

OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

4

OUTCOME OF TRO PROCESS

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: North West Outer Bath Area TRO Review

PROPOSAL: Parking Restrictions

SCHEME REF No: 23-004

1. DELEGATION

The delegation to be exercised in this report is contained within **Section 4** of the Constitution under the **Delegation of Functions to Officers**, as follows:

Section A	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility....”
Section B	Without prejudice to the generality of this, Officers are authorised to: serve any notices and make, amend or revoke any orders falling within his/her area of responsibility.
Section D9	An Officer to whom a power, duty or function is delegated may nominate or authorise another Officer to exercise that power, duty or function, provided that Officer reports to or is responsible to the delegator.

For the purposes of this report, the Director of Place Management holds the delegated power to make, amend or revoke any Orders.

2. LEGAL AUTHORITY

This proposal is made in accordance with the Road Traffic Regulation Act 1984, which under Section 1 provides, generally, for Orders to be made for the following reasons, and in the case of this report specifically for the reason(s) shown below:

(a)	for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or	X
(b)	for preventing damage to the road or to any building on or near the road, or	
(c)	for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or	X
(d)	for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property,	
(e)	(without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or	
(f)	for preserving or improving the amenities of the area through which the road runs, or	

(g)	for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)	
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3. PROPOSAL

To implement various parking / waiting restrictions around the North West Outer Bath area.

4. BACKGROUND

A number of proposals for: No Parking At Any Time restrictions, the removal of existing No Parking At Any Time restrictions, 2 Hour Limited Waiting, Mon – Sat, 8am – 6pm, and the removal of existing No Parking Between Mon – Sat 8am – 4pm restrictions at various locations around the North West 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 TC8302.

6. INFORMAL CONSULTATION REQUIREMENT

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

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

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

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

Plan 2 – Sion Road, Lansdown, Bath (No Parking At Any Time / Removal of No Parking At Any Time)

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

Objections main points raised:

- Allowing cars, or worse vans, to park in this proposed area (marked with a yellow rectangle on your plan) will make exiting no. 11 and no. 9 Sion Road, between 2 Bath stone pillars, extremely dangerous and reduce visibility.

- Our preference would be to retain the double yellow lines as shown on your plan. However, if you are seeking additional parking for traffic calming purposes then may I suggest that a suitable compromise could be to allow parking for 2 or 3 cars in your yellow rectangle at the furthest end away from our exit. This would give us clear sight when exiting from no. 9 & no.11 onto Sion Road and help avoid a dangerous exit.

Response: The removal of 3 to 4 cars length (17 metres) of existing No Parking At Any Time restrictions were requested by the local Ward Member to provide additional on-street parking. In order to ensure that this change to parking restrictions does not create a problem in terms of sight lines when turning out of the drive access to no. 9 and 11, it is the recommendation of this report that the existing No Parking At Any Time restrictions be retained for 2 metres to the south west of the stone pillar as suggested by local residents above, retaining 3 to 4 cars length of unrestricted parking on Sion Road. The reason for proposing to create a section of unrestricted parking on the northern side of Sion Road was to retain a traffic calming effect from chicanes of parked cars (as requested by residents) to reduce vehicle speeds and recognising the loss of unrestricted parking due to a number of stretches of double yellows added to facilitate access in recent TROs to provide additional on-street parking capacity. It is therefore the recommendation of this report that the proposed compromise above is introduced and the proposed removal of the existing No Parking At Any Time restrictions be reduced by 2 metres to a total length of 15 metres. It is also the recommendation of this report that the proposed introduction of new No Parking At Any Time restrictions further west along Sion Road, in front of property number 19 be introduced as advertised and sealed within this Order as we received no objections to this proposal.

Plan 3 – Avondale Road, Newbridge, Bath (Removal of No Parking At Any Time)

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

Support main points raised:

- Parking on the street and in the area in general is already limited so an extra parking space will help.
- The current restriction is not necessary because the existing “no parking and any time” restriction on the opposite site of Avondale Road allows sufficient space for turning out of Avondale Road.
- The only turn required to be accommodated is a right turn out of Avondale Road, as both Avondale and Locksbrook Roads are one-way.
- There is also a no HGVs restriction on Avondale Road so large vehicles do not need to be accommodated.

Response: The proposed removal of a small section of existing No Parking At Any Time restrictions on the eastern side of Avondale Road was requested by the local Ward Member to provide extra on-street parking for local residents. As the Council received no objections to this proposal and 1 email of support, it is the

recommendation of this report that this section of No Parking At Any Time is removed as advertised.

