

OUTCOME OF TRO PROCESS

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: Central Bath Area TRO Review

PROPOSAL: Parking Restrictions

SCHEME REF No: 23 – 012

1. DELEGATION

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

3. **PROPOSAL**

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

4. **BACKGROUND**

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

5. **SOURCE OF FINANCE**

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

6. **INFORMAL CONSULTATION REQUIREMENT**

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 3.

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

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

Plan 2 – Bathwick Hill, Bathwick, Bath – Dual Use Zone A Permit Holder parking / 2 Hour Limited Waiting 8am – 6pm and No Parking At Any Time.

Objections: 1 / Support: 0 / Support in Part: 2

Main points of objection:

- The loss of resident parking in the Bathwick Hill, Zone 1 area is becoming a significant concern. Combining Plan 6 with Plan 2, along with the recent addition of a bike hanger station outside 6 Vane Street, will drastically decrease the available parking spaces for Zone 1 residents. This is compounding the reduction of parking spaces in this zone from implementing the current 3 coach bays spaces, to which 12 resident parking spaces have been lost. Resident parking spaces are already oversubscribed for zone 1.

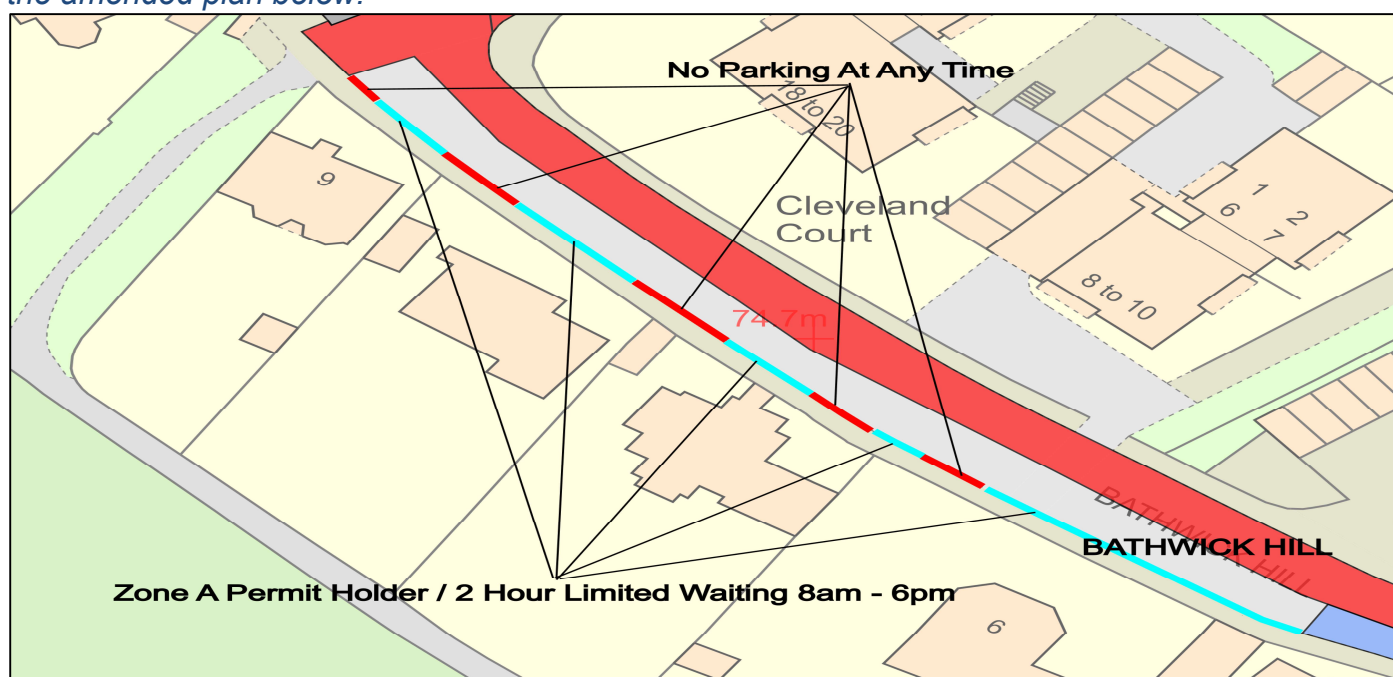
Main points of support in part:

- I was sent a plan showing a proposed permit holders/4 hour limited waiting which extended from 6-9 Bathwick Hill. You can imagine my disappointment when the plans displayed for public consultation showed that the new restriction only extends as far as no.7 Bathwick

Hill. We have exactly the same issues as no. 6-7 and if we are not included in the proposed scheme, it will make the parking situation outside our property even worse, as the amount of free parking will be reduced.

- There are 3 main issues on this congested stretch of Bathwick Hill which is close to the Cleveland Walk junction and on a bend in the road: 1. Drivers parking their vehicles outside our property for long periods of time which deprives local residents and visitors of parking space. For example, we have had Aspect Builders park outside our property for up to 3 months when they have no use for a van. Similarly, we regularly see people park up and then go on holiday for two weeks taking advantage of the 'free parking'. On top of that there are of course the daily commuters who clog up the space for the whole day. 2. Drivers parking on the white line in front of our driveway gates so that it is impossible to exit our driveway. 3. The parking of commercial vehicles (typically vans), right up to the white lines outside our gates which, due to the vehicles height, makes it impossible to see the traffic coming up or down the Hill.
- Driving out of the gates safely is really a two-person operation. There have also been two serious accidents outside nos. 9 and 8 Bathwick Hill. The first was in 2019 when a car crashed through our garden wall adjacent to the pavement (luckily no one was in the garden at the time it happened). This resulted in the rebuilding of 25metres of Bath stone walling. The second incident happened earlier this year when a car coming down the Hill clipped the passenger's side wing of our neighbour's car and drove off.
- The introduction of a dual use Zone A Permit Holders/2 hour limited waiting plan which extended to no.9 would greatly improve road visibility to allow the safe passage and re-passage of vehicles and go a very long way to solving the parking issues. I hope that you will be able to support the extension of the proposed scheme to include our property.

