

OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

5a

OUTCOME OF TRO PROCESS – DECISION (following objections)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: Royal Victoria Park & Royal Avenue, Bath

PROPOSAL: Parking Restrictions

SCHEME REF No: 26-052C

REPORT AUTHOR: Sadie Cox-Alcuaz

1. DELEGATION

The delegation to be exercised in this report is contained within **Part 2 Section 2.35** of the Constitution under the **Delegations of Functions to Officers**, as follows:

Section A	The Chief Executive, Executive Director - Chief Operating Officer, 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 their area of responsibility.
Section D	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 and the Head of Highways Delivery hold 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	X
(f)	for preserving or improving the amenities of the area through which the road runs, or	X
(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 amendments to the existing parking and waiting restrictions in the vicinity of Royal Victoria Park and Royal Avenue, as detailed on the approved drawings.

10011941-ATRL-HGN-RVP-DR-CH-000110
10011941-ATRL-HGN-RVP-DR-CH-000113
10011941-ATR-HGN-RVP-DR-CH-000111
10011941-ATR-HGN-RVP-DR-CH-000112
10011941-ATR-HGN-QSQ-DR-CH-000115

The purpose of the Order is to introduce amendments to parking and waiting restrictions around Royal Victoria Park and Royal Avenue, in accordance with the proposals shown on the associated drawings. These are required in order to facilitate the introduction of the Contraflow Cyle Lane and raised tables.

4. **REASON**

Please refer to the Statement of Reasons.

The Council has had in mind and discharged the duty (as set out in section 122(1) of the Road Traffic Regulation Act 1984) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) so far as practicable. It has also had regard to the factors which point in favour of imposing the changes to the parking restrictions. It has balanced the various considerations and concluded that it is appropriate to promote these measures. The Council has also considered and discharged its network management duty under section 16 of the Traffic Management Act 2004. It has concluded that the proposed changes are consistent with that duty, having regard to its other policies and objectives.

5. **IMPACT ON EQUALITIES**

An Equality Impact Assessment has been undertaken in relation to proposed parking restriction measures, which is available upon request. The Council has had due regard to the needs set out in section 149(1) of the Equality Act 2010. It considers that the proposed Order is consistent with the section 149 public sector equality duty, which it has discharged.

6. **IMPACT ON HUMAN RIGHTS**

The proposals are considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property). However, the Council is entitled to affect these rights where it is in accordance with the law, necessary (in the interests of public safety or economic well-being, to prevent disorder and crime, to protect health, or to protect the rights and freedoms of others), in pursuit of a legitimate aim and proportionate to do so. The proposal(s) within this report are considered to be in accordance with the law, necessary, in pursuit of a legitimate aim and proportionate.

7. **SOURCE OF FINANCE**

This proposal is being funded through the City Region Sustainable Transport Settlement programme.

8. **CONSULTATION REQUIREMENT**

The proposal requires consultation with the Chief Constable, Emergency Services, Road Haulage Association, Freight Transport Association (Logistics UK), Parking Services, Waste Services, Ward Members and the Cabinet Member for Sustainable Transport Delivery.

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

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

The objections and comments received are shown below, with an officer response to the objections underneath.

Respondents were able to respond to this TRO via Appyway, by email and via letter. 98 individuals responded directly to this TRO consultation and 7 respondents also objected to TRO 26-052C in response to 26-052A. These responses are included in this report.

In total, 105 individuals indicated their support or objection to the parking restrictions during the consultation period. Respondents were able to indicate their level of support or objection, select one or more reason for their support or objection and add free text to explain this further.

In this section, levels of support and objection are reported along with respondents' reasoning.

Table 1 overleaf shows the levels of support and objection among **105 individual respondents** for TRO 26-052C (parking restrictions). In total **19 respondents supported or partly supported** the proposal, and **85 respondents objected or partly objected** to the proposal.

