

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: North East Outer Bath Area Review

PROPOSAL: Parking Restrictions

SCHEME REF No: 25-060

REPORT AUTHOR: Traffic Management Team KG

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 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	
(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 various parking / waiting restrictions around the North East Bath area as requested by the local Ward Members (of behalf of their residents) or Council Officers.

4. **REASON**

Please refer to the separate Statement of Reasons document attached to this report regarding TRO 25-060.

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:

- Additional Double Yellow Line restrictions on St Saviours Road, Trossachs Drive, Richmond Road, Charlcombe View Road, Fairfield Park Road, Ringswell Gardens, Camden Crescent, Marshfield Way, Fairfield Road, Bay Tree Road, Dowding Road, Brookleaze Buildings, Bailbrook Lane, Worcester Park, Charlcombe Lane, Grosvenor Bridge Road, Grosvenor Park, Gloucester Road, London Road, St Saviours Way, Beaufort Place, Beaufort Mews, Bath.
- Removing Double Yellow Line restrictions on Eldon Place, Bath.
- 30 minute Loading Only Bay, no return within 1 hour, operating between 9.30am - 3pm and 6pm – 8am on London Road, Bath.
- No Waiting / No Loading restrictions operating between 8am – 9.30am and 3pm – 6pm on London Road, Bath.

It has balanced the various considerations and concluded that it is appropriate to promote these proposed restriction amendments to prevent obstruction of the highway, improve visibility splays at junctions and provide additional on-street parking provision. 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 restrictions 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 restrictions outlined above, 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 by the capital Area Parking Review budget, project code TCJ0009S.

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.

9. COMMENTS RECEIVED TO DATE

Chief Constable

Enforcement of waiting restrictions within the Bath and North East Somerset Council area rests with Bath and North East Somerset Council Parking Services. Consideration regarding the potential displacement of existing parking, and the enforcement needs of these restrictions should be of importance. The proposals should meet the aspirations behind their introduction.

Emergency Services

No comment.

Road Haulage Association

No comment.

Freight Transport Association

No comment.

Parking Services

No comment.

Waste Services

No comment.

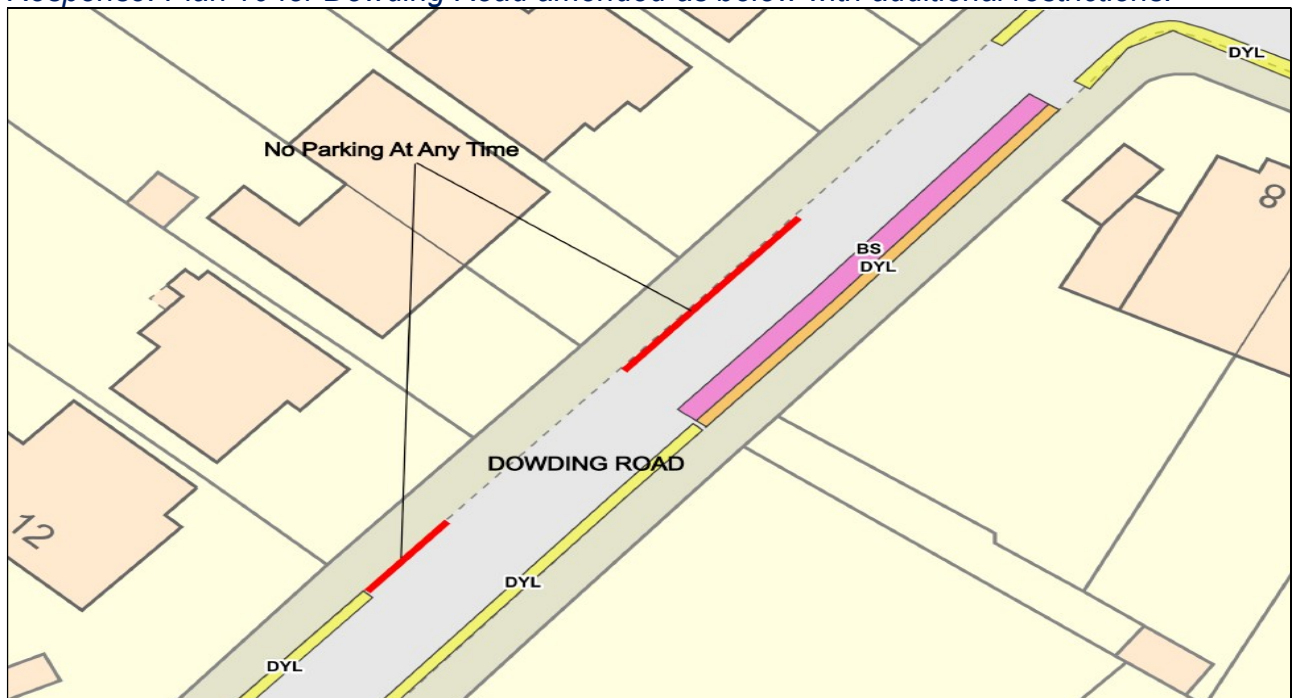
Ward Members

Lambridge:

Cllr Joanna Wright / Cllr Saskia Heijltjes – Due to the request from First Bus to ensure a timely bus service on the east of Bath, Lambridge Ward Cllrs have been working to ensure that the ward of Lambridge is appropriately supporting sustainable transport options. We are aware that school children, young adults, people with mobility issues, and older people rely on buses to get to education, work, medical appointments, shops, as well as to see friends and family. Buses are often the only source of transport available to them to use. We recognise that those who are often the poorest and less mobile in our community are poorly served by adequate transport infrastructure. It is recognised that vehicle parking on the public highway often delays and blocks bus routes that serve these communities, thereby delaying services and increasing costs. Lambridge Ward Cllrs do not share the view that "buses can wait, just like any car".

Cllr Joanna Wright - Can you add additional No Parking At Any Time Restrictions on Dowding Road across the driveway entrance of property number 2.

Response: Plan 10 for Dowding Road amended as below with additional restrictions.



Lansdown:

Cllr Lucy Hodge – In summary, the white advisory lines put in to enable access to Grey Courtledge earlier this year, included a gap with the intention of retaining some staggered uncontrolled parking for a traffic calming effect in this location but an unfortunate consequence is that the parked cars in the gap have caused access problems for the residents of York Place.

Please could the final proposal include the following:

1. Change all the new advisory white lineage to DYLS
2. Please could the DYLS continue across the gap in the advisory white lineage (3052)
3. Please could the short stretch of existing DYLS north of the white advisory lineage (by the green utilities boxes) be refreshed (3047) or the DYLS on both side of the road to corner of Richmond Place, as shown in plan, be refreshed.

(The extent of the white advisory lines (to become in DYLS in this proposal) to the south extends past the York Place entrance (3049) and this should not be changed because it looks like there has been a history of passing vehicles causing damage to the roadside elevation of York Place with the need for bollard installation).

Response: Plan 6 for Richmond Road amended as below with additional restrictions.



Cllr Mark Elliott – No comment.

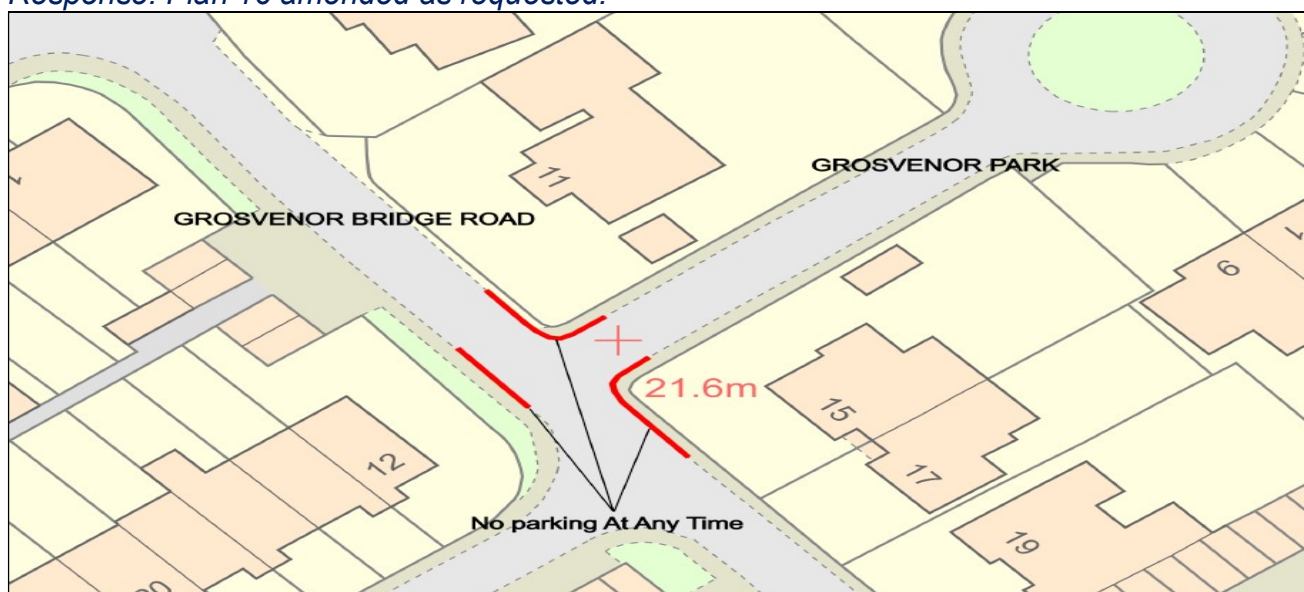
Walcot:

Cllr Oli Henman – No comment.

Cllr John Leach – With regards to the current proposals:

- I see that many of them have been requested by First Bus. Thank you for accepting our ward member input to that process at the time and, of the First Bus requests that related to Walcot ward, taking forward only the one item (Plan 6 in 25-060) which the ward members supported.
- Thank you for including Plan 5 – very much appreciated.
- Thanks also for including Plan 16. May I ask that the eastern DYs be extended to the dropped kerb outside the front of 15 Grosvenor Bridge Road. That is further than the existing white H-bar by one small car's length and would assist the turning of large vehicles such as bin lorries at that junction.