Response: The proposed restrictions on Bathwick Hill were requested by the local Ward Member on behalf of local residents to provide additional Zone A Permit Holder Parking and short term limited on-street parking for traders, walkers and visitors to these properties. No existing Permit Holder parking is to be removed as there are currently no restrictions on this section of highway. Due to the points raised above it is the recommendation of this report that the proposed restrictions are extended as requested to the boundary of property number 9 and 10 as shown on the amended plan below.



Plan 3 – St Anns Way, Bath – No Parking At Any Time.

Objections: 18 / Support: 2 / Support in Part: 0

Main points of objection:

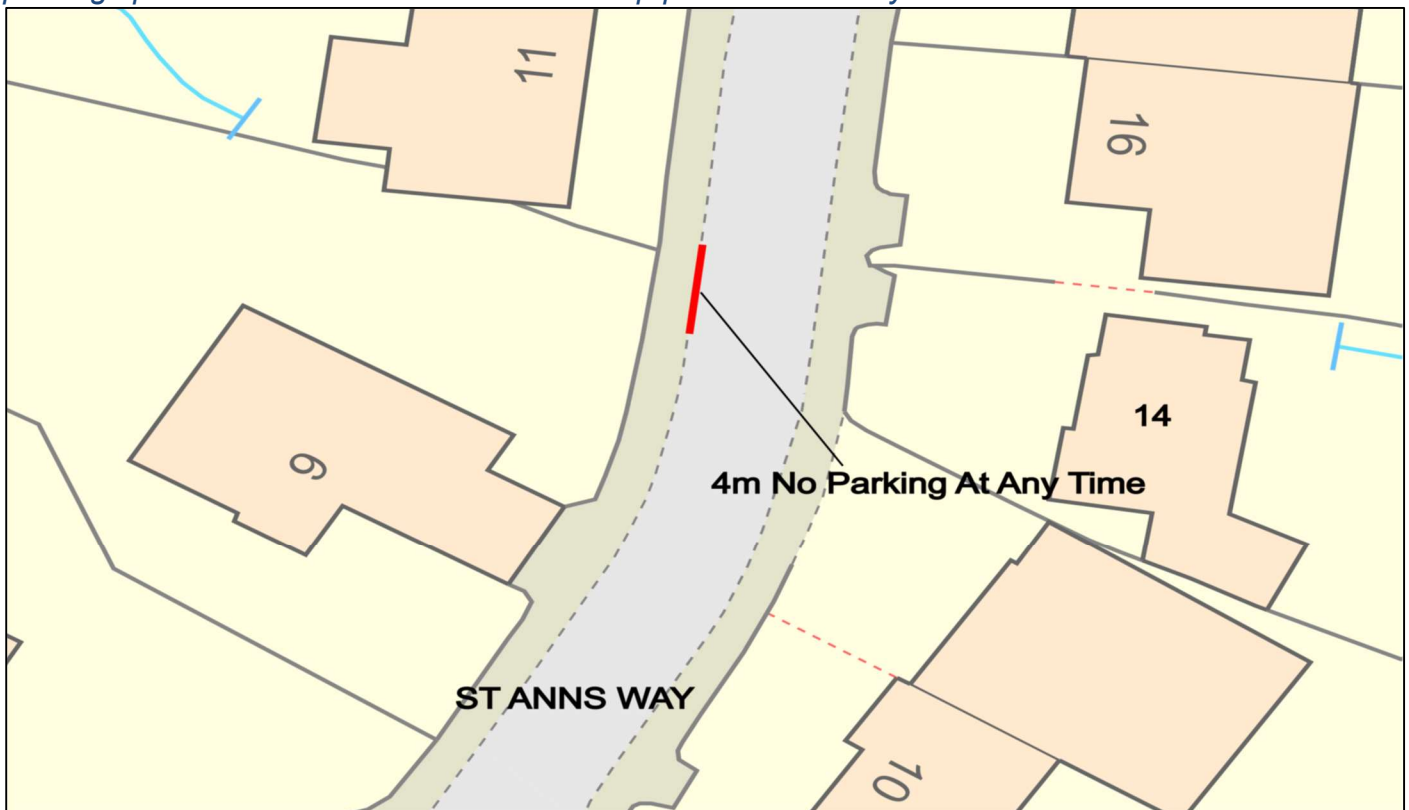
- When cars are parked at that particular point in the road, other cars naturally slow down as their view is restricted. Take these spaces away and speed will increase.
- These parking spaces make up a third of the available parking spaces for residents on St Ann's Way. As it stands, we have 9 spaces to share between us. Most residents have two cars and 1950s garages not built for anything larger than an equivalent-aged mini traveller.
- Based on an average car size of 5m, the existing parking along the northern end of St Ann's Way will be significantly reduced with the removal of this 12m stretch. I would also point out that the driveways between No 11 and No 19 are only sufficient for one parking space, with a number of properties changing ownership recently, modern living typically results in 2 vehicles per household thus increasing pressure for parking on this road.
- These parking spaces are important for both residents and visitors alike and we need to ensure that an informed discussion is held with all residents of St Ann's Way.
- In terms of possible solutions, there are two – firstly, a blue badge holder space is created which based on the existing residents in the vicinity wouldn't be used. Alternatively, a single yellow line clearly stating a defined period and in line with the resident needs, say a 12-hour window for example 7 am to 7 pm may work as the majority of the vehicle movements would be during the day.
- I object to the proposed "No Parking at Any Time" for a 12 m section of parking. If this proposal is approved, I strongly believe it will cause significant tension within the community as all residents are aware of the original proposals from one household.
- This proposal is unfair as it will take away much needed parking for residents and their visitors. Parking in St Ann's Way has become even more important because of the restrictions previously introduced further up beyond number 22 St Ann's Way where permit parking is now only available to residents of the Sham Castle Lane parking zone. This has unfairly disadvantaged St Ann's Way residents as it prevents them from parking in their own road.
- Losing x3 valuable parking spaces will cause a big problem for the street. This is especially true as the road currently has no resident parking so spaces are often taken by non-residents parking and walking into town which already restricts resident parking on the street.
- It must be noted that there is not enough available parking on St Ann's Way as it stands, reducing the available parking further will add to the frustrations residents suffer when friends, family and tradesmen visit and can't park. This in turn leads to people parking on existing double yellows causing a hazard.
- The demographic of St Ann's Way has changed, with younger families moving in, at least 3 in the last two years, these families will have children who will be learning to drive.