Plan 4 – Brassmill Lane, Newbridge, Bath (No Parking At Any Time)

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

Objections main points raised:

- The parked cars on this stretch of road act as a natural road calming feature.
- If cars are removed in this location the traffic coming from the trading estate would continue to speed toward the junction of Upper Bristol Road past the busy entrance of the caravan park. The cars parked along the road force drivers to reduce their speed before they get to the caravan park entrance which has no obvious warnings that a site entrance with large slow-moving vehicles is directly ahead after the bend in the road.
- Poor visibility issues around the bend when exiting the camping site in large slow-moving vehicles.
- This is a popular location for dog walkers to park using the park that runs down the side of the caravan park entrance road.
- People not wanting to use the park & ride car park, use this area because they can walk or cycle into Bath.
- The MOT & mechanic garage on the corner of Newbridge Hill & the Upper Bristol Road, park the cars that need fixing along that stretch.
- The carers and local residents need to be able to park on-street in this location near to their properties.

Response: The No Parking At Any Time restrictions were requested by the local Ward Member to prevent obstruction of larger vehicles traveling along Brassmill Lane requiring access to the industrial estate caused by parked vehicles in this location. The purpose of the highway is for the safe un-obstructed passage of vehicles. Parking is an obstruction of that right and therefore can only be condoned where it is safe to do so. The removal of parking in this location will improve visibility splays for the caravan park entrance / exit improving the safety of the access point. The issue regarding advanced warning signage along Brassmill Lane for vehicles exiting onto the highway from the Caravan Park will be passed onto the area engineer for scoring and possible inclusion within the next available Transport Improvement Program (TIP) should funding become available. It is therefore the recommendation of this report that as we only received 2 objections to these proposals requested by the local Ward Member, that the proposed restrictions are implemented on-site and sealed within this Order as advertised.

Plan 5 – Station Road, Newbridge, Bath (No Parking At Any Time)

Objections – 13, Support – 0, Support in part - 0

Objections main points raised:

- Parking for local residents is getting more difficult since the Resident Parking Zone (RPZ) has been active in the Chelsea Road area close by.
- These proposals will remove 5 valuable on-street parking spaces along Station Road for local residents, where parking is already in great demand.
- The area the restrictions are being proposed is not adopted highway and is private land.
- Residents would prefer to be included within a RPZ providing more of the available on-street parking for residents only and not commuters.
- For larger vehicles to be given preferential treatment over residents seems ridiculous. The north end of Station Road has houses on both sides and is unsuitable for larger vehicles. These larger vehicles already have sufficient access to Locksbrook Road from the Upper Bristol Road. If there are to be any restrictions like this for commercial traffic, they should be implemented after, or at least in conjunction with, new Residents' Parking Zones for the area around Station Road and Ashely Avenue.
- These parking spaces are used by members of the boating community, who moor in the area along the Weston Cut and nearby. This parking stretch is close to the river and benefits from not being outside any houses. If parking is prohibited here, boaters will have to park on Locksbrook Road, outside people's houses, which is likely to increase conflict between boaters and local residents, as has been seen previously on Mead Lane in Saltford. The introduction of these parking measures would disproportionately affect the itinerant boating community.

Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Member to prevent obstruction to larger vehicles. Due to the number of objections raised above from local residents regarding the shortage of available on-street parking stock and the issues regarding parking for the boating community, it is the recommendation of this report that these restrictions are not implemented at this time and are removed from this Order. Parking along Station Road and the surrounding streets can then be considered at a future point in time if a Residents Parking Zone is proposed for this area, should funding become available. The parking needs in this area for all community groups can then then be considered with a more holistic approach.

Plan 14 – Lucklands Road, Weston, Bath (Removal of No Parking At Any Time)

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

Objections main points raised:

- The existing parking allowed on the southern side tends to mean that only one direction of traffic can move at a time. Removing the proposed area of double yellows will extend this issue and potentially lead to traffic waiting to come up the hill in a position dangerously close to the turning from Weston Park.
- Visibility here isn't great at the best of times because of the acute angle of the junction.
- If this short length of double yellow lines were removed, it would be almost permanently used for parking and so a frequent problem for property access.
- Lucklands Road can be busy and vehicles travelling from the High Street up Lucklands Road are often moving quite quickly. To allow parking close to the junction would result in traffic travelling down Lucklands Road towards the junction being on the wrong side of the road, which sounds dangerous.

Response: After Councillor Malloy and Councillor Bromley have discussed the above proposal further with local residents, they have requested that the proposal be removed from the Order at this time and the current restrictions to remain how they are on-site.