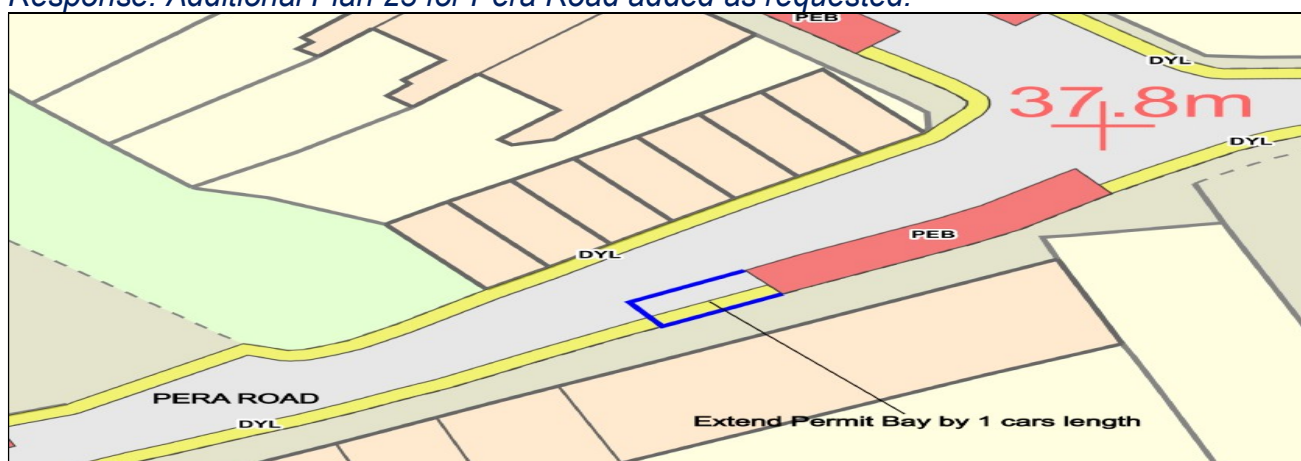
Response: Plan 16 amended as requested:



May I ask that you include two additional items:

- The extension of the permit bay by one car's length in Pera Road. This was Plan 1 in the 24-036 proposals. Having spoken with the residents, there was a misunderstanding between them at the time, and they have assured me that if the proposal were resubmitted, they would overwhelmingly support it. They have asked that it be resubmitted.

Response: Additional Plan 23 for Pera Road added as requested:

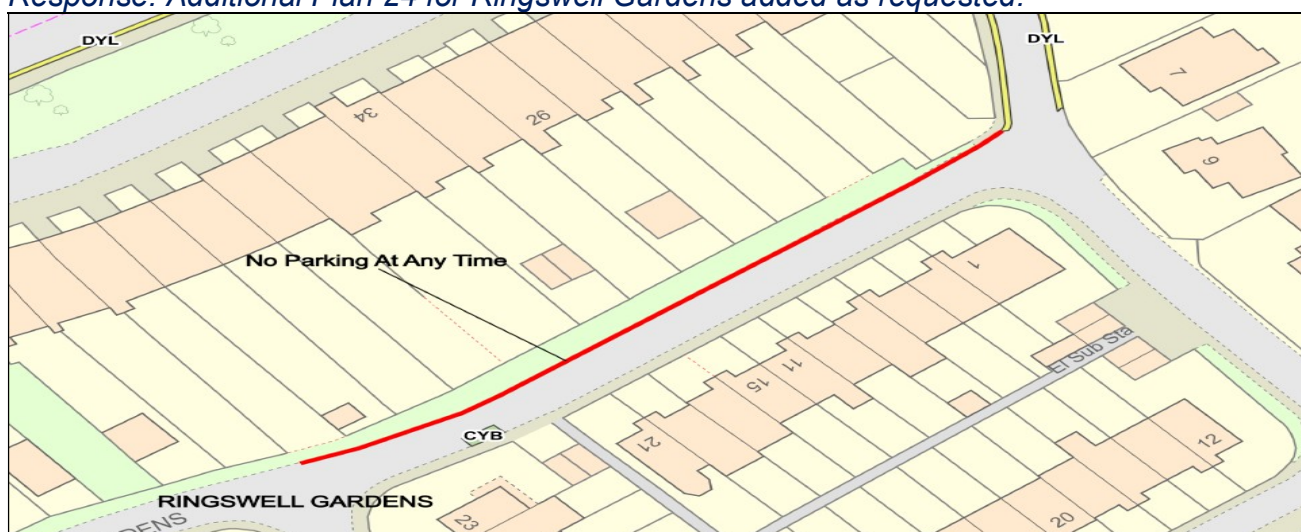


- Return to RPZ15 the parking spaces in Upper Hedgemoor Road that were transferred recently from RPZ15 to the Central RPZ. Observations show that these bays are poorly underutilised by residents in the central zone and would be much more heavily utilised by the residents in RPZ15 were they to be returned.

Response: This request would be outside the scope of this TRO and would require a larger consultation with Permit Holders, Ward Members and Cabinet Members.

- There is a third addition, if I may. This is on Ringswell Gardens, the stretch opposite the low numbers (#1 to #23). A space at the back of one of the houses in Grosvenor Place (number 30 something) was converted by the owner into a parking space. I have asked him not to do that as it is part of the highway, and Highways has asked him not to use it too. But as there is no enforcement resource, and he knows that, he has continued to use his “private” parking space without regard to our requests. We are now starting to see other drivers do the same and that grass verge on the north side of the road is becoming a free parking area. May we please have DYLS along there to stop this, from the junction with Grosvenor Bridge Road to opposite number 23 Ringswell.

Response: Additional Plan 24 for Ringswell Gardens added as requested:



Bathavon North:

Cllr Kevin Guy – No comment.

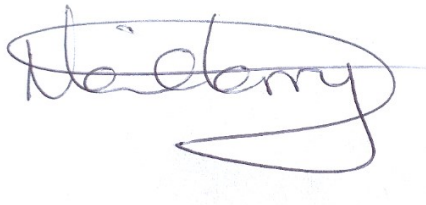
Cllr Sarah Warren – No comment.

Cabinet Member for Sustainable Transport Delivery:

Cllr Lucy Hodge – No comment.

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: 19/11/2025

11. DECISION

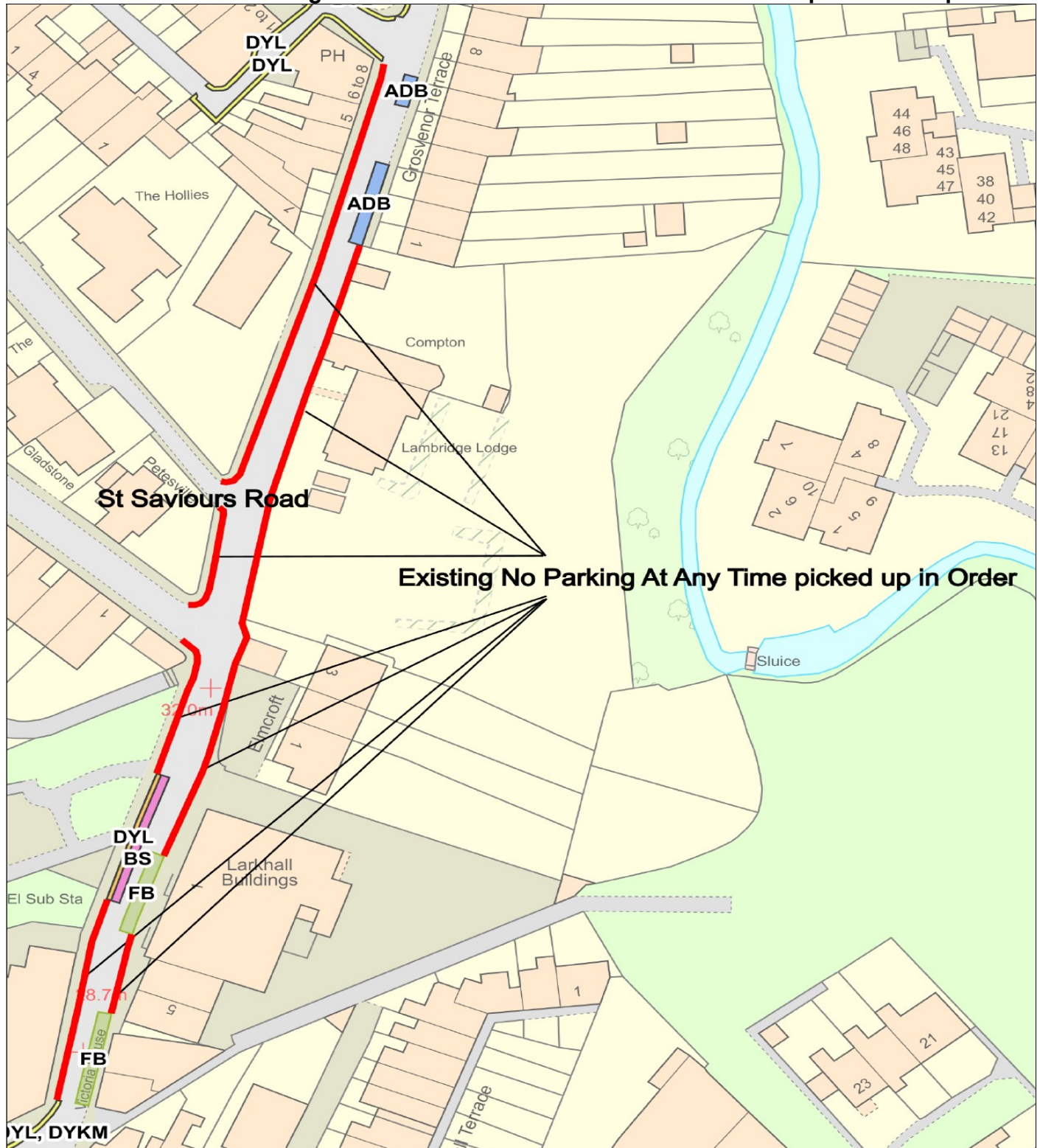
As the officer holding the above delegation, I approve the progression of this Traffic Regulation Order.

A handwritten signature in black ink, appearing to read 'Chris Major', with a large, stylized flourish at the end.