- Removing the spaces on St. Ann's way will encourage rat run drivers to speed, as the parked cars act as a traffic calming measure. This will increase the risk of accidents in the street, by creating two lanes before a blind corner where currently only one exists.
- I object on the grounds that we will no longer be able to provide childcare to my daughter-in-law who is an NHS GP as we will not be able to stay parked for long enough if at all. Why you should want to put jobs in jeopardy I cannot understand. Few people not connected to that area use it now as there is little enough on-street parking as it is.
- Our street is sandwiched between two different restricted parking zones which we cannot obtain permit for, and as such there is already a shortage of parking on our street. I am one of the many households with a small drive and rely on being able to park on our street.
- The only reason I can see for this being requested is by one of the neighbours who has just extended their driveway to facilitate room for their Land Rover, having more room to manoeuvre in and out. This is an unhelpful proposition. Please do not reduce our already insufficient parking on the street.
- There has never been any difficulty in general traffic including refuse lorries being able to access and move freely along the roadway and do not believe any cars parked in the bays referred to in 23-012 cause any obstruction or danger to other vehicles or pedestrians.
- It must be noted that there is not enough available parking on St Ann's Way as it stands, reducing the available parking further will add to the frustrations residents suffer when friends, family and tradesmen visit and can't park.
- This situation has existed for as long as I have lived here, and I am not aware of any issues or incidents which introduction of this measure would help prevent.
- This scale of this loss of parking would have a very significant impact. The section of St Ann's Way between St Catherine's Close and Sham Castle Lane comprises primarily semi-detached properties (12 properties in total, relatively closely spaced) for which the driveways and garaging were designed in the era of one-car families owning the likes of Morris Minors, Austin A40s and, later, the original Austin Minis. Times and lifestyles have changed, greatly! Those same properties now need every possible on-street parking space to supplement their limited off-street parking (particularly for the odd-numbered properties on the left), The properties in the area generally have gradually evolved in terms of their accesses, with the old width-restricting concrete posts and steel gates being removed and driveways widened, but although this evolution will inevitably continue it cannot provide a substitute for on-street parking.

Main points of support:

- Roads are for the safe passing and re-passing of traffic, in preference to parking. No 14 is the only right-angle access without full road width access. This proposal would remove the dangers to traffic movement and access.
- I am writing in support of the new proposed 'No parking at any time' on St. Anne's Way, Bathwick. The bends and the changes in elevation of the road, together with overhanging trees make this a blind corner when travelling north from Bathwick Hill towards Sham Castle Lane. An extension to the double yellow lines from the top of St. Mary's Close in a northerly direction would be a significant improvement.

Response: The proposed No Parking At Any Time restrictions on St Anns Way were requested by the local Ward Member on behalf of a local resident to prevent obstruction to their property. Due to the number of objections raised above by local residents it is the recommendation of this report that the proposed restrictions are reduced in length and a 4 metre section only (a reduction of 8 metres), removing 1 cars length opposite property number 14 is introduced on the western side of St Anns Way as per the amended plan below. This compromise will retain 2 valuable on-street parking spaces for local residents but will help prevent driveway obstruction.



Plan 5 – Royal Crescent, Bath – No Parking / No Loading At Any Time.

Objections: 5 / Support: 0 / Support in Part: 0

Main points of objection:

- We strongly object to your proposed changes IF they involve the removal of any of the designated resident parking spaces outside No 30 Royal Crescent (The two spaces between the stone steps and the bollards at the western end of the Crescent in particular). We will support your changes PROVIDED they involve the proper reinstatement of the resident parking spaces outside No 30 Royal Crescent AND clearly mark out the no waiting, no stopping, no loading at any time areas along the remaining sides of the road and along the bollards – thus protecting the safety turning circle originally put in place.
- The Society fully supports the need for a turning space at the western end of Royal Crescent since the closure of the access to Marlborough Buildings in 1997. When this was reviewed some years ago it was agreed that two parking spaces could be marked out immediately west of the stone steps outside no. 30, and in practice, it has been found that the remaining space is adequate even for large vehicles to turn. We therefore strongly object to the removal of those two spaces while supporting the remainder of the TRO, and request that the now faded markings are reinstated, with the old yellow lines within them removed, and with the other yellow lines in the turning area not only renewed but also

enforced. It is common to see cars parked overnight in that area making turning difficult, especially for emergency vehicles.

