

OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

3

APPROVAL TO PUBLICLY ADVERTISE THE TRO

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: CRSTS Various Roads, City Centre, Bath
PROPOSAL: Cycling and pedestrian measures, parking and loading restrictions
SCHEME REF No: 25-052
REPORT AUTHOR: Yasmin Zanker

1. DELEGATION

The delegation to be exercised in this report is contained within **Part 3, Section 4** of the Constitution under the **Delegation of Functions to Officers**, as follows:

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

For the purposes of this report, the Director of Place Management and the Head of Highways Delivery 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	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**

The introduction of segregated with-flow and contra-flow cycle lanes and measures, improved pedestrian crossing facilities, modified traffic signal junctions, general traffic management improvements, and revised loading and parking arrangements.

The proposals are shown on the drawings below, which also include the existing arrangements for clarity.

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 improved cycling and pedestrian infrastructure, and modified parking and loading restrictions. It has balanced the various considerations and concluded that it is appropriate to promote the proposed 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 proposal to introduce improved cycling and pedestrian infrastructure, and modified parking and loading restrictions, is 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 the segregated cycle lanes, which is available upon request, along with generic Equality Impact Assessments for the other proposals. 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

The scheme is funded through the City Region Sustainable Transport Scheme, awarded by DfT through the MCA.

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 Strategy and Cabinet Member for Sustainable Transport Delivery.

9. COMMENTS RECEIVED TO DATE

Chief Constable

Thank you for your email and attachments regarding Phase 1 of the City Region Sustainable Transport Settlements (CRSTS) as shown on the Statement of Reasons.

The plans attached to the Officer Decision Report – Traffic Regulation Order (TRO) Preliminary Consultation provided show “*the introduction of segregated with-flow and contra-flow cycle lanes and measures, improved pedestrian crossing facilities, modified traffic signal junctions, general traffic management improvements, and revised loading and parking arrangements.*” but are unfortunately too small to view detail without significant expansion which makes the whole document unreadable.

Please could you provide individual GA files showing the traffic management elements mentioned, to enable us to make an informed response?

Response: Detailed drawings sent over for discussion.

Further to our phone conversation, thank you for getting back to me.

I will look forward to receiving the revised Monmouth Street drawing in due course, as I understand that the buildout is to be removed from the design.

(With reference the electric bikes issue, please find this link to our online reporting tool. <https://www.avonandsomerset.police.uk/report/anti-social-driving/> which should let you report the incident we discussed. (there is a separate reporting page for e-scooters but not e-bikes)

Also, if you would like to contact the Traffic Management Unit with your concerns, an email to us at TrafficManagement@avonandsomerset.police.uk will enable me to reply formally and pass any information to my operational colleagues for their awareness)

Emergency Services

No comment.

Road Haulage Association

No comment.

Freight Transport Association

No comment.

Parking Services

No comment.

Waste Services

No comment.

Ward Members

Kingsmead:

Cllr Paul Roper - No comment.

Cllr George Tomlin – No comment.

Cabinet Member for Sustainable Transport Delivery:

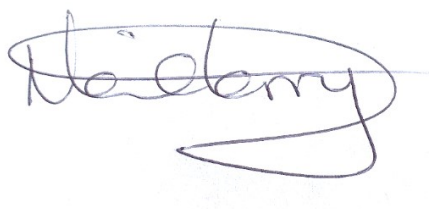
Cllr Lucy Hodge – Please proceed to public consultation.

Cabinet Member for Sustainable Transport Strategy:

Cllr Joel Hirst - As Lucy is the Cabinet lead for this - I am happy she has been involved in the decision making and is able to sign off. As she is happy, I am happy as the scheme is very much what we as a council want to deliver. The comments made don't raise cause for concern. Please progress to next stage in process.

10. RECOMMENDATION

As no significant objections and/or comments have been received following the preliminary consultation described above, the public advertisement of the Traffic Regulation Order should progress.

A handwritten signature in blue ink, appearing to read 'Neil Terry', with a large, stylized flourish at the end.