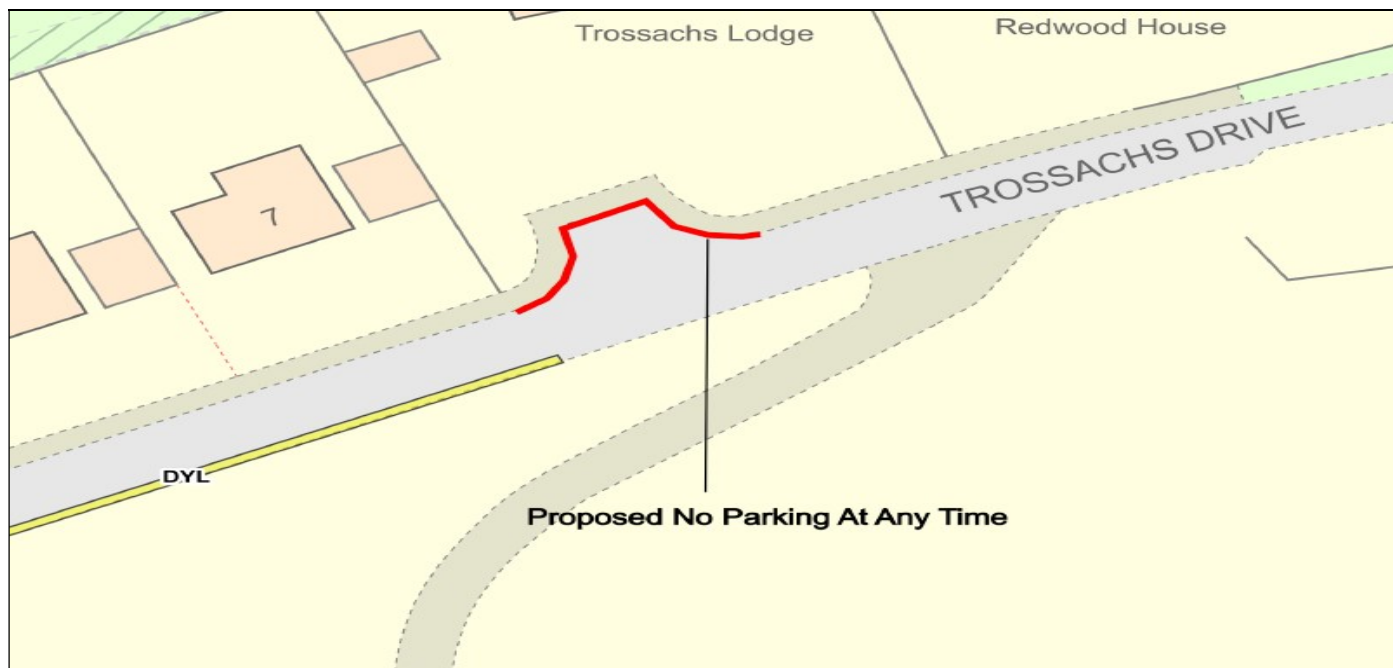
Chris Major
Director for Place Management

Date: 29/11/25

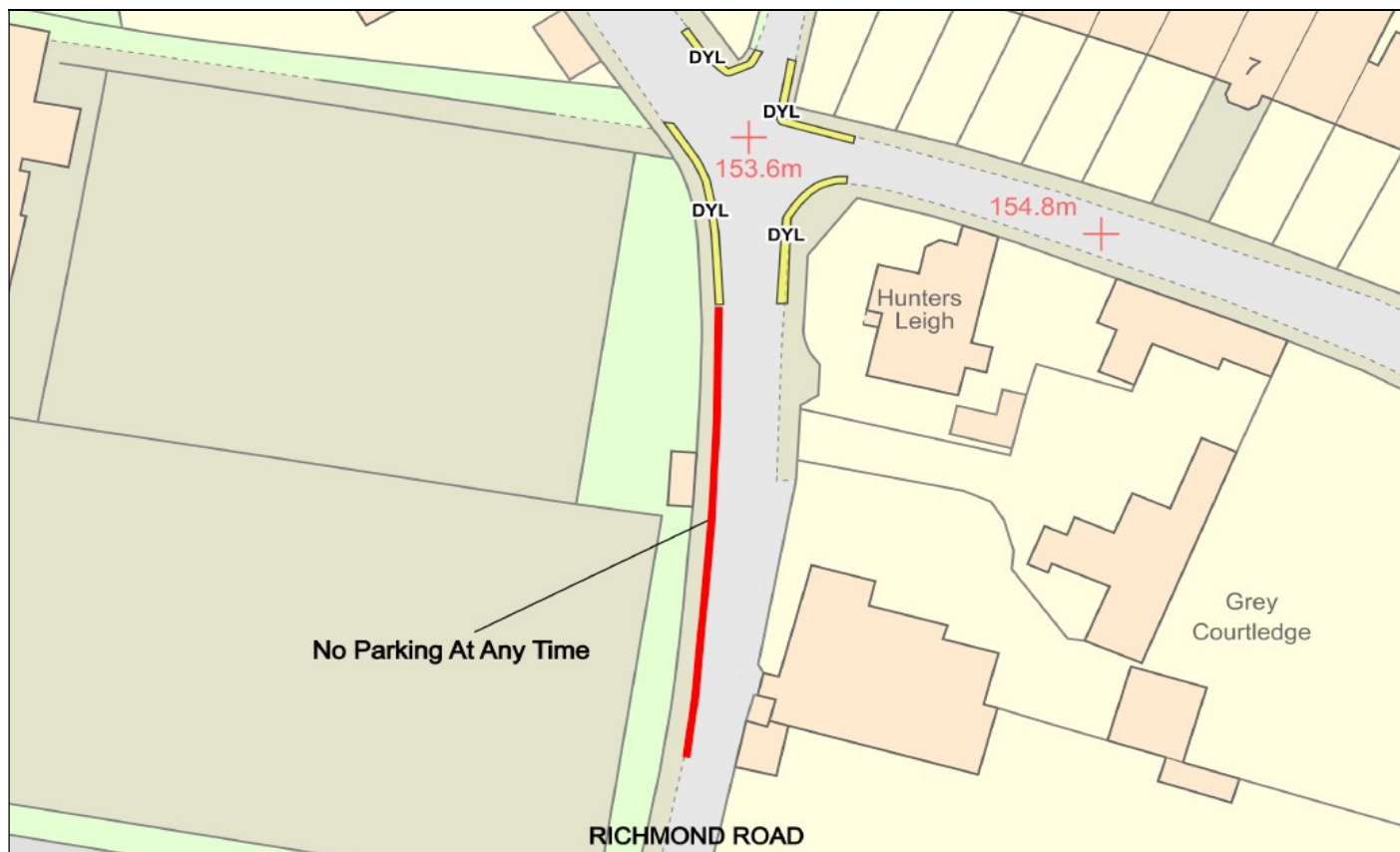
Plan 1 – St Saviours Road, Larkhall, Bath – The No Parking At Any Time restrictions that already exist on-site were not included within a Traffic Regulation Order (TRO) when Bath & North East Somerset Council moved over to our new digital TRO platform, Mapper earlier this year. This proposal is to add the existing restrictions into a new sealed Order to allow them to be enforced. **No amendments to the existing restrictions on-site will be undertaken as part of this process.**



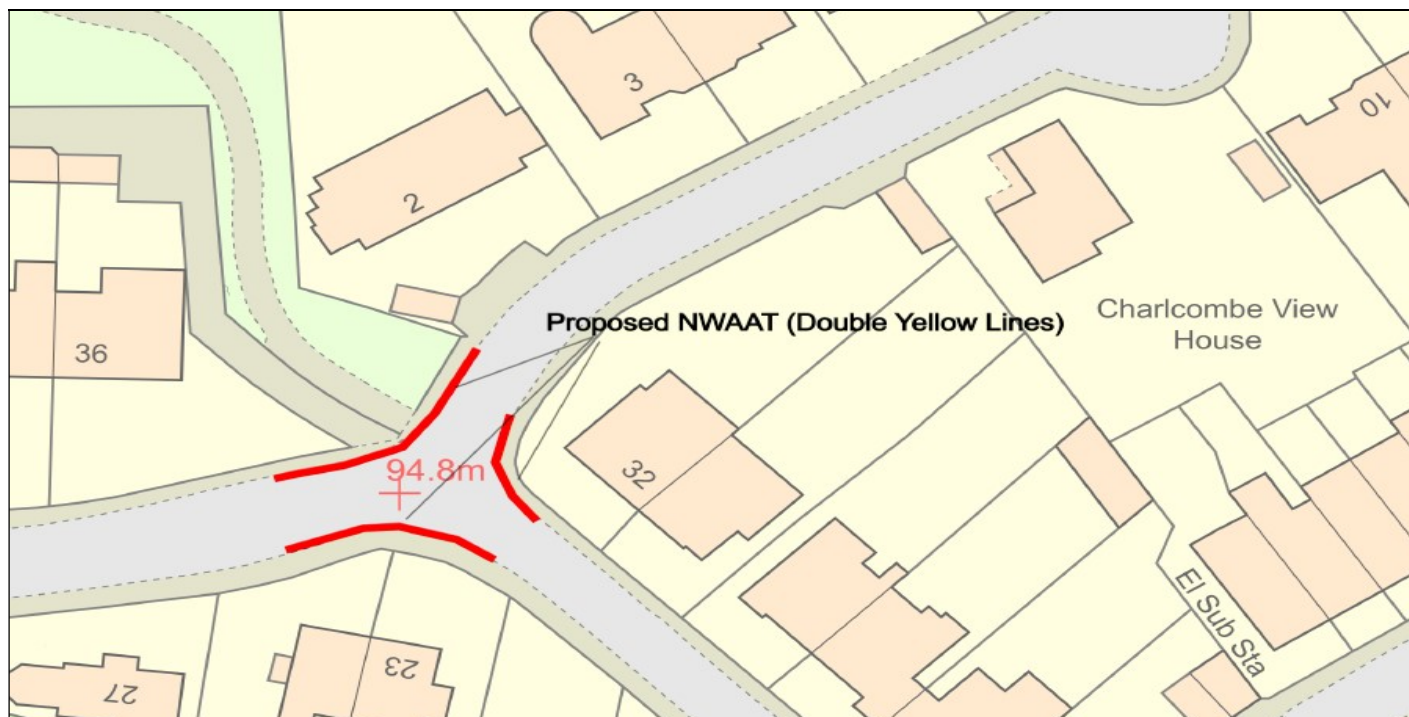
Plan 2 – Trossachs Drive, Bath – The No Parking At Any Time restrictions were requested by the local Ward Members on behalf of residents to improve access and prevent obstruction of the turning head due to parked vehicles.



Plan 3 – Richmond Road, Bath – The No Parking At Any Time restrictions to replace existing advisory White Keep Clear markings were requested by the local Ward Member on behalf of a resident to improve access and prevent obstruction of the highway due to parked vehicles.