- The bays were introduced after the West end of the Royal Crescent was closed in the late 1990's. I was on the committee of the Royal Crescent Society at that time and consultation was made with the Highways Dept as to an appropriate area for emergency service vehicles to turn around. I have lived in the Royal Crescent for over 35 years and, on occasions, have seen a Fire Appliance turn round in that area with the aid of a Fire Fighter acting as banksman for the driver in accordance with established procedures. The problem about which the resident refers is not due to the designated parking bays but due to the white line markings having faded and cars parking beyond the designated area causing the problem to which the reference is made. It can clearly be seen by the thick line across the old double yellow line now showing through as to where the bay should end. All that is necessary is the reinstatement of the white markings and not the withdrawal of the end bay.
- I understand that the Order referred to above will involve the removal of the two parking spaces immediately to the West of the steps, in front of number 30 Royal Crescent. Whilst I fully appreciate the need for adequate turning space at the west end of the Crescent, in my experience there has rarely been any problem with the space currently allocated for this purpose and there is absolutely no necessity to extend the space available for turning, by the removal of the two parking spaces in question.
- Finding a parking space for residents, in the Crescent, is already very difficult, at times and the removal of these two spaces will exacerbate the issue. I therefore strongly object to this proposal. However, I think it would be useful to refresh the double yellow lines in the existing turning area, to deter illegal parking and it would also remove some confusion if the defunct yellow lines in the current spaces, in front of number 30, could be removed and if the bays could be more clearly delineated, in white.

Response: The proposed No Parking / No Loading At Any Time restrictions and removal of the 2 parking spaces that run alongside property number 30 within the turning head of the Royal Crescent was requested by a local resident. Due to the comments raised above from the Royal Crescent Society and local residents it is the recommendation of this report that the existing 2 parking spaces running along the northern edge of Royal Crescent adjacent to property number 30 are retained and the faded Double Yellow Lines currently running through this bay are removed and the white bay markings refreshed. It is the recommendation of this report that the proposed No Loading At Any Time restrictions are introduced around the rest of the turning head as advertised to prevent vehicles from parking in this location over night obstructing larger vehicles from manoeuvring.

Plan 6 – Pulteney Road, Bath – 90 minute Coach Parking Bay and No Parking At Any Time.

Objections: 3 / Support: 0 / Support in Part: 0

Main points of objection:

- The closure of South Keys for the Riverside development has certainly put pressure on coach parking because the current alternatives do not meet the demand. Weston Gate and Odd Down are underused and unpopular. There might be alternatives such as developing the Homebase site for instance which could offer drop off and long-term parking with good facilities for rest and breaks for coach drivers. Pulteney Road lacks these.

- We live equidistant between the railway bridge and the roundabout at Bathwick Hill (where traffic moves slowly). Pulteney Road has a 30-mph limit, not enforced or monitored. I have written several times to the Traffic team with photographic evidence to illustrate the danger we face daily to exit our drive into unseen fast moving traffic because our sight line is often completely obstructed. The coaches are parked right up to the edge of our drive, (and often well over). We are moving into traffic coming from the right with no leeway to edge out. This is extremely hazardous, and often impossible to manoeuvre without a 3rd party standing on the road to indicate when it is clear and safe to move out. The situation is dangerous not just for us but for other road and pavement users such as cyclists and pedestrians. Our neighbours experience similar difficulty, and I have previously sent signed correspondence to the team to confirm this.
- The new proposals offer to reduce the parking facility on our right to 1 coach and 1 minibus. The parking width is reduced to 2700 mms and the parking zone is to be shortened by 1500 mms. In practical terms this does nothing to alleviate the problem as our sight line is still completely obstructed; and the overlap from a coach chassis will still abut our exit line even when the wheels are in the zone because the coaches are so enormous. Thus, I continue to request that the coach parking area is reduced by at least one full coach length to allow for residential car parking only. We can see over cars, but we cannot see through coaches. This would reduce the overall Bath coach parking by one only - which cannot be considered a significant reduction, given the large number of coaches entering Bath; and would provide some more parking for local visitors. It would make our lives tolerable again.
- We live in the CAZ, and we support all anti-pollution measures which improve our health and welfare. Coaches park for (at least) 90 minutes, when all they require for drop off is 10 minutes. There are no local facilities for drivers to rest or take a proper break with toilet facilities; in consequence they often idle their engines for long periods to use the interior heating or air-conditioning for their comfort, and that of returning passengers. This increases pollution and is entirely counterproductive to the regulatory requirements set central by government and locally by the Council. So, coach parking in the whole of Pulteney Road should be for 10 minutes drop off only, with no allowance for longer term parking. The term '90 minute drop off' is something of an oxymoron - it cannot be short- and long-term parking at the same time.
- I do not believe that this new proposition of extra coach bays on Pulteney South is in any way going to help. It's going to slow down traffic in the area, cause more congestion, decrease the air quality that the council supposedly care about but I believe is greenwashing otherwise you wouldn't suggest more coaches here.
- This will attract more coaches to the area which I believe will increase the likelihood of them parking in resident bays.
- This is compounding the reduction of parking spaces in this zone from implementing the current 3 coach bays spaces, to which 12 resident parking spaces have been lost. Resident parking spaces are already oversubscribed for zone 1. The proposal fails to adequately represent or quantify the potential impact on resident parking.
- It is not clear how many resident parking spaces have been lost when accounting for all the changes in the area. By my estimation, these combined measures have/will result in the loss of approximately 15-20 parking spaces in the Bathwick Hill/Zone 1 area. This doesn't consider the loss of parking spaces due to bays for Bath Rugby coaches implemented a few years ago. Therefore, we strongly believe that any further reduction in resident parking

in the area is unjustified and fails to adequately balance the interest of the residents and that of the city.