Support	Partly support	Neutral	Partly object	Object	TOTAL
16	3	1	8	77*	105

Table 1: Levels of support and objection for TRO 26-052C

*Including 7 objections noted in 26-052A

Respondents were able to select one or more reason for their support or objection, and this is tabulated in table 2 below.

Reason	Support	Partly support	Neutral	Partly object	Object
Access	6	3	0	2	33
Disturbance	0	0	0	1	10
Environmental	5	0	0	1	12
Financial	0	0	0	1	25
Other	0	0	0	1	8
Parking	8	2	0	6	67
Safety	14	2	1	2	29
Traffic	9	2	1	0	23

Table 2: Reasons for support or objection to TRO 26-052C

The following section details the free text responses received in all components of Royal Victoria Park Scheme TRO 26-052 (A to D) in **objection** to TRO 26-052C (parking restrictions). Responses were grouped into themes and the number of times a theme was mentioned has been tabulated below.

Feedback	Number of references
Will limit access to the park for families / for disabled or elderly people/ or for people with limited mobility	154
Increased cost of parking further away or in other car parks/ low-income families will be impacted	24
Only benefits people living locally	5
Limits access for people travelling by car/ living further away	24
Travelling by car is their only option / not everyone can cycle	8
Parking alternatives are further away / less safe to park on surrounding roads	6
Potential for parking displacement onto local roads / more enforcement is needed	15
The council should increase parking, not reduce it	3
Will not benefit the majority/ only benefits some users / no benefit	34
Parking is usually full / disputes parking surveys	12
Waste of money / spend funding elsewhere	20
Negative impact on the café and other businesses	21
Concerns regarding blue badge bay locations and reduced provision near amenities	3
Will have a negative impact on park / events in the park	6
Parking reduction will increase the number of vehicles circling the park to look for parking	2
Parking is used for access to local school	1

Table 3: Themes arising in free text responses in objection to TRO 26-052C (parking restrictions) submitted in all the responses to all components of TRO 26-052

OFFICER'S RESPONSE

In responding to the objections and comments on this TRO, reference has been made to the following local and regional policies, strategies and plans which are available using the following links:

- [*Corporate Strategy 2023-2027*](#)
- [*Active Travel Masterplan*](#)
- [*Movement Strategy for Bath*](#)
- [*Balancing Your Needs: A parking strategy for Bath & North East Somerset*](#)
- [*Residents Parking Strategy*](#)
- [*Journey to Net Zero*](#)
- [*West of England Joint Local Transport Plan*](#)

Officers' response to comments that the proposals will limit access to park / for families / for disabled, elderly people and people with restricted mobility

The Council recognises the importance of ensuring that Royal Victoria Park remains an inclusive amenity and accessible to all users.

The scheme includes measures that all users of the park will benefit from, including families and people with reduced mobility. These include re-surfaced footways and five raised crossings over both the road and the proposed cycle lane. Raising crossings to the level of the pavements will slow the speeds of approaching vehicles, provide a visual cue to motorists that pedestrians are present, and improve access for those with reduced mobility, pushing buggies or using mobility aids..

Our proposal also includes eco-sensitive, heritage lighting along the route to support safety and encourage year-round use by pedestrians and cyclists.

Additionally, following feedback from earlier consultation in Winter 2024-5, we decided to retain vehicle access into the park from the north-west access route.

Parking has been retained on each side of the park:

- on the eastern side of the northwest access route*
- along the west side of the western carriage*
- along much of the south side of the southern carriage just east of the play park (opposite the cycle lane).*
- and on the north and northeast carriages (which remain unchanged).*

We have also increased the number of disabled bays along the western and southern carriageways from 6 to 9 bays and will install 3 new bays on Royal Avenue, near the junction with Marlborough Lane. We are also retaining the disabled bays on the northern carriageway near the Botanical Gardens. None has been removed.

For people with limited mobility but without blue badges, there is still parking on all sides of the park near the key amenities. In addition, other local parking remains unchanged and available for park users, such as local car parks and short stay parking bays on Park Lane.