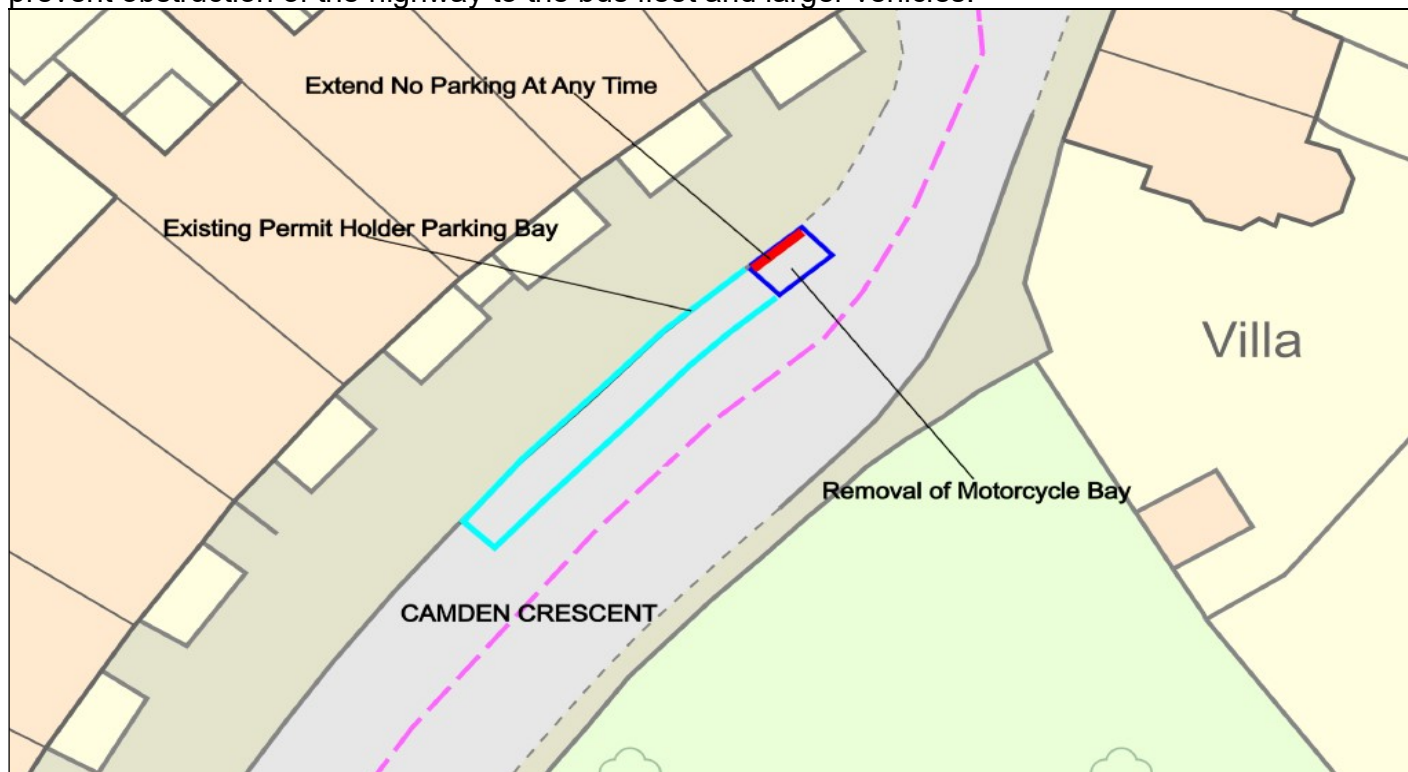
Plan 4 – Charlcombe View Road / Fairfield Park Road, Bath – The No Parking At Any Time restrictions were requested by the local Ward Members on behalf of residents to improve access and prevent obstruction around the junction due to parked vehicles.



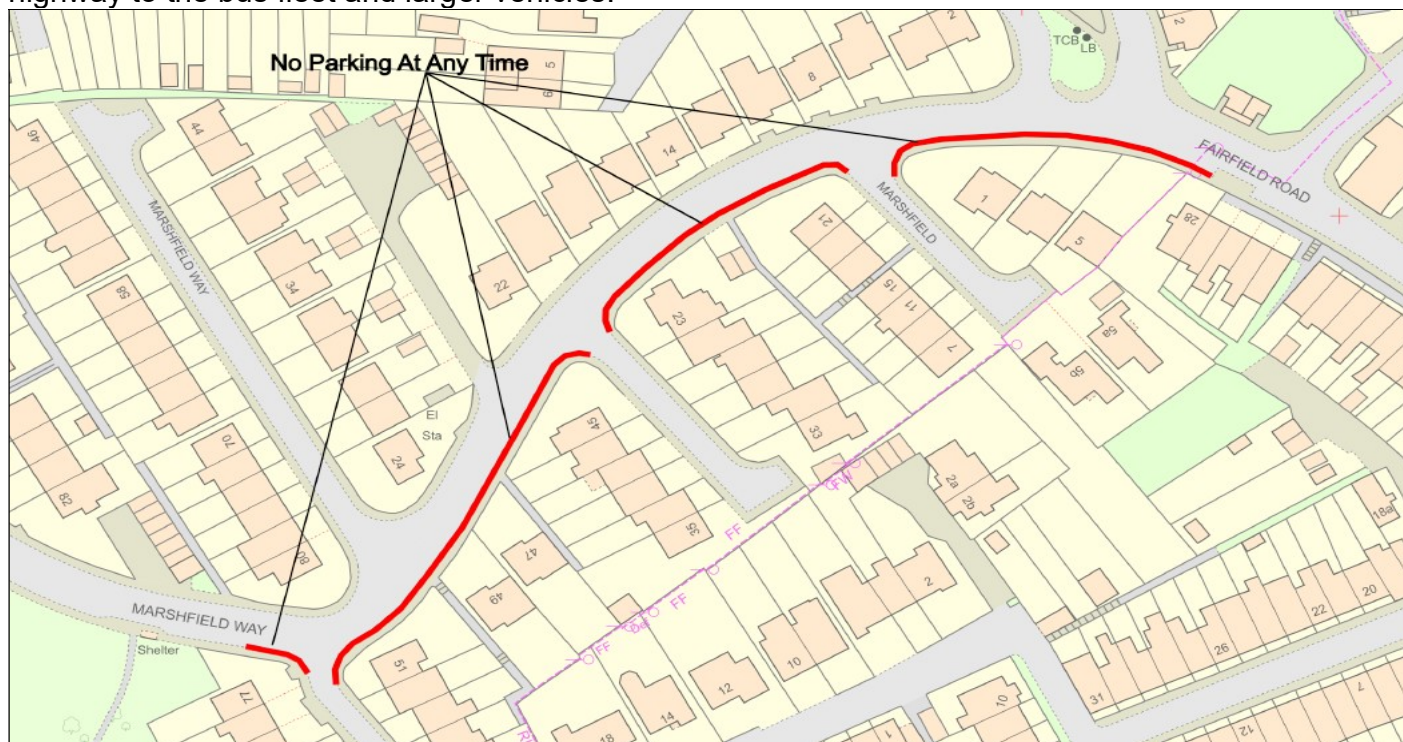
Plan 5 – Ringswell Gardens, Bath – The No Parking At Any Time restrictions were requested by the local Ward Member on behalf of residents to prevent obstruction around the junction due to parked vehicles and prevent the grass area from getting churned up by vehicle tyres.



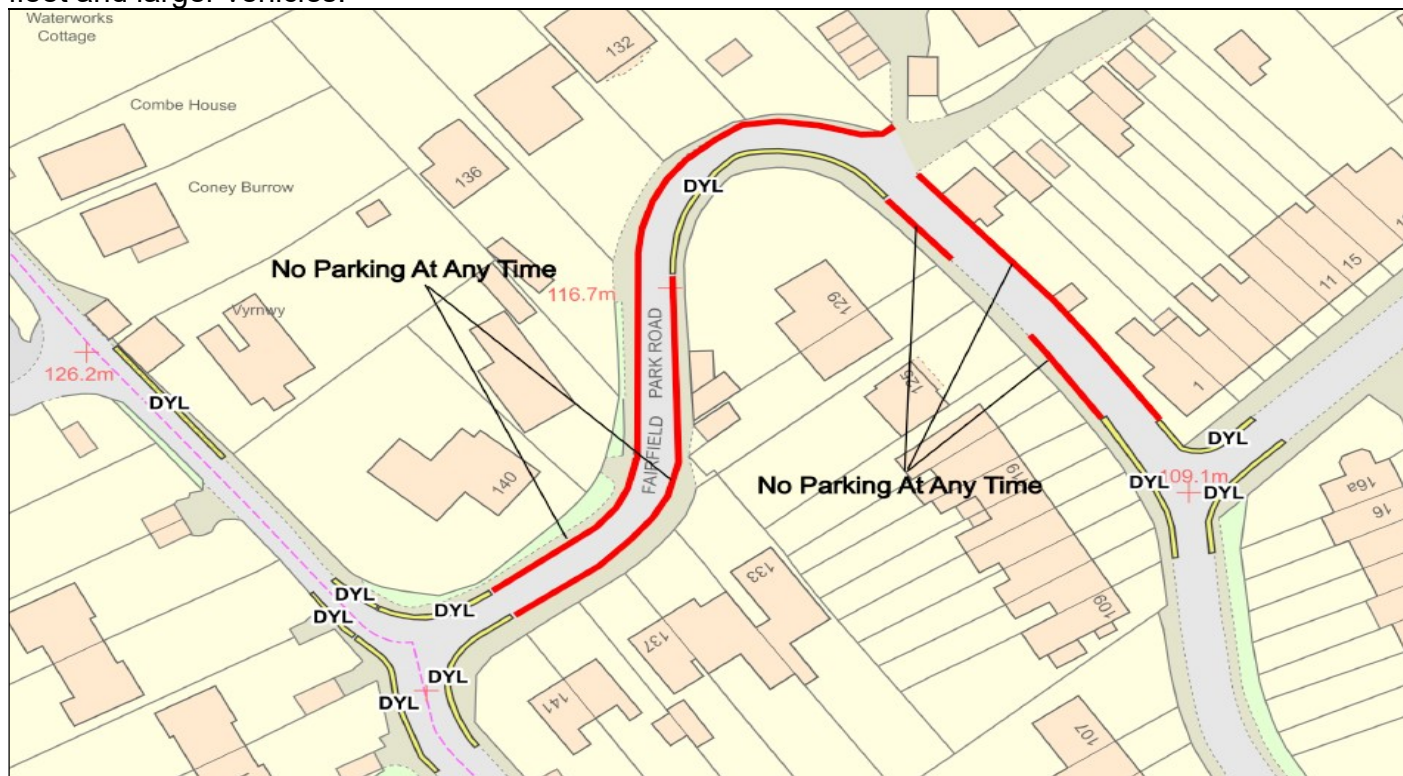
Plan 6 – Camden Crescent, Bath – The removal of the existing Motorcycle Bay with No Parking At Any Time restrictions was requested by First Bus and supported by the local Ward Member to prevent obstruction of the highway to the bus fleet and larger vehicles.



Plan 7 – Marshfield Way / Fairfield Road, Bath – The No Parking At Any Time restrictions were requested by First Bus and supported by the local Ward Members to prevent obstruction of the highway to the bus fleet and larger vehicles.



Plan 8 – Fairfield Park Road, Bath – The No Parking At Any Time restrictions were requested by First Bus and supported by the local Ward Members to prevent obstruction of the highway to the bus fleet and larger vehicles.



