonably close by, for obvious reasons, age and mobility becoming one of them.
- As residents of Grosvenor Villas, Claremont Road we would like to give full support to the change of parking layout from the two-sided chicanes at present to the one side parking on the East side of the road. You are aware

that we have brought to your attention the dangers caused by the chicane layout that was introduced in 2023. On numerous occasions we have witnessed speeding traffic, and vehicles driving on the pavement, outside our house, as direct result of the chicane system.

- We believe that parking on the east side only will be a much safer and more user-friendly option.
- I fully support the reversion to parking on the east side of the road alongside our houses and the removal of the chicane. This will improve safety for householders.

Response: The proposed relocation of the existing Zone 27 Permit Holder Only parking bays to the east side of Claremont Road and the extension of the No Parking At Any Time restrictions along Dowding Road was requested by the local Ward Members. The relocation of the permit parking bays to the east side of Claremont Road was requested to prevent pinch points being created by the chicane effect caused by parked vehicles on both sides of the highway, leading to an obstruction of the free flow of traffic. The proposed extension of the existing No Parking At Any Time restrictions along Dowding Road was requested to prevent obstruction to the operation of local buses and larger vehicles currently being obstructed by parked vehicles. The request to extend Zone 27 along Dowding Road, Wallace Road and Holland Road sits outside the scope and remit of this TRO consultation and would require a formal request being made by the local Ward Members for future consideration, possibly as part of an RPZ review program should funding become available. As the Council received 10 comments of support towards these proposals which have been put forward on safety grounds by the local Ward Members and only 4 objections were received, it is the recommendation of this report that the proposed amendments are implemented on-site as advertised and sealed within this Order.

No Objections received to:

Plan 3 – Dafford Street, Larkhall, Bath

Plan 4 – Lansdown Road, Lansdown, Bath

Plan 13 – Hanover Terrace, Walcot, Bath

Plan 14 – Upper East Hayes, Walcot, Bath

Plan 15 – Camden Road, Walcot, Bath

Plan 17 – Snow Hill, Walcot, Bath

Plan 19 – Hill View Road / Valley View Road, Larkhall, Bath

Plan 20 – Bay Tree Road, Larkhall, Bath

Plan 27 – London Road, Bath

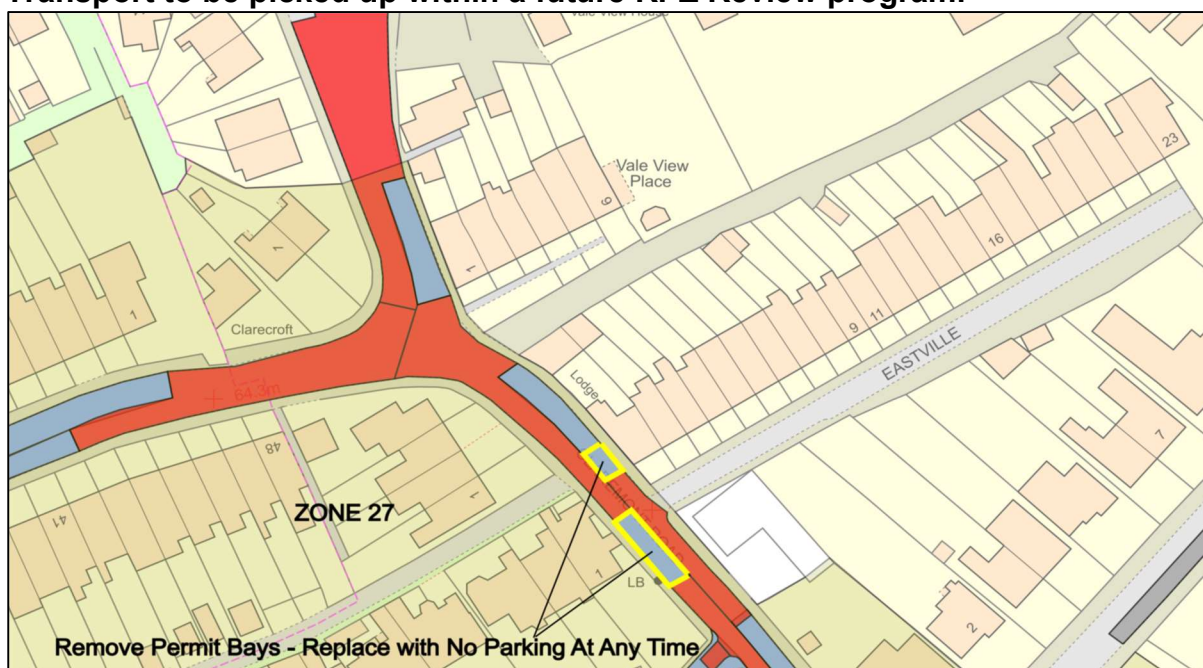
As no objections were received to these proposals it is the recommendation of this report that they are sealed as advertised.

Cabinet Member:

Cllr Manda Rigby – This is a particularly large set of TRO changes in the area, and I'd like to thank the officers for all work they've done to get us to this stage.

Having read the reports and thought through the impacts and implications, I approve this going to the director of place management and ward councillors for the next stage. Specifically, as the introduction of RPZ 27 has had some time to bed in and make impacts, I'm pleased to be able to amend and tweak schemes in the light of experience and resident requests, whilst waiting for the RPZ review to make any more substantial changes or proposals. Specifically, proposal 14 will get picked up in the RPZ review and may result in changes greater than those permissible under an area TRO scheme.

Plan 14 – Claremont Road / Eastville – Amended Plan – Zone 27 Extension along Eastville removed as requested above by the Cabinet Member for Transport to be picked up within a future RPZ Review program.



8. APPROVED FOR CIRCULATION TO WARD MEMBERS AND CABINET MEMBER FOR HIGHWAYS

Please note that this report has been circulated to provide you with an opportunity to consider any comments and/or objections which have been received in response to the public advertisement of the proposal(s), along with the officer response to each.

Any comments which you may have will be added to the report to be considered by the Director for Place Management, Chris Major, prior to his decision regarding the sealing, or otherwise, of this TRO.

Paul Garrod
Traffic Management and Network Manager

Date: 29th February 2024