In total there is capacity for approximately 177 vehicles within the park, not including parking spaces on Royal Avenue which cater for short stay visitors and permit-holders.

Recent parking surveys indicate that even on the busiest days surveyed, with the cycle route in place, there would be sufficient parking capacity within Royal Victoria Park for visitors.

Additionally, there are new short stay pay-and-display bays on Weston Road adjoining the north side of the park (with one-hour free tariff). This has space for approximately 74 vehicles. There were previously unrestricted meaning spaces may have been blocked by commuters during the day.

To summarise, will be retaining approx. 62% of short stay parking in the park and, including the new bays on Weston Road, capacity will be at approx. 87% of what is currently available.

A map showing the available parking in the scheme is available here: https://www.bathnes.gov.uk/sites/default/files/Royal_Victoria_Park_CRSTS_map.pdf

The council's Active Travel Masterplan and Movement Strategy seeks to improve accessibility for all users and recognises the importance of providing inclusive transport choices rather than relying solely on private car access. The council's parking strategy also recognises that provision should continue to meet the needs of those who cannot easily travel using sustainable modes.

Officers' response to comments that parking further away or in other car parks is more expensive/ low-income families will be impacted

The proposed changes do not introduce new parking charges, and the one-hour free tariff still exists when parking in short-stay bays within the park and on Weston Road north of the park. Users of the park can also park on Park Lane which is free for three hours.

Our recent parking survey indicates that, even on the busiest days surveyed and with the proposed cycle route in place, there would be sufficient short-stay parking capacity within Royal Victoria Park to meet visitor demand.

Parking has been retained on each side of the park:

- on the eastern side of the northwest access route*
- along the west side of the western carriage*
- along much of the south side of the southern carriage just east of the play park (opposite the cycle lane).*
- and on the north and northeast carriages (which remain unchanged).*

In total would be capacity for approximately 177 vehicles within the park, not including parking spaces on Royal Avenue which cater for short-stay visitors (pay and display) and permit holders. The new short-stay pay-and-display bays on Weston Road adjoining the north side of the park (with a one-hour free tariff) has space for approximately 74 vehicles. This parking was previously unrestricted, meaning spaces may have been blocked by commuters all day.

In summary, we will be retaining approx. 62% of short stay parking in the park so, including the new bays on Weston Road, capacity will be at approx. 87% of what is currently available.

The wider objectives of the council's Active Travel Masterplan, Journey to Net Zero and the West of England Joint Local Transport Plan 4 strategies are to increase travel choice and reduce transport costs by enabling improving facilities for walking, wheeling, cycling and public transport. The Council considers it important that visitors continue to have a range of travel options when accessing Royal Victoria Park.

Adopted transport policies seek to provide more equitable streets with space for everyone to travel, regardless of how they get around. This is important because not everyone owns or drives a car or can afford to be dependent on one. Walking, wheeling or cycling outside is also good for people's health and mental wellbeing.

Officers' response to comments that the proposal benefits only people living locally / limits access for people travelling by car/ living further away / Travelling by car is only option / not everyone can cycle

Note: Please note the response to similar themes above. We have provided answers that may seem repetitive but are included here for clarity.

The scheme seeks to provide sufficient short-stay parking within the park and on Park Lane and Weston Road to meet demand on a typical busy day, alongside improvements to pavements, crossings and lighting within the park.

Together, these measures are designed to make the park safer and more accessible for all visitors, whether they live locally or further afield, and whether they arrive by car, bicycle or on foot.