Neil Terry
Traffic Management & Network Manager

Date: 06/11/2025

11. DECISION

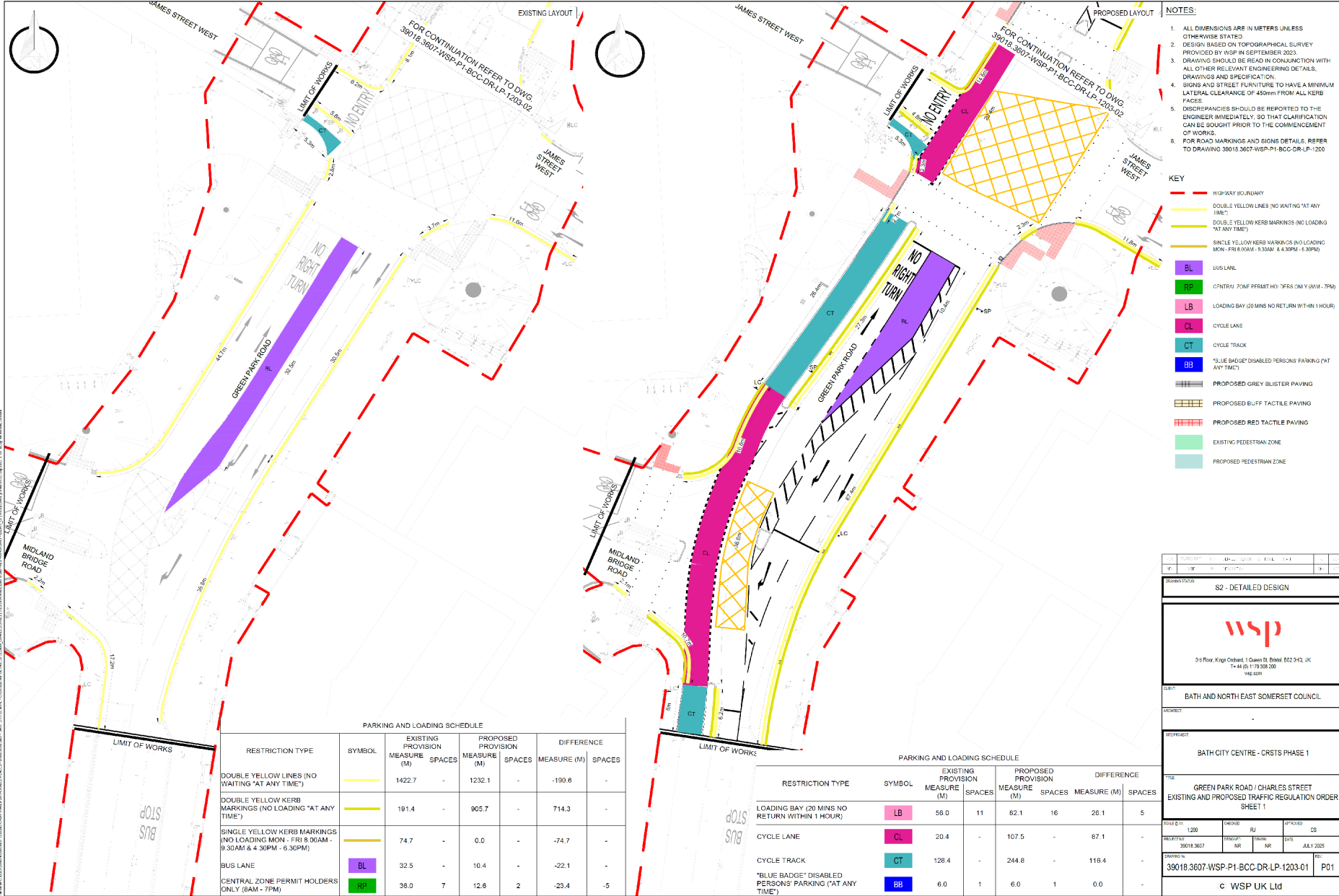
As the officer holding the above delegation, I approve the progression of this Traffic Regulation Order.

A handwritten signature in black ink, appearing to read 'Chris Major', is written over a faint, light blue rectangular stamp. The signature is fluid and cursive.