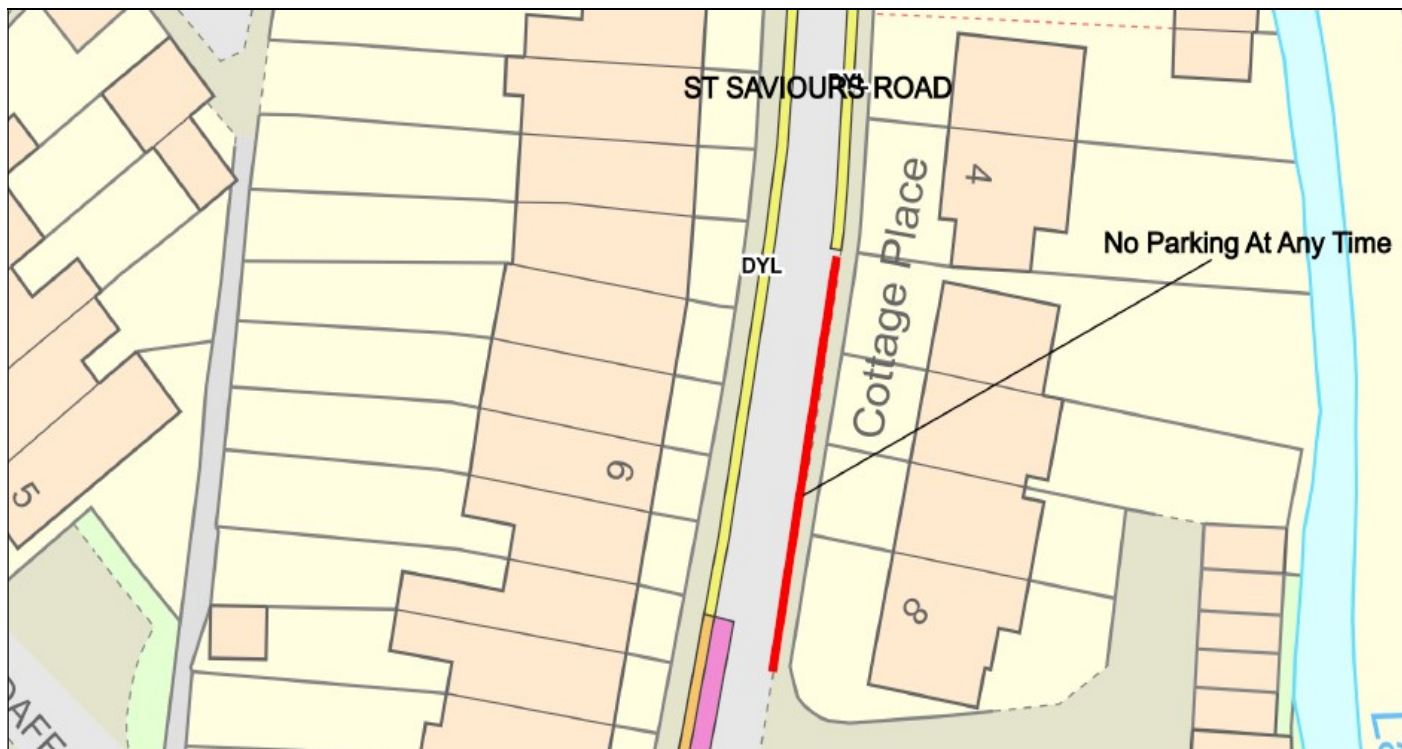
Plan 9 – Bay Tree Road, Bath – The No Parking At Any Time restrictions were requested by First Bus and supported by the local Ward Members to prevent obstruction of the highway to the bus fleet and larger vehicles.



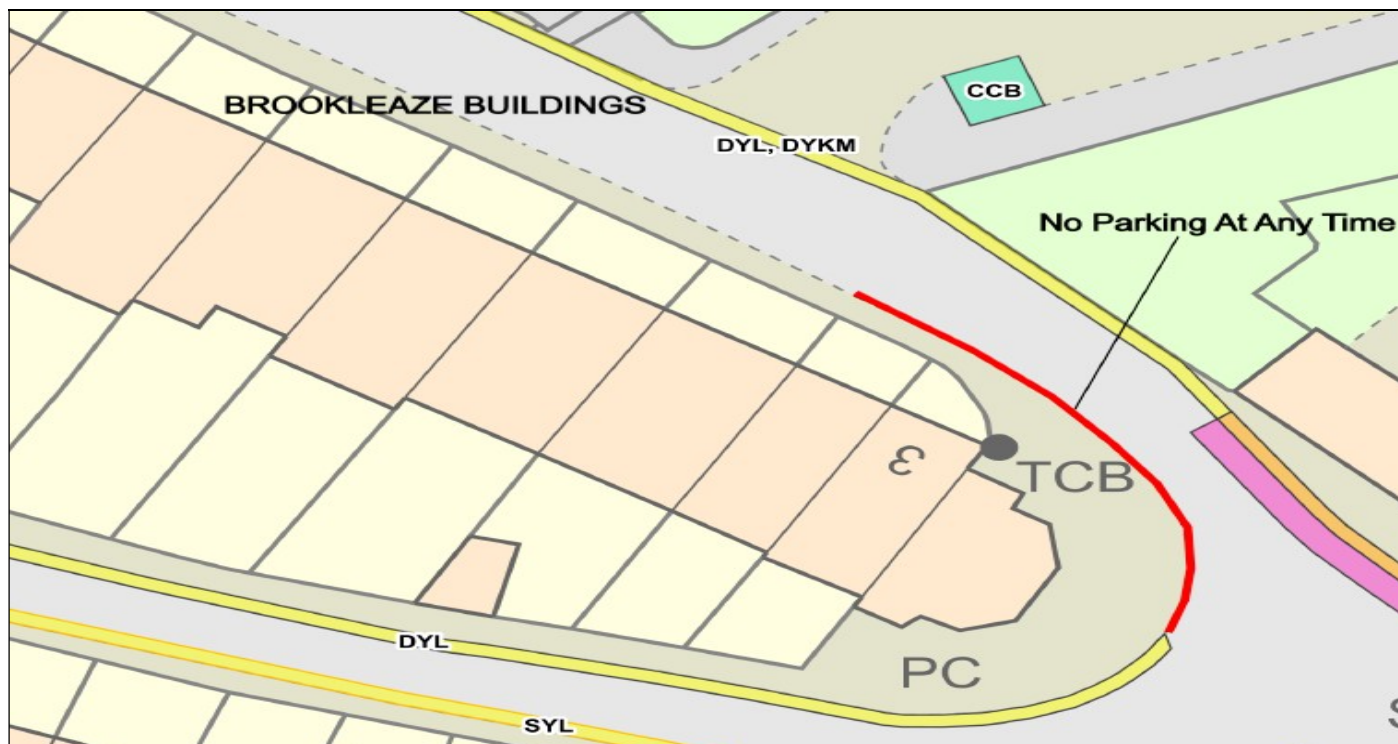
Plan 10 – Dowding Road, Bath – The No Parking At Any Time restrictions were requested by First Bus and supported by the local Ward Members to prevent obstruction of the highway to the bus fleet and larger vehicles.



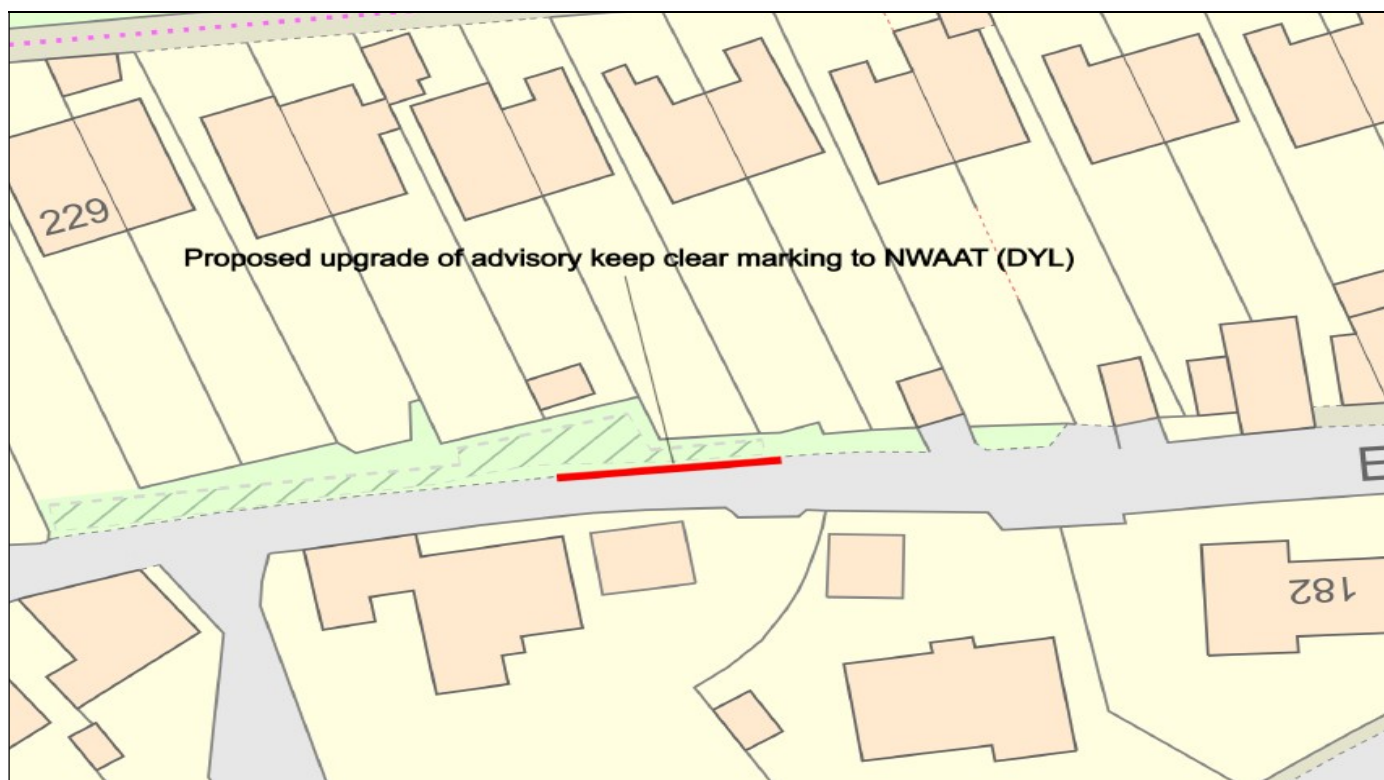
Plan 11 – St Saviours Road, Bath – The No Parking At Any Time restrictions were requested by First Bus and supported by the local Ward Members to prevent obstruction of the highway to the bus fleet and larger vehicles.