One element of the scheme is a safe, family-friendly cycle lane that's accessible for cyclists of all abilities. Installing this would require us to remove some parking within the park, however, for those that need to drive, parking has been retained on each side of the park:

- on the eastern side of the northwest access route*
- along the west side of the western carriage*
- along much of the south side of the southern carriage just east of the play park (opposite the cycle lane).*
- and on the north and northeast carriages (which remain unchanged).*

An illustrative map showing the available parking in the park is available here: https://www.bathnes.gov.uk/sites/default/files/Royal_Victoria_Park_CRSTS_map.pdf

Our recent parking survey indicates that, even on the busiest days surveyed and with the proposed cycle route in place, there would be sufficient short-stay parking capacity within Royal Victoria Park to meet visitor demand. Additional short-stay parking is also available on Weston Road, with one hour of free parking, while visitors can park on Park Lane free of charge for up to three hours. In addition, other local parking remains unchanged and available for park users, such as local car parks.

In total there would be capacity for approximately 177 vehicles within the park should the scheme be installed, not including parking spaces on Royal Avenue catering for visitors and permit holders.

In summary, will be retaining approx. 62% of short stay parking in the park and, including the new bays on Weston Road, capacity will be at approx. 87% of what is currently available.

The route forms part of a strategic active travel network that seeks to improve connectivity between key destinations, making sustainable travel more attractive for a broad range of users.

Officers' response to comments that parking alternatives are further away / that it is less safe to park on surrounding roads

A recent parking survey indicates that, even at the busiest times surveyed and with the proposed cycle route in place, there would be sufficient short-stay parking capacity within Royal Victoria Park to meet visitor demand.

Additional short-stay parking would be available on Weston Road, with one hour of free parking, and on Park Lane, where parking is free for up to three hours.

Pedestrian access from these parking areas is supported by two existing zebra crossings on Weston Road, while the scheme also proposes a new zebra crossing at the northern end of Park Lane to provide safer and more convenient access into the park.

Additionally, this proposal includes four raised crossings over the southern carriageway to support access to the playpark and other key amenities in the south and a raised crossing at the top of the northwest access lane. Crossings raised to the level of the pavements make it easier for people with buggies and mobility aids to cross, slow approaching vehicles and provide a visual cue to motorists that it's a designated crossing point.

Parking is still available on all sides of the park within easy reach of key amenities.

In summary, will be retaining approx. 62% of short stay parking in the park and, including the new bays on Weston Road (approx. 74 bays), capacity will be at approx. 87% of what is currently available.

To reach amenities such as the playpark in the south from the north of the park is typically an eight-minute walk. However, there is still parking available along the south and southwest carriageways and along Royal Avenue. This includes disabled bays.

An illustrative map showing the available parking in the park is available here: https://www.bathnes.gov.uk/sites/default/files/Royal_Victoria_Park_CRSTS_map.pdf

Officers' response to comments that there is potential for parking displacement onto local roads / more enforcement is needed

Recent parking surveys in the park indicate that even at the busiest times surveyed, with the cycle route in place, there would be sufficient parking capacity

within Royal Victoria Park and the short stay bays on Park Lane and Weston Road (approx. 71 new spaces), without visitors having to seek parking on nearby residential roads.

The scheme has been developed as part of a wider transport programme which seeks to provide more travel choices and reduce dependency on private car travel for shorter journeys. This approach is consistent with the objectives of the Parking Strategy, Active Travel Masterplan and the West of England Joint Local Transport Plan 4.

Officers' response to comments that the Council should increase parking, not reduce it

The Movement Strategy, Active Travel Masterplan and Journey to Net Zero all identify the need to encourage more sustainable travel patterns and reduce reliance on private car journeys where practical. Reallocating a limited amount of road space to support walking, wheeling and cycling is consistent with these adopted policy objectives and supports delivery of a more balanced transport network.

The council aims to create more equitable streets and spaces with room for everyone to travel safely, regardless of how they get around. This is important because not everyone owns or drives a car or can afford to be dependent on one.

Officers' response to comments that the proposal will not benefit the majority/ only benefits some users / no benefit

The proposal is intended to benefit a broad range of existing and future users, including cyclists, children, families and people making local trips without a car.

While removing some parking is necessary to install the proposals, we are seeking to improve facility and amenity for all.