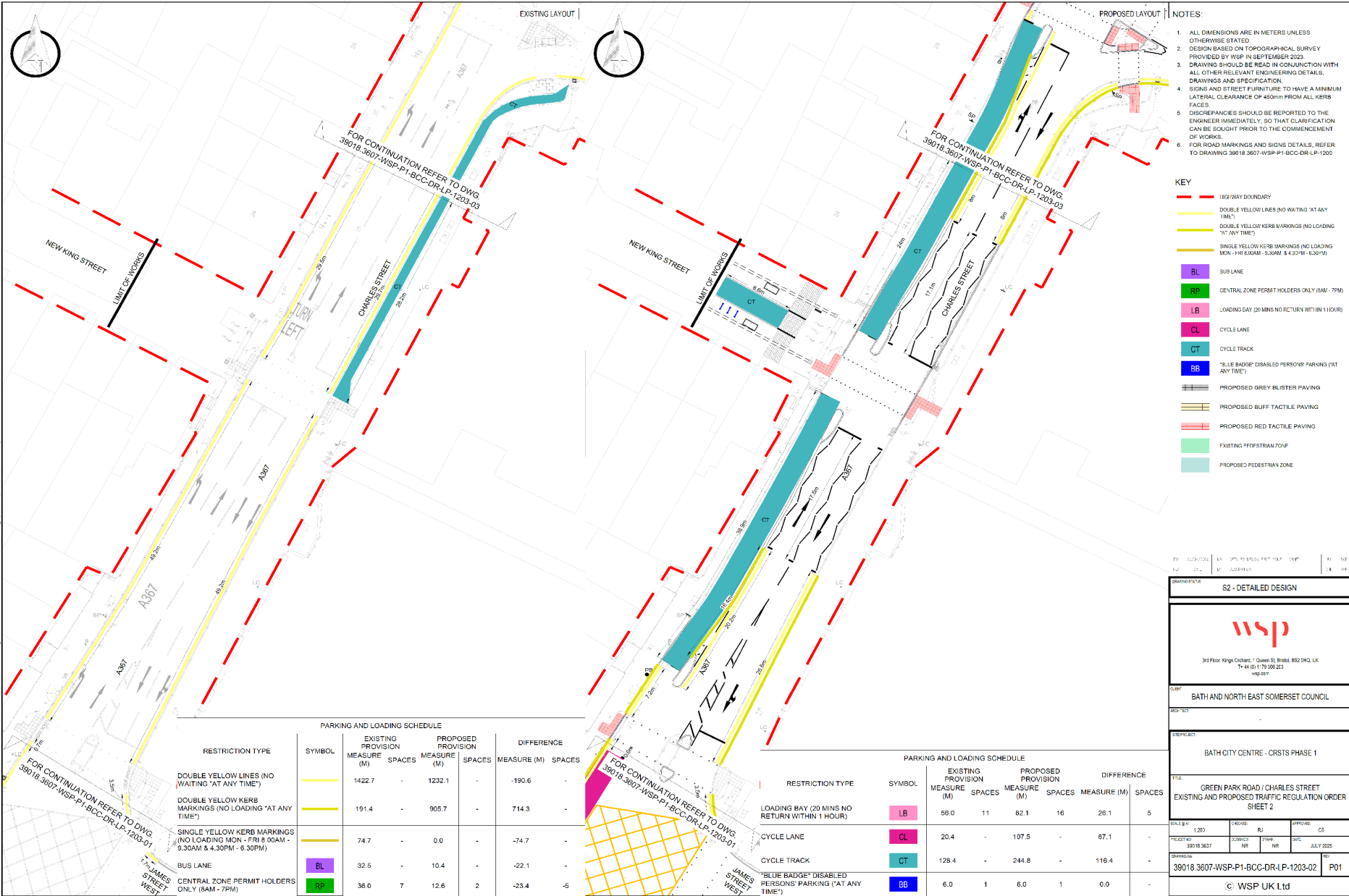
Chris Major
Director for Place Management

Date:18/11/25

Plan 1 – Green Park Road / Charles Street, Bath – Existing / Proposed Restrictions



Plan 2 – Green Park Road / Charles Street, Bath – Existing / Proposed Restrictions



PARKING AND LOADING SCHEDULE

RESTRICTION TYPE	SYMBOL	EXISTING PROVISION		PROPOSED PROVISION		DIFFERENCE	
		MEASURE (M)	SPACES	MEASURE (M)	SPACES	MEASURE (M)	SPACES
DOUBLE YELLOW LINES (NO WAITING "AT ANY TIME")	[Symbol]	1422.7	-	1232.1	-	-190.6	-
DOUBLE YELLOW KERB MARKINGS (NO LOADING "AT ANY TIME")	[Symbol]	191.4	-	905.7	-	714.3	-
SINGLE YELLOW KERB MARKINGS (NO LOADING MON - FRI 8.00AM - 9.30AM & 4.30PM - 6.30PM)	[Symbol]	74.7	-	0.0	-	-74.7	-
BUS LANE	[BL Symbol]	32.5	-	10.4	-	-22.1	-
CENTRAL ZONE PERMIT HOLDERS ONLY (SAM - 7PM)	[CP Symbol]	36.0	7	12.6	2	-23.4	-5