Plan 15 – Lucklands Road, Weston, Bath (No Parking At Any Time)

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

Objection main points raised:

- Judging by the positions against no 39 and 24 it appears this restriction would extend around one car length further down Lucklands Road than the current advisory White Keep Clear marking.
- I'd be wary of making that particular corner faster by improving width etc because I'm aware of two hit and run incidents involving cars coming up Lucklands too fast, misjudging the corner and hitting a cyclist and a parked car.
- It's a non-existent problem. Other than an occasional delivery vehicle (who will in any case park on double yellows under loading exemptions) it is extremely rare to see anyone parked on the white line on that corner.
- If you are going to restrict parking on one corner, why not do both – the visibility issue etc is the same on both corners.

Response: The proposed No Parking At Any Time restrictions around the north west corner of the junction of Purlewent Drive and Lucklands Road, were requested by the local Ward Members to prevent obstruction due to parked cars. As the Council only received 1 objection to this proposal and because these No Parking At Any Time restrictions are replacing an existing advisory white keep clear marking, it is the

recommendation of this report that the proposed restrictions are implemented on-site as advertised and sealed within this Order.

No Objections received to:

Plan 1 – High Street, Upper Weston, Bath
Plan 3 – Avondale Road, Newbridge, Bath
Plan 6 – Napier Road, Lansdown, Bath
Plan 8 – Brookfield Park, Upper Weston, Bath
Plan 9 – Rosslyn Road, Newbridge, Bath
Plan 11 – Audley Grove, Lower Weston, Bath
Plan 12 – Podgers Drive, Upper Weston, Bath
Plan 13 – Newbridge Road, Newbridge, Bath
Plan 15 – Lucklands Road, Weston, Bath
Additional Proposal Plan 17 – Foxcombe Road, Newbridge, Bath

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

Chief Constable:

Enforcement of waiting restrictions within the Bath and North East Somerset Council area rests with B&NES Parking Services. The proposals and revisions should meet the aspirations behind their introduction as shown in the documentation.

Parking Services

No comment.

Ward Members:

Kingsmead:

Cllr George Tomlin – I'm pleased to support these recommendations for Kingsmead.

Cllr Paul Roper – No comment.

Lansdown:

Cllr Lucy Hodge – Taking on board residents' feedback, this amended proposal seeks to improve site lines for access for several properties whilst also increasing the number of unrestricted parking places on Sion Road and also maintaining a chicane arrangement through parking to limit speeding. I support the amended proposal.

Cllr Mark Elliott – No comment.

Newbridge:

Cllr Michelle O'Doherty – I am happy to support this and thank you for recommending that plan 5 doesn't go ahead at this time.

Cllr Samantha Kelly – No comment.

Weston:

Cllr Ruth Malloy – I'm pleased to support these recommendations.

Cllr Malcolm Treby – No comment.

Cabinet Member:

Cllr Manda Rigby – No comment.

8. **RECOMMENDATION**

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



Paul Garrod

Date: 28th June 2023

Traffic Management & Network Manager

9. **DECISION**

As the Officer holding the above delegation, I have decided that the objections / comments be acceded to in part and the following adjustments, being of minor significance; be included in the Order to be sealed.

specify minor amendment to Order here:

- *Plan 2, Sion Road - It is therefore the recommendation of this report that the proposed compromise above is introduced and the proposed removal of the existing No Parking At Any Time restrictions be reduced by 2 metres to a total length of 15 metres.*
- *Plan 5, Station Road - It is the recommendation of this report that these restrictions are not implemented at this time and are removed from this Order.*
- *Plan 7 and Plan 10 – Southlands, Weston - have been removed from this Order due to the current Experimental Traffic Regulation Order (ETRO) taking place on this road and the resulting loss of on-street parking. These 2 proposals for additional No Parking At Any Time*

restrictions will be considered as part of the decision making process on whether to make the ETRO on Southlands permanent after the 6 month public consultation has concluded later this year.

- *Plan 14, Lucklands Road - Will be removed from this Order at the request of the local Ward Members.*
- *Plan 16 – High Street, Weston – Conversion of 2 Disabled Parking Spaces into 2 Hour Limited Waiting. This proposal was requested by the local Ward Members to reflect the changing usage patterns after the implementation of additional dedicated Disabled Parking bays in the middle of the High Street. It has been agreed with both Ward Members approval that this proposal plan will be amended to convert only one Disabled Parking Bay into 2 Hour Limited Waiting at this time. The impact of this conversion can then be monitored to ensure the 3 remaining Disabled bays on the High Street are providing enough Blue Badge parking facilities for access to the local businesses.*

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

The Council's policy framework has been used as the basis to develop the scheme with full engagement with stakeholders across the area.

I further note that the issue of deciding whether to implement any scheme is a matter of broad judgement, taking into account the wider transport and climate aims of the Council rather than a purely mathematical analysis on the numbers of positive or negative responses.

The arguments both for and against the scheme were clearly identified and were considered fully as part of the decision-making process before I made the final decision as set out above.



Chris Major
Director for Place Management

Date: 30/06/2023