- Proposal 6 contravenes with the recommendations made in the 'Bath Coach Parking and Pick-Up/Drop-Off Strategy Final Report 035699 24 August 2017, Revision 03', where it was recommended that only 3 coach bays are created on Pulteney Road. As stated: "Pulteney Road, the inclusion of the maximum 7 coach spaces would mean a significant loss of car parking. It is proposed, therefore, that no more than 3 coach bays are provided in that location, meaning a car parking reduction of only 12 spaces, which are pay and display/zone 1 residents parking spaces."
- We note that proposal 6 states a review of the council's Coach Strategy will be taking place at a later date, but no time frame has been set. Therefore, we think it is inappropriate to further increase the number of coach bays on Pulteney street without a review of the current coach strategy.
- Coaches frequently violate parking rules on Pulteney road. This aligns with the concerns raised by Parking Services in 23-012 regarding the lack of adequate staff to oversee and enforce parking regulations on Pulteney road.
- Concerns regarding potential hazards. Bicycles on pavements: Since the introduction of the coach bays in the area, there's been a notable increase in bicycles using the pavement. It seems cyclists feel unsafe navigating past the large coaches on the road, compelling them to resort to sidewalks which poses its own set of risks to pedestrians.
- Blocked access and reduced visibility: Coaches often obstruct residents' access to their properties and drastically reduce visibility when they attempt to enter the road, creating potential danger hotspots. While Plan 6 is presented as a solution to the aforementioned concerns, we believe that in practice it will exacerbate the issues. As the old adage goes: "In theory there is no difference between theory and practice - in practice there is". By allowing more coaches, it adds to the congestion of an already busy road, increasing the chances of mishaps and accidents.
- Coach parking has a significant detrimental environmental impact on Pulteney Street and its residents. Pulteney Road, a non-designated heritage asset located within a conservation area, is known for its tree-lined avenue that contributes to Bath's unique beauty. This old, beautiful avenue is now sadly a commercial coach parking hub. This shift is incongruous with the street's heritage status and its Georgian aesthetic. Furthermore, the presence of coaches has introduced considerable noise and pollution, adversely affecting the quality of life for residents.
- Given the substantial reduction in residential parking and the negative ramifications of increased coach parking on the local community, we urge you to rethink the implementation of Plan 6. We also favour scheduling a review session to re-evaluate the current coach strategy and the appropriateness of using Pulteney Road as a coach parking venue in the near future.

Response: The proposed amendments to the existing coach parking bays on the western side of Pulteney Road was requested by the local Ward Member on behalf of local residents due to access and visibility issues. The additional coach parking bay on the eastern side of Pulteney Road was requested by the Traffic Management Team to provide additional short-term parking for bus tour operators within the city, and this will also off-set the loss of coach parking from the reduction in length of the two existing coach bays in Pulteney Road. The 90-minute maximum stay

period was chosen to be consistent with the existing bays and it was felt that this length of time allowed for the 1-hour walking City tour operators to be able to effectively utilise this new bay. The coach parking bays on Pulteney Road are meant to accommodate both coaches and minibuses. As the Council can't determine when or which will arrive to use the bays, it wouldn't be appropriate to allocate sections of these bays to different types of vehicles by marking them out wider and then narrower to accommodate different types of sized vehicles. The new coach parking bay on the eastern side of Pulteney Road is replacing existing No Parking At Any Time (Double Yellow Line) restrictions, so is not removing any Permit Holder Parking provision for local residents. However due to the objections raised above it is the recommendation of this report that the southern coach bay on the western side of Pulteney Road is reduced by a further 2.8 metres (total length of the remaining bay to be 20 metres) by extending the existing Double Yellow Lines to improve property access and sight lines even further.

Plan 15 – Pulteney Road, Bath – Zone 2 Permit Holder Only parking.

Objections: 1 / Support: 0 / Support in Part: 0

Main points of objection:

- I object to the introduction of zone 2 resident parking on Pulteney Road South. The reasons for this being: 1) impact on the remaining free parking in the nearby area (eg. around Sydney gardens/ Bathwick St Mary church/ Tesco Bathwick hill. 2) Lack of use of the nearby paid parking on A36 between Sydney place and Vane Street. The councils' records will I am sure show that since introducing restrictions and charges on this stretch that the parking is not being used, unlike this parking which is similarly located and well used for access to courts, sports centre, cricket club, river walks and town. The same will happen to this stretch and not raise the revenue the council expect from installing restrictions. 3) loss of business for local businesses - e.g., customers of shops in town centre/ I will cancel my membership at Better Leisure as it is too expensive/ time consuming to go to gym or pool on way home from work if I have to pay for parking/ walk from my home (there are no regular buses). 4) houses on this stretch have lots of private parking for multiple cars/ the coop funeral parlour has off street parking. 5) conflicts with aims to improve health/ lifestyles of residents as this free parking encourages sports facilities/ cricket pitch/ rec ground use of those on limited budget.

Response: The proposed conversion of the existing dual use Zone 2 Permit Holder / 2 Hour Limited Waiting parking to Zone 2 Permit Holders Only was requested by the local Ward Members to provide more on-street parking for local residents. As we only received one objection to this proposal and it has the support of the local Ward Members, it is the recommendation of this report that the proposed restrictions are implemented on-site and sealed within this Order as advertised.

Additional Proposal Plan – Terrace Walk, Bath – No Parking / No Loading At Any Time.

Objections: 1 / Support: 0 / Support in Part: 0

Main points of objection:

- Please may I register my objection to the proposed permanent implementation of the no waiting / no loading parking restrictions in Terrace Walk, Bath. Please can the Council divert its attention from being anti-car, anti-business and permit businesses to at least be able to trade? You will note from the photo's attached that ALL the loading bays and double yellow lines are being used. Thankfully, some of the parking officers can see the madness in this Council's existing restrictions and let businesses unload quickly. If you are going to

implement this, please can you advise where all these vehicle delivering/unloading are supposed to go?

Response: The proposed No Parking / No Loading At Any Time restrictions on Terrace Walk, were requested by the Team Manager for Parking Services to prevent obstruction caused by Blue Badge Holders from parking on existing Double Yellow Lines, causing an obstruction to bus operations in this area. As the purpose of the highway is for the safe passage and re-passage of vehicles and parking is an obstruction of that right and can therefore only be condoned where it is safe to do so, 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.