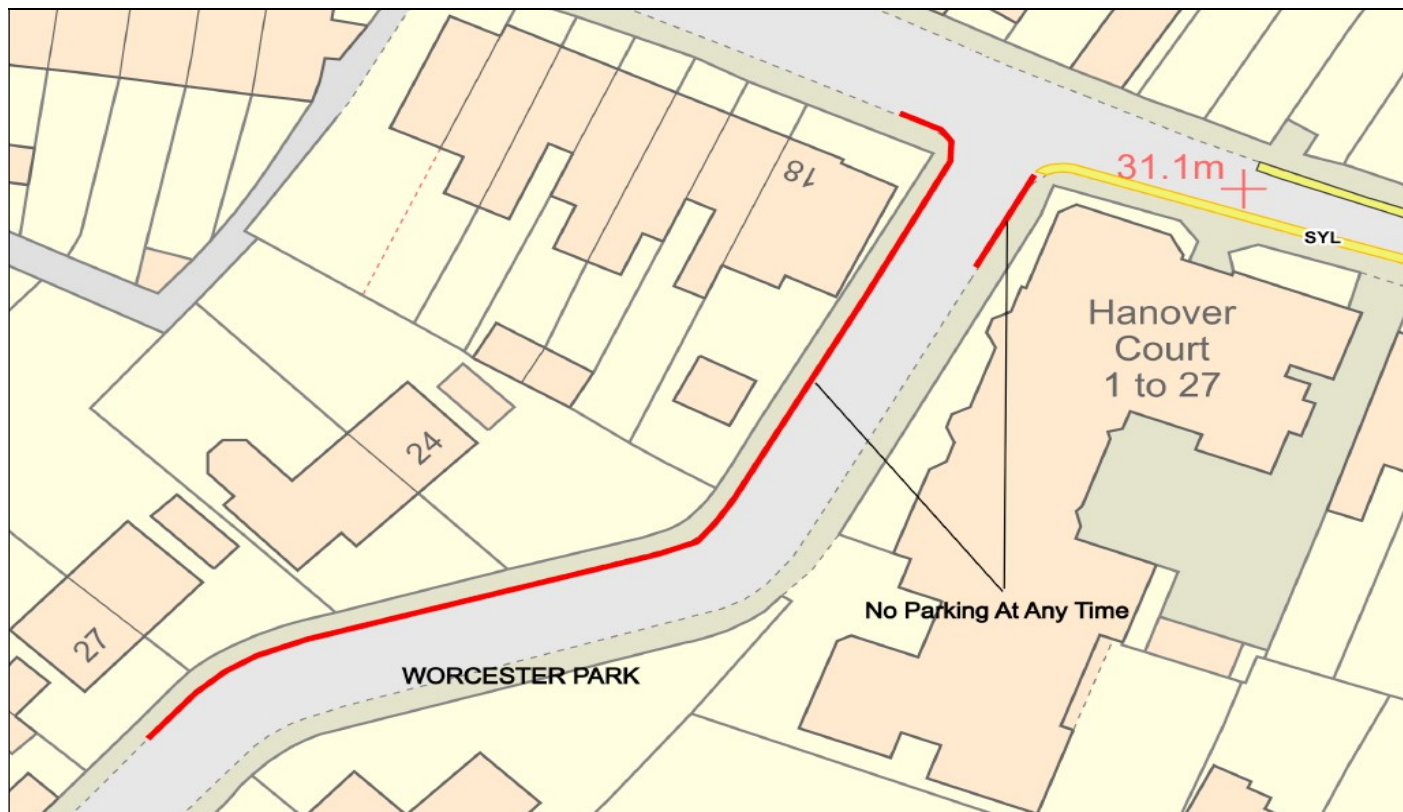
Plan 12 – Brookleaze Buildings, Bath – The No Parking At Any Time restrictions were requested by First Bus and supported by the local Ward Members to prevent obstruction of the highway to the bus fleet and larger vehicles.



Plan 13 – Bailbrook Lane, Bath – The No Parking At Any Time restrictions to replace the existing advisory White Keep Clear marking was requested by the local Ward Member to prevent obstruction and improve access for a local resident.



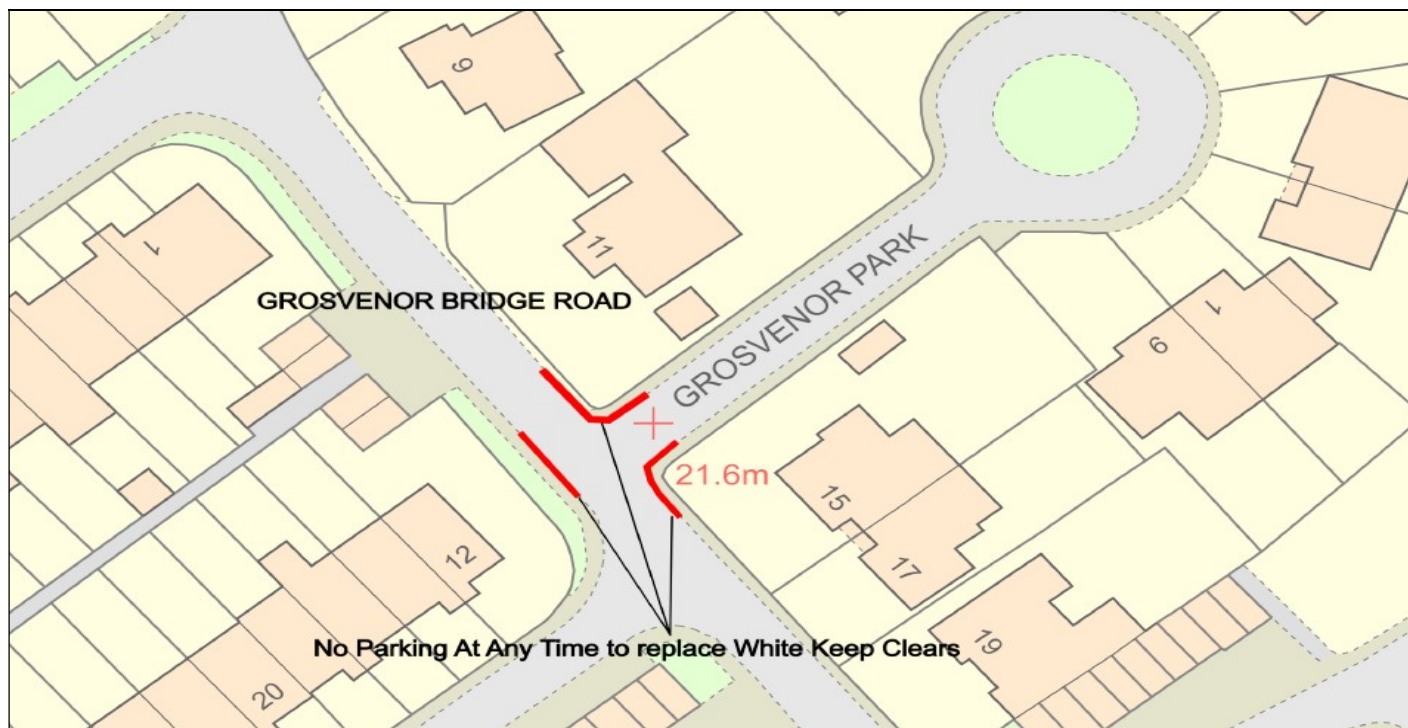
Plan 14 – Worcester Park, Bath – The No Parking At Any Time restrictions were requested by the local Ward Members to prevent obstruction of the highway due to parked vehicles.



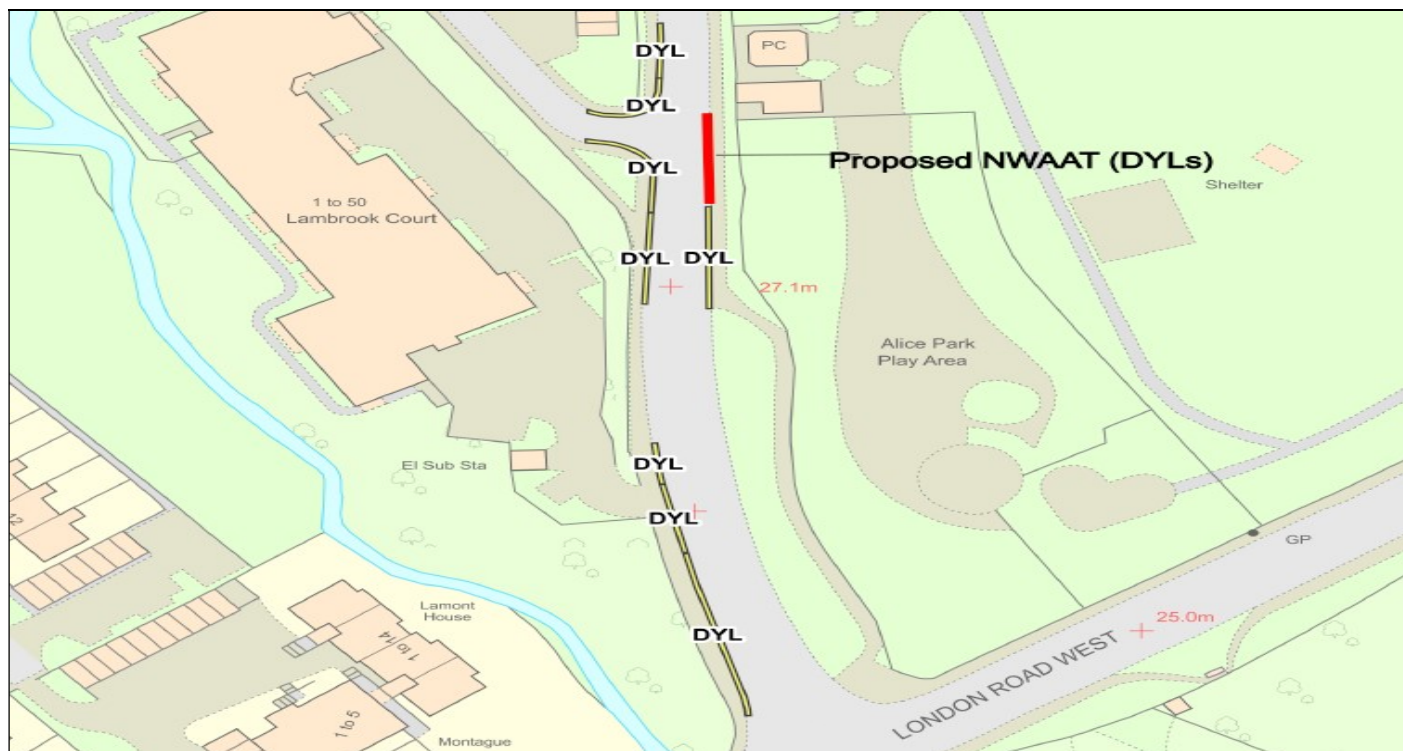
Plan 15 – Charlcombe Lane, Bath – The No Parking At Any Time restrictions were requested by the Facilities Manager of the Sports Ground to prevent obstruction of the highway due to parked vehicles and improve access for emergency vehicles.