We are proposing to resurface footways and instal raised crossings to strengthen pedestrian priority and reduce traffic speeds.

We are also proposing eco-sensitive, heritage lighting along the route to support safety and year-round use of the park.

Parking would be retained on all sides of the park, including near key amenities in the south, in sufficient number to cater for demand on a typically busy day. We are also increasing the number of disabled bays within the park from six to nine, in addition to three new disable bays on Royal Avenue.

The benefits of active travel schemes extend beyond those who currently walk, wheel or cycle. The Active Travel Masterplan identifies wider benefits including improved accessibility, better connectivity, improved health outcomes, reduced congestion and improved air quality. The scheme is intended to support both existing and future users and contribute to these wider public benefits.

Officers' response to comments that parking is usually full / disputes parking surveys

The Council has considered parking demand as part of the design process.

Recent parking surveys in the park indicate that even at the busiest times surveyed, with the cycle route in place, there would be sufficient parking capacity within Royal Victoria Park and the short stay bays on Park Lane and Weston Road (approx. 71 new spaces), without visitors having to seek parking on nearby residential roads.

However, decisions regarding the scheme are based on a range of factors, including accessibility, safety, connectivity, policy objectives and the need to deliver the Bath Walking, Wheeling and Cycling Links route. The proposal is therefore not determined solely by parking occupancy levels.

Officers' response to comments that the proposal is a waste of money / funding should be spent elsewhere

The scheme forms part of an approved programme of investment intended to support strategic transport objectives and the council's priorities.

The Active Travel Masterplan, Journey to Net Zero, Movement Strategy and the West of England Joint Local Transport Plan 4 all identify investment in active travel infrastructure as necessary to improve accessibility, support healthier travel choices, reduce congestion and contribute towards climate objectives. Economic appraisal for the scheme (based on an Active Mode Appraisal Tool) shows the Royal Victoria Park scheme is expected to generate substantial monetised benefits and represent high value for money.

Funds allocated to the scheme from the City Region Sustainable Transport Settlement cannot be spent on alternative schemes or improvements to the park in terms of play equipment or the ponds.

Officers' response to comments that the proposal will have a negative impact on the café and other businesses

The measures proposed for the park, including better lighting, improved footways and crossings and a family friendly cycle lane are designed to improve everyone's experience of the park.

Sufficient short-stay visitor parking would be retained within the park and on Park Lane and Weston Road (providing 71 new short-stay visitor bays) to support local businesses operating in and near the park. Active travel through the park could well increase demand for refreshments.

Evidence from national active travel research ([Active travel evidence assessment: economic impacts of active travel](#)) demonstrates that walking and cycling

improvements can help increase accessibility to local destinations and support local economic activity by broadening travel choices.

Officers' response to concerns regarding Blue Badge bay locations and reduced provision near amenities

The scheme includes the reconfiguration and creation of new Blue Badge Holder bays within Royal Victoria Park and on Royal Avenue.

Along the western carriageway close to the Botanic Gardens there will be three new disabled bays, and along the southern carriageway, close to the play park, toilets and cafe, we are locating six bays to the south side.

There will be three new bays located on Royal Avenue near the Royal Crescent.

The proposals increase the number of accessible parking spaces close to key amenities, and short stay parking is still available on all four sides of the park for those with limited mobility but no blue badge.

The Active Travel Masterplan specifically identifies the importance of inclusive infrastructure and improved accessibility for disabled users.

An illustrative map showing the available parking and disable parking in the park is available here:

https://www.bathnes.gov.uk/sites/default/files/Royal_Victoria_Park_CRSTS_map.pdf

Officers' response to comments that the proposal will have a negative impact on park / events in the park

Sufficient parking is available for people visiting the park on busy non-event days. However, those travelling to Royal Victoria Park to attend events are always encouraged to plan their journeys ahead of time, and to use public transport where possible. This is the same for all large event venues and destinations across the city.