Additional Proposal Plan – Upper Hedgemoor Road, Bath – Extension of Central Zone and Central Permit Holder Only parking.

Objections: 6 / Support: 22 / Support in Part: 1

Main points of objection:

- I would like to object to the proposal of making parking central permit holders only along Upper Hedgemoor Road. This is due to the limited space for permit number 15 holders to park in when this proposal goes through.
- I live in Alpine Gardens and with this proposal people who would usually park in Upper Hedgemoor Road will be forced up to the already full stretch down Gays Hill leading to no parking for lots of residents.
- Zone 15 cannot afford to lose spaces as it is already oversubscribed for the road space available. The spaces in Upper Hedgemoor Road are typically used as overspill when more congested roads are full.
- There is no justification for adding further spaces to the central zone which is already one of the largest zones.
- You promoted changes in this location only a few years ago that removed free parking and returned the spaces to zone 15. There is no reason why further changes are required so soon. This particular consultation is also flawed in that notification has not been issued directly to zone 15 permit holders all of whom are directly affected. The council should email all permit holders encouraging them to respond.
- Previously, the roadside parking at the Lansdown Hill end of Upper Hedgemoor Road was unrestricted and heavily occupied, not least because someone was using it to store vehicles for trade, so, including it in RPZ 15 was positive - the existing RPZ 15 allocation was often fully occupied too and the Extended RPZ 15 relieved the pressure. I anticipate that should it go to the central zone, in zone 15 we'll be back where we were before.
- An element of the pressure on central zone parking in this part of Bath is from Airbnb's rather than from residents and their visitors and perhaps it's best not to further enable Airbnb's.
- Regarding the changes to parking in Upper Hedgemoor Road, a temporary factor is that in January 2020, planning permission was granted for a new building at 18 Alpine Gardens with the intention that during the build phase there would be enough parking for the

workforce in Upper Hedgemoor Road. I suggest at least that any local reduction in zone 15 parking is postponed until work on the new building is completed.

- I am concerned about the extension of central permit parking allowing central residents to park outside the central area into Upper Hedgemoor Road. My concerns are that when all the spaces are full, we have very few other streets to park anywhere near our property. The other streets are already under pressure and residents from other streets are often seen parking in Upper Hedgemoor Road at busy times.
- There are no car parks nearby. So, we are left with no option but to drive around the area waiting for a space to become free. Before the RPZ was in place there was parking all along Upper Hedgemoor Road and it created a hazard to pedestrians as part of the road is single track and cars passed each other using the pavement. The removal of sight lines and reduction in passing places on the road is only going to make this difficult junction more hazardous.
- I think the council should focus on making this area safer for pedestrians and make the difficult decisions to limit car parking where it causes a hazard to pedestrian safety.
- Upper Hedgemoor Road is often the only road where parking is available for zone 15 residents when other zone 15 roads are full; changing it to Central zone parking would deprive the residents who live close to this road of this parking space. There is increasing pressure on parking spaces on Belgrave Crescent and adjacent roads so Upper Hedgemoor Road is frequently the only place we can park.

Main points of support:

- These car spaces there are NEVER fully used by residents of Zone 15 whereas Caroline Place and Ainslies Belvedere spaces are ALWAYS full weekends and evenings. It is only fair that those unused spaces in Upper Hedgemoor should be transferred to Central Zone from Zone 15. It would be of great benefit to Central Zone permit holders and no sacrifice to Zone 15 permit holders.
- At present that part of Upper Hedgemoor Road is underused and rarely full, whereas Ainslies Belvedere and Caroline Place are often full, and are also used by local B&B and Air B&B customers, which can make it difficult for the local residents to park near their properties.
- I am a long-term resident and property owner in Ainslie's Belvedere and have frequently noticed unused space in Upper Hedgemoor Road.
- I believe that allowing Central Zone permit holders to use that space would help alleviate the parking problems that we face in Ainslie's Belvedere.
- Until recently this area was outside the controlled parking scheme, and thus available as overspill parking for Central. It was then added to Camden zone but is now little used, while the Central zone nearby has become increasingly congested with residents trying to park. Extra parking is urgently needed for Central, and from a financial point of view, extending Central, which is more expensive than Outer, will increase revenue to the council. I therefore support the proposal.
- It would benefit the already stretched Central zone significantly, especially as I frequently see this area underused.