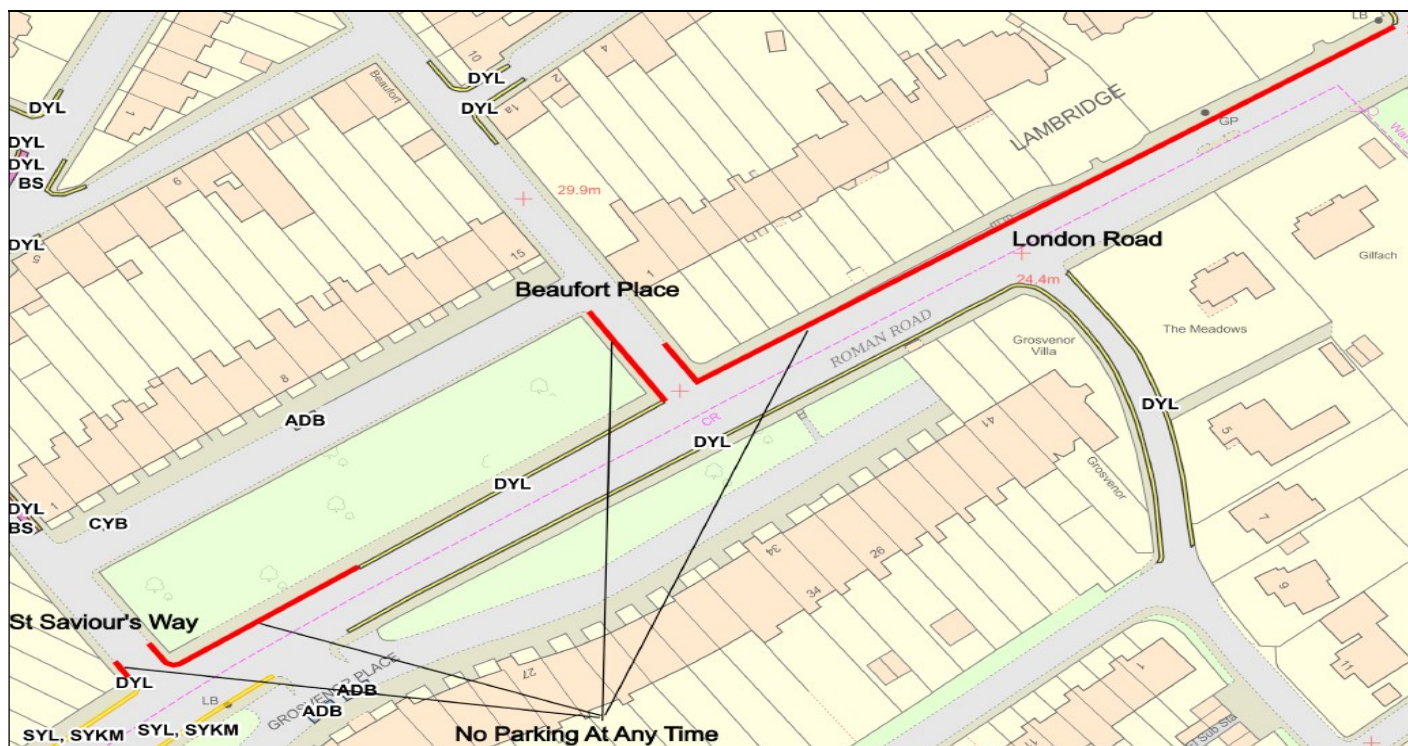
Plan 16 – Grosvenor Bridge Road / Grosvenor Park, Bath – The No Parking At Any Time restrictions were requested by the local Ward Member of behalf of residents to prevent obstruction of the highway and junction due to parked vehicles.



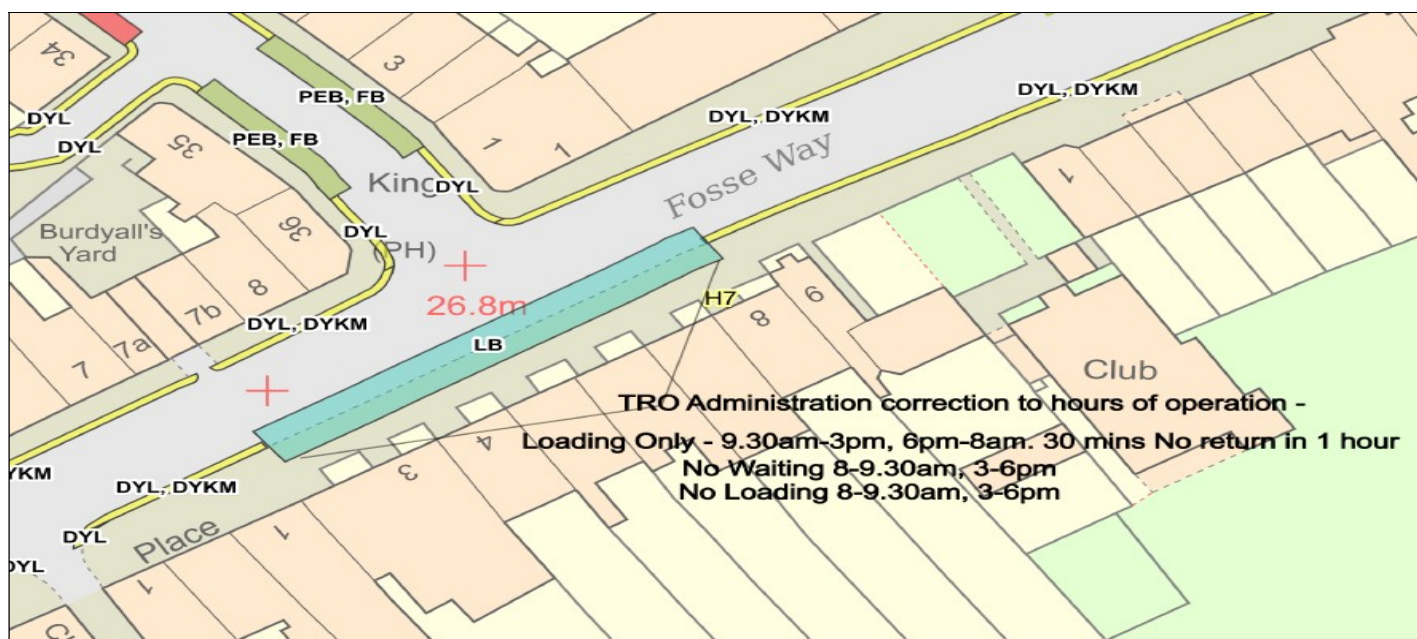
Plan 17 – Gloucester Road, Bath – The extension of the existing No Parking At Any Time restrictions on the east side of Gloucester Road, south from the junction with Pitman Court were requested by the local Ward Member to allow people to exit Pitman Court by car safely, when turning right (heading south, towards London Rd).



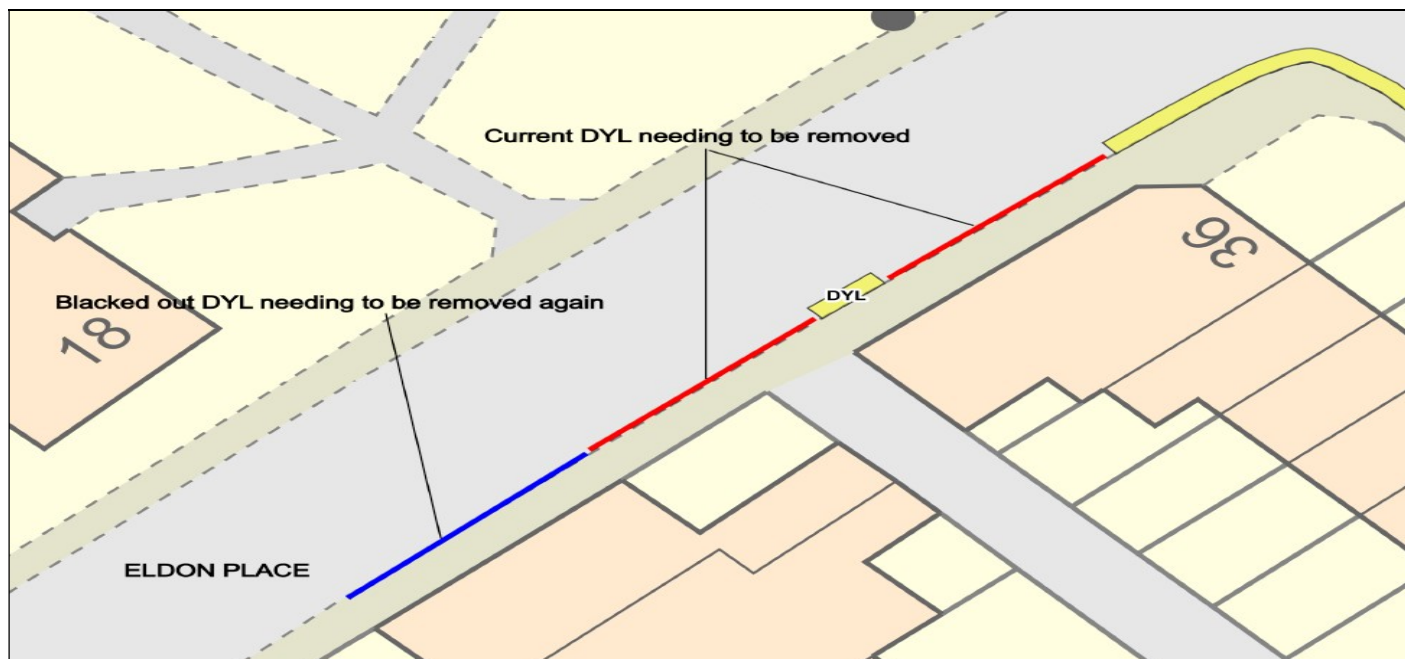
Plan 18 – London Road / Beaufort Place / St Saviour’s Way, Bath – The No Parking At Any Time restrictions that already exist on-site were not included within a Traffic Regulation Order (TRO) when Bath & North East Somerset Council moved over to our new digital TRO platform, Mapper earlier this year. This proposal is to add the existing restrictions into a new sealed Order to allow them to be enforced. **No amendments to the existing restrictions on-site will be undertaken as part of this process.**