RESTRICTION TYPE	SYMBOL	EXISTING PROVISION		PROPOSED PROVISION		DIFFERENCE	
		MEASURE (M)	SPACES	MEASURE (M)	SPACES	MEASURE (M)	SPACES
LOADING BAY (20 MINS NO RETURN WITHIN 1 HOUR)	[LB Symbol]	56.0	11	82.1	16	26.1	5
CYCLE LANE	[CL Symbol]	20.4	-	107.5	-	87.1	-
CYCLE TRACK	[CT Symbol]	128.4	-	244.8	-	116.4	-
"BLUE BADGE" DISABLED PERSONS PARKING ("AT ANY TIME")	[BB Symbol]	6.0	1	6.0	1	0.0	-

KEY

- RED DASHED LINE: ROAD BOUNDARY
- YELLOW DASHED LINE: DOUBLE YELLOW LINES (NO WAITING "AT ANY TIME")
- YELLOW SOLID LINE: DOUBLE YELLOW KERB MARKINGS (NO LOADING "AT ANY TIME")
- YELLOW SOLID LINE: SINGLE YELLOW KERB MARKINGS (NO LOADING MON - FRI 8.00AM - 9.30AM & 4.30PM - 6.30PM)
- PURPLE RECTANGLE: BUS LANE
- GREEN RECTANGLE: CENTRAL ZONE PERMIT HOLDERS ONLY (SAM - 7PM)
- PINK RECTANGLE: LOADING BAY (20 MINS NO RETURN WITHIN 1 HOUR)
- MAGENTA RECTANGLE: CYCLE LANE
- TEAL RECTANGLE: CYCLE TRACK
- BLUE RECTANGLE: "BLUE BADGE" DISABLED PERSONS PARKING ("AT ANY TIME")
- GREY HATCH: PROPOSED GREY BLISTER PAVING
- BUFF HATCH: PROPOSED BUFF TACTILE PAVING
- RED HATCH: PROPOSED RED TACTILE PAVING
- GREEN HATCH: EXISTING PEDESTRIAN ZONE
- TEAL HATCH: PROPOSED PEDESTRIAN ZONE

PARKING AND LOADING SCHEDULE

RESTRICTION TYPE	SYMBOL	EXISTING PROVISION		PROPOSED PROVISION		DIFFERENCE	
		MEASURE (M)	SPACES	MEASURE (M)	SPACES	MEASURE (M)	SPACES
DOUBLE YELLOW LINES (NO WAITING "AT ANY TIME")		1422.7	-	1232.1	-	-190.6	-
DOUBLE YELLOW KERB MARKINGS (NO LOADING "AT ANY TIME")		191.4	-	805.7	-	714.3	-
SINGLE YELLOW KERB MARKINGS (NO LOADING MON - FRI 8.00AM - 9.30AM & 4.30PM - 6.30PM)		74.7	-	0.0	-	-74.7	-
BUS LANE	BL	32.5	-	10.4	-	-22.1	-
CENTRAL ZONE PERMIT HOLDERS ONLY (8AM - 7PM)	RP	36.0	7	12.6	2	-23.4	-5