To support events and city centre hospitality, we have recently extended the hours of the Park and Ride to encourage its use in the evening.

Following feedback from Avon & Somerset Police and the council's event team who expressed concern about the current levels of lighting in the park, particularly during events, we have proposed new eco-friendly lighting along the route, along with safer, more accessible footways and crossings.

The proposal has been developed to enhance access to and movement within the park whilst maintaining its primary recreational function.

Whilst the Council acknowledges concerns regarding events and visitor access, it is considered that the proposal will improve opportunities for people attending the park by sustainable modes and support the long-term objectives of the Active

Officers' response to comments that parking reduction will increase the numbers of vehicles circling the park (to look for parking)

The proposals would not change the existing one-way route for motorists within Royal Victoria Park, with vehicles continuing to follow the current circulation route through the park.

Recent parking surveys indicate that, even at the busiest times surveyed and with the proposed cycle route in place, there would be sufficient parking capacity within Royal Victoria Park to meet visitor demand. Additional short-stay parking is available on Park Lane and in approx. 71 new bays on Weston Road with one hour of free parking.

As people become familiar with the new parking arrangements, we would expect them to anticipate where spaces are most likely to be available and plan where to park accordingly. Given the overall level and distribution of parking available, we therefore do not expect the proposals to result in an increase in vehicles circulating through the park in search of a space.

The Journey to Net Zero Strategy, Movement Strategy and Active Travel Masterplan all identify a reduction in dependence on private car travel, particularly for short local journeys, as necessary to reduce transport-related emissions and congestion. The long-term intention of schemes such as this is to provide attractive alternatives to car use and enable a greater proportion of journeys to be made by sustainable modes

Officers' response to comments that parking is used for access to local schools

A recent parking survey indicates that even at the busiest times surveyed, with the cycle route in place, there would be sufficient short-stay parking capacity within Royal Victoria Park for people to park, including at school pick-up times. Short-stay bays within the park are free for one hour.

Additionally, there are new short stay parking bays along Weston Road which are free for one hour and short stay parking bays on Park Lane which are free for three hours. There are two zebra crossings on Weston Road and a new zebra crossing proposed on Park Lane which all support safe journeys to school.

People who choose to park and then walk or scoot to local schools will be able to benefit from the pedestrian improvements that are part of this project including raised crossings over the southern and western carriageways, resurfaced footways and lighting improvements, all supporting journeys to school.

10. **ADDITIONAL COMMENTS FROM WARD MEMBERS AND CABINET MEMBER FOR SUSTAINABLE TRANSPORT DELIVERY (in response to the above)**

Councillor George Tomlin – No comment

Councillor Paul Roper- No Comment

Cabinet Member for Sustainable Transport Delivery (Councillor Lucy Hodge)

I have reviewed the comments from residents and businesses and am satisfied that all matters have been fully considered in this comprehensive report. The changes to parking restrictions set out in this report will bring a number of benefits to existing and future users of the park, including children, families, people making local trips on foot, cyclists and disabled users through better lighting, improved footways, increased number of disabled parking bays and dedicated cycling infrastructure.

Surveys have demonstrated that even on the busiest days surveyed, with the cycle route in place, there would be sufficient additional parking space within Royal Victoria Park for visitors on most occasions. Separately, the Council has provided a significant number of new pay and display parking bays at the same charge on Weston Road. This proposal increases the number of disabled parking bays and adds new locations near to amenities.

I support the proposals for changes to parking restrictions set out in this report.

11. **RECOMMENDATION**

That the Traffic Regulation Order as advertised should be sealed / implemented.



Paul Garrod
Head of Highways Delivery

Date: 21/09/2026

12. **DECISION**

As the Officer holding the above delegation, I have decided that the objections / comments be not acceded to and the Order as advertised be sealed / implemented.

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

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

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

A handwritten signature in black ink, appearing to read 'Chris Major', is written over a light blue rectangular stamp area.

Chris Major
Director for Place Management

Date:22/09/2026