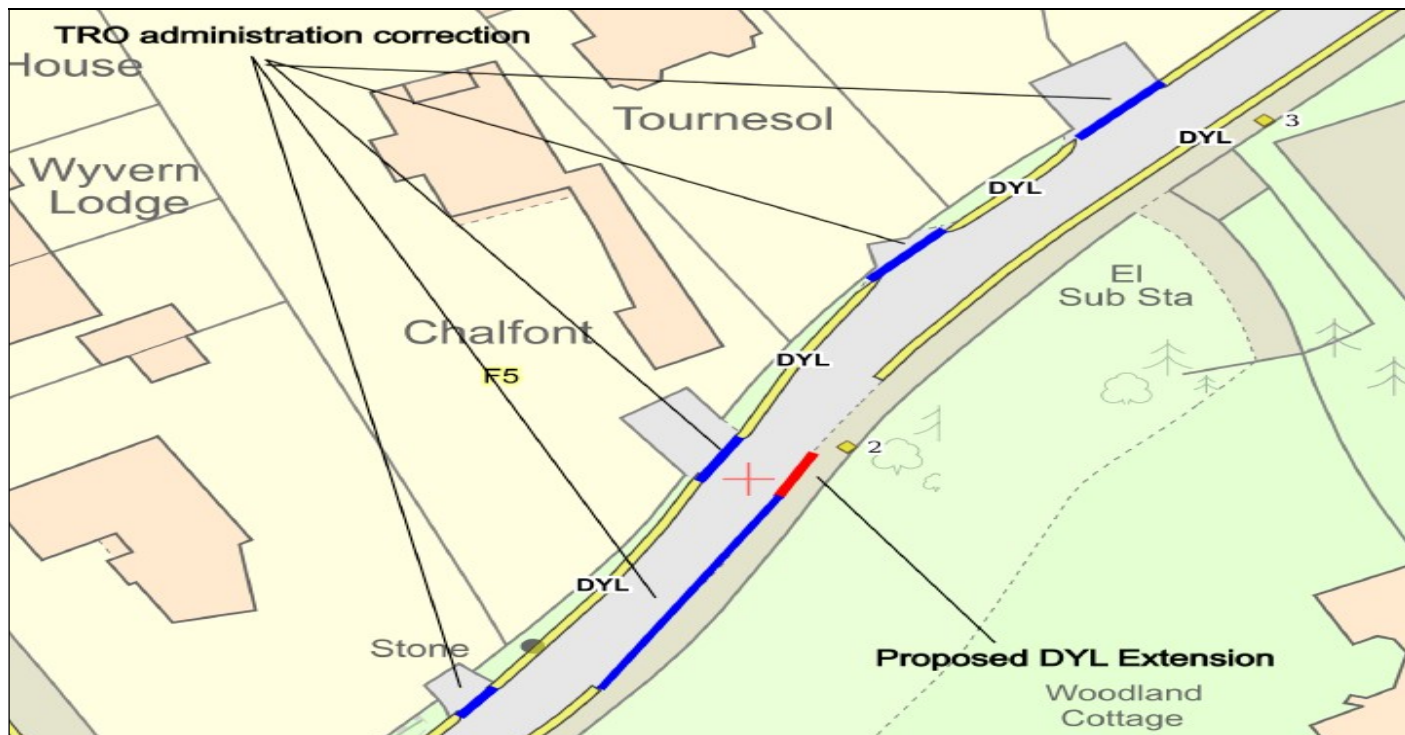
Plan 19 – London Road, Bath – The signed operating hours of the Loading Only Bay that already exists on-site does not match the current sealed Order. This proposal is to amend the Order so that it reflects the restrictions on-site to allow them to be enforced. **No amendments to the existing restrictions on-site will be undertaken as part of this process.**



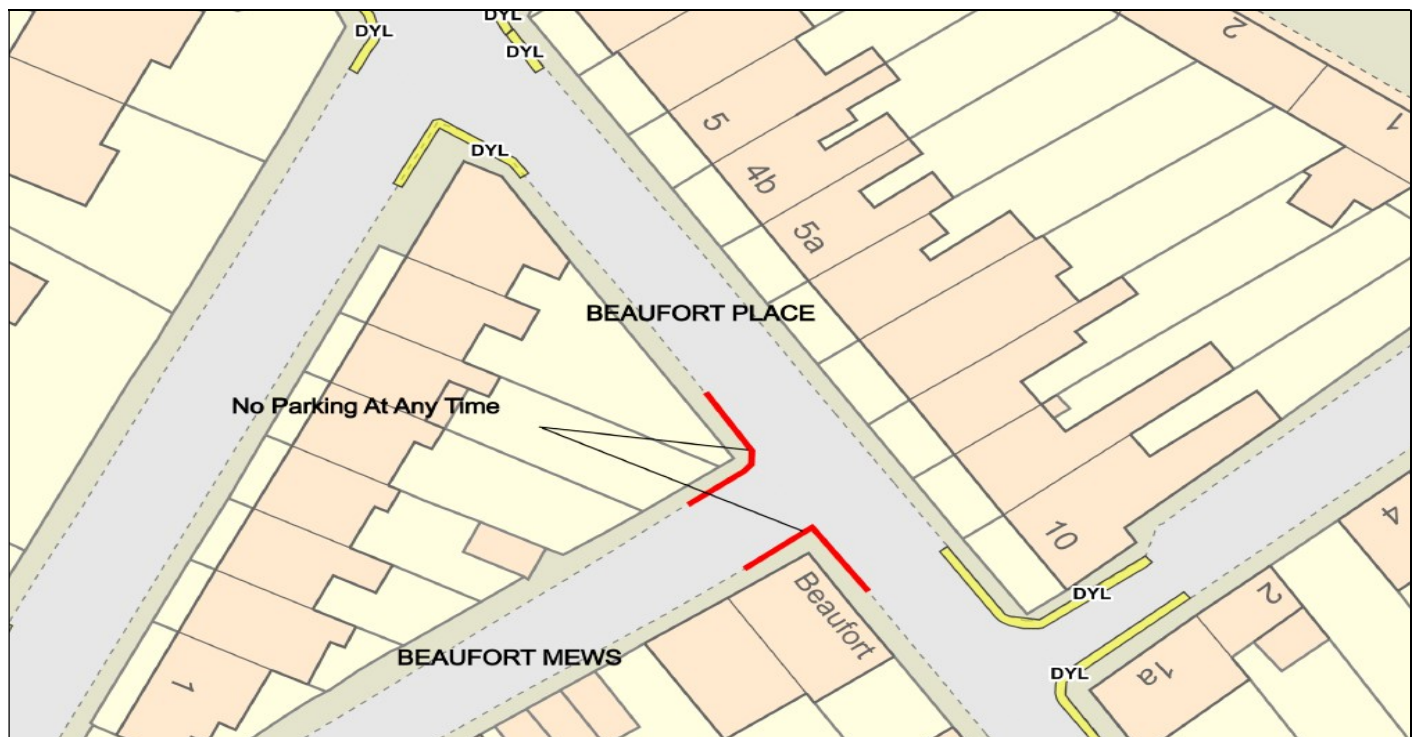
Plan 20 – Eldon Place, Bath – The removal of the No Parking At Any Time restrictions on-site were requested by the Traffic Management Team and Parking Services Team as the current markings on site don't match the sealed Order. The Yellow lines below show the extent of the sealed restrictions.



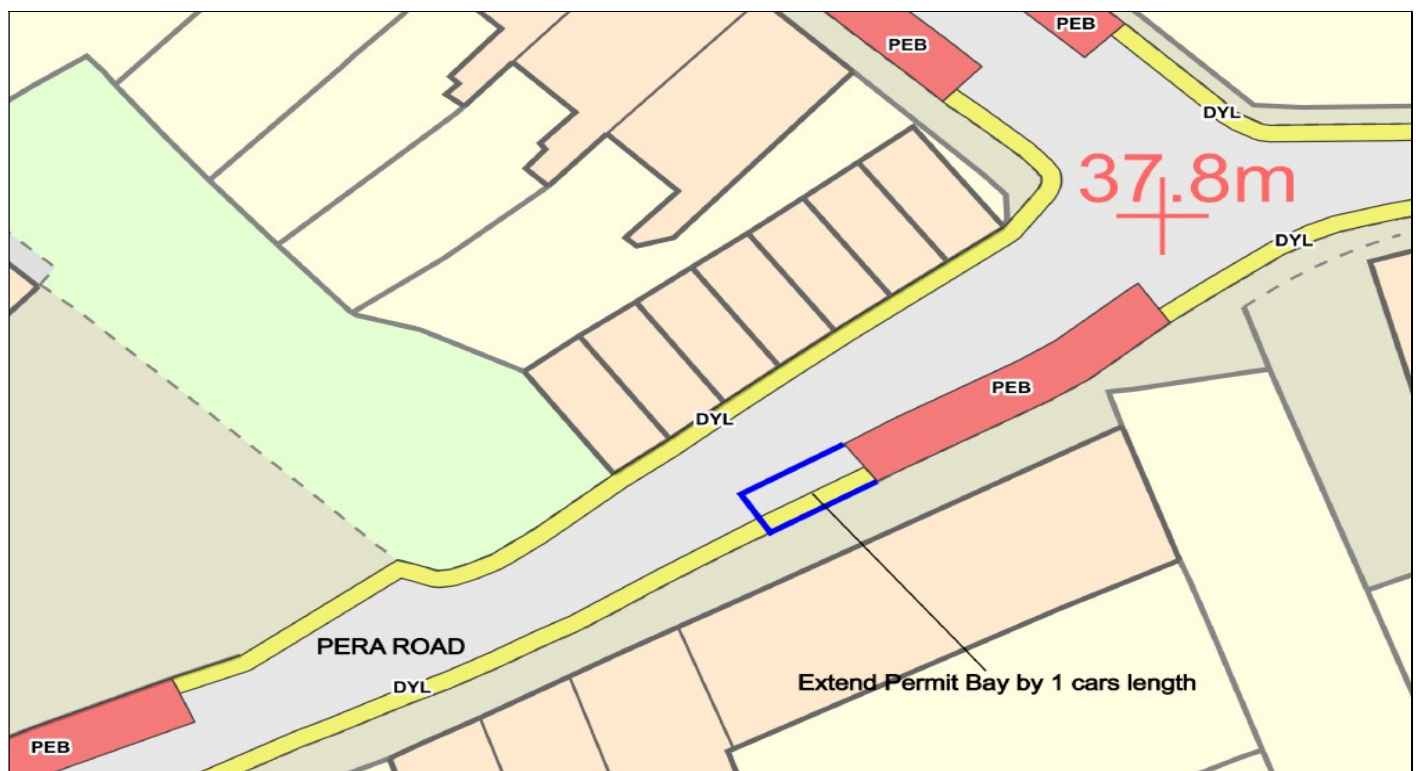
Plan 21 – Charlcombe Lane, Bath – Sections of the No Parking At Any Time restrictions that already exist on-site (shown in blue) were not included within a Traffic Regulation Order (TRO) when Bath & North East Somerset Council moved over to our new digital TRO platform, Mapper earlier this year. This proposal is to add the existing restrictions into a new sealed Order to allow them to be enforced. A short extension of the existing No Parking At Any Time restrictions on the south side of Charlcombe Lane is also proposed as part of this process as shown in red below.



Plan 22 – Beaufort Mews / Beaufort Place, Bath – The No Parking At Any Time restrictions were requested by the local Ward Member of behalf of residents to prevent obstruction of the highway and junction due to parked vehicles.



Additional Plan 23 – Pera Road, Bath – The extension of the Permit Parking Bay by one cars length was requested by the local Ward Member of behalf of residents to provide additional on-street parking provision.



Additional Plan 24 – Ringswell Gardens, Bath – No Parking At Any Time restrictions were requested by the local Ward Member to prevent parking on the grass verge.