- Caroline Place is a small street, and there's a shortage of parking spaces, in addition, the street narrows to a dead end, so some of the available parking bays here can often become inaccessible due to poorly parked or too large vehicles. I frequently drive home from work only to have to turn around and head out of town again and to the 'park and ride' in order to park up, whilst at the same time there are always vacant parking spaces on Upper Hedgemoor Road, so close to my home.
- We strongly support the proposal to allow central zone residents to park on the road. Currently this area is rarely used under the current zoning arrangements and would be of great benefit to those living on Caroline Place and Ainslie's Belvedere where residents parking is always scarce.
- I am one of the few traditional upholsterers left in Bath, and I collect and deliver large pieces of furniture and rolls of fabric to the Anne Le Coz shop and it is almost impossible to park anywhere near this business. If at least there were parking spaces on Upper Hedgemoor Road, it would certainly help. Whenever I have driven down there, there always seems to be plenty of empty spaces.
- As the Central Zone is so over-subscribed, I am pleased about this proposal, but I hope it will be clearly signed to avoid confusion.
- Since the designation of the stretch of this road to area 15, I have observed that less than half the available parking spaces have been taken up. As a resident of Caroline Place (Central zone) it would seem logical, and very useful, to us to redesignate the park side of this quiet road for our use. Since we have only one parking place per household allotted in Central Zone, Upper Hedgemoor, Park side, would be a great resource for residents.
- I am a resident of Caroline Place and have a resident parking permit. Unfortunately, I am rarely able to park my car in Caroline Place or even in the near vicinity. This causes me considerable stress and certainly has a negative impact on being a resident of Bath.
- As a Central residents' parking permit holder, we frequently COMPETE with visitors that pay and park on Central Zone spaces. We often cannot park anywhere near our home day or night.
- If you look at the houses on Upper and Lower Hedgemoor Road, quite a few have garages and/or off-street parking so lessening their requirement for parking spaces on the road.
- I am Chairman of Ainslie's Belvedere and Caroline Place Residents' Association and thus represent the 35 members of this Association. At our most recent meeting, we discussed the proposals we had made earlier through our Lansdown Ward Councillors and the minutes record that we all fully support the proposal to introduce Central Permit Holder Only parking in the lengths of Upper Hedgemoor Road. As you well know there is a paucity of resident only parking spaces in the Central Zone, not least in Ainslie's Belvedere, Caroline Place and Belvedere and the allocation of a few more spaces will not solve but will certainly help alleviate this problem. We know that many of the existing parking spaces in Upper Hedgemoor Road (Zone 15) are underused, even at peak times of the day and in the evenings.
- Ainslie's Belvedere & Caroline Place Residents' Association, which represents 35 members, held a recent meeting to discuss the proposals and agreed they all fully support the proposal.

- This proposal would really make life a lot easier for those of us on Ainslie's Belvedere who spend evenings driving around the northern part of the central zone trying to find a space whilst there are many empty spaces at the Lansdown Road end of Upper Hedgemoor Road every evening.
- As one of the last shop owners on Belvedere, I am finding it more and more difficult to live and work from my premises-I need to park to load up my car with heavy curtains, poles and materials, and when clients come to the shop it is impossible for them to park. I pay business rates, council tax and a residents parking permit, and although the council says it wants independent shops in the centre of Bath, there is absolutely no encouragement or support from them. I hope you will take into consideration the people who live here, and who try to make Bath a vibrant, working city.
- The Vineyards Residents' Association strongly supports this proposal Reference 23-012, to Introduce Central Permit Holder Only parking in lengths of Upper Hedgemoor Road, Bath. The Central Zone has a very high proportion of resident permit spaces to parking bays (and that is with only one vehicle permit allowed per household, while residents in other Zones can have two). The whole road was allocated from unrestricted parking to Zone 15 some years back, and this change would greatly help residents of the Central Zone, particularly those on the eastern side of the Zone where parking is especially limited. Vineyards Residents' Association strongly supports this proposal Reference 23-012, to Introduce Central Permit Holder Only parking in lengths of Upper Hedgemoor Road, Bath.
- The Vineyards Residents' Association, which represents 28 members, held a meeting to discuss the proposals and agreed they all fully support the proposal.

Main points of support in part:

- The end of Upper Hedgemoor Road towards Lansdown Road is a substantial bottleneck that results in cars mounting the pavement every hour to pass one another (as reversing onto a main road is a bad option, and reversing backwards into a curved line of parked cars appears tricky). When I'm a pedestrian along here, I literally run to get out of the way! Making this area a central parking zone will increase this type of traffic, cruising for a spot to park (just as used to happen when the area was one of the last bits of free parking in Bath). If you do go ahead with the zone, it would be worth reducing it by one car space on the park side to ensure cars approaching the bottleneck can reverse more easily.

Response: The proposed extension of the Central Zone along the western end of Upper Hedgemoor Road up to the junction with Lower Hedgemoor Road and the introduction of Central Zone Permit Holder Only parking was requested by local Central Zone Resident Associations with the support of the Lansdown Ward Members. Due to the number of responses of support received for this proposal along with the fact that this section of Upper Hedgemoor Road is currently underutilised by Zone 15 permit holders, it is the recommendation of this report that the proposed Central Zone extension is approved within this Order and the changes implemented on-site as advertised. Converting half (the western end) of Upper Hedgemoor Road to Central Zone parking and retaining the eastern end for Zone 15 permit holder parking is considered to be a fair compromise as this section of highway sits at the boundary of the two Zones, both with parking capacity issues. It is the recommendation of this report however that a review be carried out prior to the next Central Bath Area TRO review in 12 – 18 months' time to assess the usage of these parking spaces at the western end of Upper Hedgemoor Road. If these spaces are found to be underutilised by Central Zone permit holders, it is the recommendation of this report that options

are considered for converting this section of highway into dual Zone parking allowing both Central and Zone 15 permit holders to access this on-street parking provision.

No Objections received to:

Plan 1 – Trim Street, Bath – No Parking At Any Time

Plan 4 – St Johns Road, Bath – No Parking, 8am – 6pm

Plan 7 – Brock Street, Bath – Central Permit Holder / 3 Hour Limited Waiting, 8am – 7pm

Plan 9 – Broadway, Bath – Zone 2 Permit Holder Only

Plan 10 – Monmouth Street, Bath – Central Zone Permit Holder / Pay and Display

Plan 11 – Avon Street, Bath – No Parking At Any Time, No Loading At Any Time, Bus Stop Clearway, 30 minute Coach Parking bay, Loading Only bay.

Plan 12 – Milk Street, Bath – Loading Only bay

Plan 13 – Lower Bristol Road, Bath – Zone 5 Permit Holder / 2 Hour Limited Waiting, 8am – 6pm

Plan 14 – Green Park Mews, Bath – No Parking At Any Time

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 B&NES area rests with B&NES Parking Services. The proposals should meet the aspirations behind their introduction.

Parking Services

I've just noted that plan 8 proposes a good vehicle loading bay. If I recall correctly the request was for a loading bay to support the nursery for use by customers and therefore this should accommodate private vehicles, not just vehicles adapted for goods. Can this minor amendment be accommodated prior to the sign off?