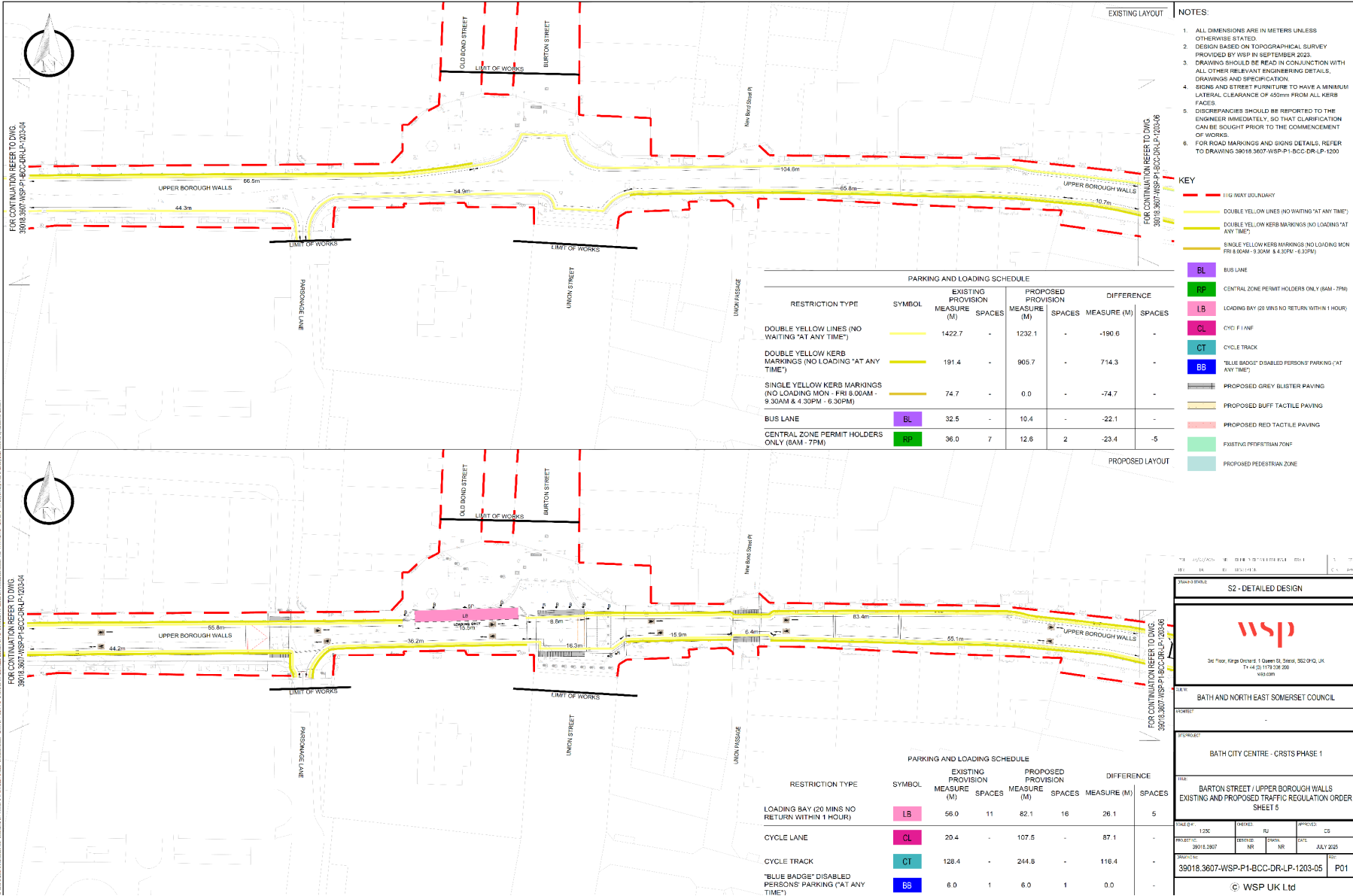
KEY

- HIGHWAY BOUNDARY
- DOUBLE YELLOW LINES (NO WAITING "AT ANY TIME")
- DOUBLE YELLOW K1-K8 MARKINGS (NO LOADING "AT ANY TIME")
- SINGLE YELLOW KERB MARKINGS (NO LOADING MON - FRI 8.00AM - 9.30AM & 4.30PM - 6.30PM)
- BL BUS LANE
- RP CENTRAL ZONE PERMIT HOLDERS ONLY (8AM - 7PM)
- LB LOADING BAY (20 MINS NO RETURN WITHIN 1 HOUR)
- CL CYCLE LANE
- CT CYCLE TRACK
- BB "BLUE BADGE" DISABLED PERSONS PARKING ("AT ANY TIME")
- PROPOSED GREY BLISTER PAVING
- PROPOSED BUFF TACTILE PAVING
- PROPOSED RED TACTILE PAVING
- EXISTING PEDESTRIAN ZONE
- PROPOSED PEDESTRIAN ZONE

NOTES:

- ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED.
- DESIGN BASED ON TOPOGRAPHICAL SURVEY PROVIDED BY WSP IN SEPTEMBER 2023.
- DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ENGINEERING DETAILS, DRAWINGS AND SPECIFICATION.
- SIGNS AND STREET FURNITURE TO HAVE A MINIMUM LATERAL CLEARANCE OF 450mm FROM ALL KERB FACES.
- DISCREPANCIES SHOULD BE REPORTED TO THE ENGINEER IMMEDIATELY, SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO THE COMMENCEMENT OF WORKS.
- FOR ROAD MARKINGS AND SIGNS DETAILS, REFER TO DRAWING 39018.3607-WSP-P1-BCC-DR-LP-1200.

Plan 5 – Barton Street / Upper Borough Walls, Bath – Existing / Proposed Restrictions



Plan 6 – Upper Borough Walls / Bridge Street, Bath – Existing / Proposed Restrictions