Response: It is the recommendation of this report that the minor amendment request above by the Parking Services Team Manager is made to proposal plan 8 and the loading bay allows customers to park not just goods vehicles.

Ward Members

Bathwick:

Cllr Manda Rigby – No comment.

Cllr Toby Simon – **Saint Ann's Way:** This restriction was requested following a suggestion by a resident who found it difficult to exit their drive if particularly if large vehicles were parked directly opposite the drive.

This predates my election as councillor and therefore I was not involved in the matter previously. I've visited the location to understand the problem. While the drawing I have to hand is not scaled, it does certainly seem that the parking restriction will be more extensive than is essential to allowing exit from the relevant property.

A number of residents make the important point that the existing parking is helpful in traffic calming because cars have to negotiate around it. In order to achieve the desired result, it shouldn't be necessary to lose more than one parking space out of three. It's worth noting

that properties in this road do have private parking even if garages are no longer the right size.

I would therefore suggest that the way forward should be to undertake a swept path analysis of the exit from the relevant drive to determine the minimum length of restriction required. This might have to be on the basis of exiting the drive in one direction only, probably northbound. Such a restriction should also assist in protecting the crossover for the drive of number 11.

Response: This has been picked up within the recommendation above and a reduced length of only 4 metres of Double Yellow Lines is now proposed opposite property number 14, running south from property entrance to number 11 on the western side of St Anns Way, which is supported by Cllr Simon.

I would also note that the single yellow line on the other side of the road has almost entirely disappeared, so I would suggest that any works ordered in the area should include restoration of all single and double yellow lines.

Bathwick Hill: The request in this case comes from a resident, just outside the proposed restriction, asking that the restricted parking extends from 6 to 9 Bathwick Hill. This seems a very reasonable request, which I support, particularly if there have been accidents in this location.

Pulteney Road: I have seen the representations by residents on the west side of Pulteney Road. I sympathise with their concerns about coach parking but in the absence of a review of the problem more generally it may not be possible to resolve it as part of this consultation.

I would however suggest that if a bay is to be shortened so as to be only big enough for one coach & one minibus, then the parking bay should be split into two, the wider and longer to the south, for a coach and a shorter and narrower bay, suitable for a minibus, to the north, thus allowing a rather better sightline on exiting the properties concerned.

I also support the view that a 90-minute slot is probably too long, a view I tentatively raised at an informal meeting some time ago. While it's useful for coaches to be able to wait near the city centre to be called forward to load at Orange Grove or Bog Island, 90 minutes is too long for that need.

While a 90-minute restriction would be useful for a coach whose party is only taking a one-hour walking tour of the city centre, I suspect this is a minority of the requirement. So, I would urge that there be discussions with the coach industry to identify the exact operational requirement and consequent time bands. I would regard the restrictions in this road as a high priority for enforcement.

St Johns Road: I have received no comments on this and I'm content for it to go ahead.

Kingsmead:

Cllr Paul Roper – No comment.

Cllr George Tomlin – No comment.

Lansdown:

Cllr Lucy Hodge – No comment.

Cllr Mark Elliott – No comment.

Lyncombe and Widcombe:

Cllr Alison Born – No comment.

Cllr Deborah Collins – No comment.

Walcot:

Cllr Oli Henman – No comment.

Cllr John Leach – I would like to retract a comment I made on Report 3 – “TRO Approval to Progress” on page 4, a comment attributed to me objecting to the transfer of some parking spaces from zone 15 to central zone. After speaking with residents and my other ward member, I would like to withdraw that comment.

Cabinet Member:

Cllr Manda Rigby – Cllr Manda Rigby - I am happy with the recommendations in the reports.

8. RECOMMENDATION

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



Paul Garrod
Traffic Management & Network Manager

Date: 7th September 2023

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 – Bathwick Hill, Bathwick, Bath – Dual Use Zone A Permit Holder parking / 2 Hour Limited Waiting 8am – 6pm and No Parking At Any Time.**
Due to the points raised above it is the recommendation of this report that the proposed restrictions are extended as requested to the boundary of property number 9 and 10 as shown on the amended plan below.
- **Plan 3 – St Anns Way, Bath – No Parking At Any Time.**
Due to the number of objections raised above by local residents it is the recommendation of this report that the proposed restrictions are reduced in length and a 4 metre section only (a reduction of 8 metres), removing 1 cars length

opposite property number 14 is introduced on the western side of St Anns Way as per the amended plan below. This compromise will retain 2 valuable on-street parking spaces for local residents but will help prevent driveway obstruction.

- **Plan 5 – Royal Crescent, Bath – No Parking / No Loading At Any Time.**

Due to the comments raised above from the Royal Crescent Society and local residents it is the recommendation of this report that the existing 2 parking spaces running along the northern edge of Royal Crescent adjacent to property number 30 are retained and the faded Double Yellow Lines currently running through this bay are removed and the white bay markings refreshed. It is the recommendation of this report that the proposed No Loading At Any Time restrictions are introduced around the rest of the turning head as advertised to prevent vehicles from parking in this location overnight obstructing larger vehicles from manoeuvring.

- **Plan 6 – Pulteney Road, Bath – 90 minute Coach Parking Bay and No Parking At Any Time.**

However due to the objections raised above it is the recommendation of this report that the southern coach bay on the western side of Pulteney Road is reduced by a further 2.8 metres (total length to be 20 metres) by extending the existing Double Yellow Lines to improve property access and sight lines even further.

- **Plan 8 – Royal Victoria Park, Bath – Goods Vehicles Loading Only bay**

It is the recommendation of this report that the minor amendment request above by the Parking Services Team Manager is made to proposal plan 8 and the loading bay allows customers to park not just goods vehicles.

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: 28/09/2023