OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

APPROVAL TO PUBLICLY ADVERTISE THE TRO

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PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT:	**North East Outer Bath Area TRO Review**
PROPOSAL:	**Parking Restrictions**
SCHEME REF No:	**26-066**
REPORT AUTHOR:	**Traffic Management Team KG**

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	
(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 26-066.

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 lengths of Fairfield Road, Midsomer Buildings, Fairfield Avenue, Blenheim Gardens, Bailbrook Lane, Dafford Street, Bath.
- Conversion of dual use Zone A Permit Holder / Free Parking Bay to Zone A Permit Holder Only Parking on Sham Castle Lane, Bath and erection of Permit Holders Only Past This Point signage.

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 the introduction or modification of parking restrictions, 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

I broadly support the implementation of the restrictions but there should be a recognition that additional restrictions require additional revenue support for new staff to reflect the fact that every new restriction requires a very small percentage of a staff member to enforce on a regular or semi-regular basis.

Whilst this impact may itself be small for a single scheme, the cumulative impact may have an impact for the enforcement across other locations.

Waste Services

No comment.

Ward Members

Bathwick:

Cllr Manda Rigby – No comment.

Cllr Toby Simon - The only proposal affecting Bathwick is Plan 1 in Sham Castle Lane. I think this needs a bit more work. Firstly, Vellore Lane is part of the RPZ and so I think that any signage should be at the junction with Sydney Road - not at the point where Sham Castle Lane turns east. The private road to the south is presumably not subject to public parking restrictions.

Second, it's proposed to remove a bay which permits 4-hour parking. I'm not sure removal of this is justified as it may be used by visitors walking up towards Sham Castle. It may also be used by residents of St Ann's way where there are parking pressures.

I'm hoping that there can be a general parking review of this area before too long and I wouldn't want to prejudice its conclusions.

Response from Parking Services Manager: The aim of this proposal is to address several issues within the scheme area that currently make the restrictions difficult for our CEOs to enforce, mainly due to insufficient highway signs and markings.

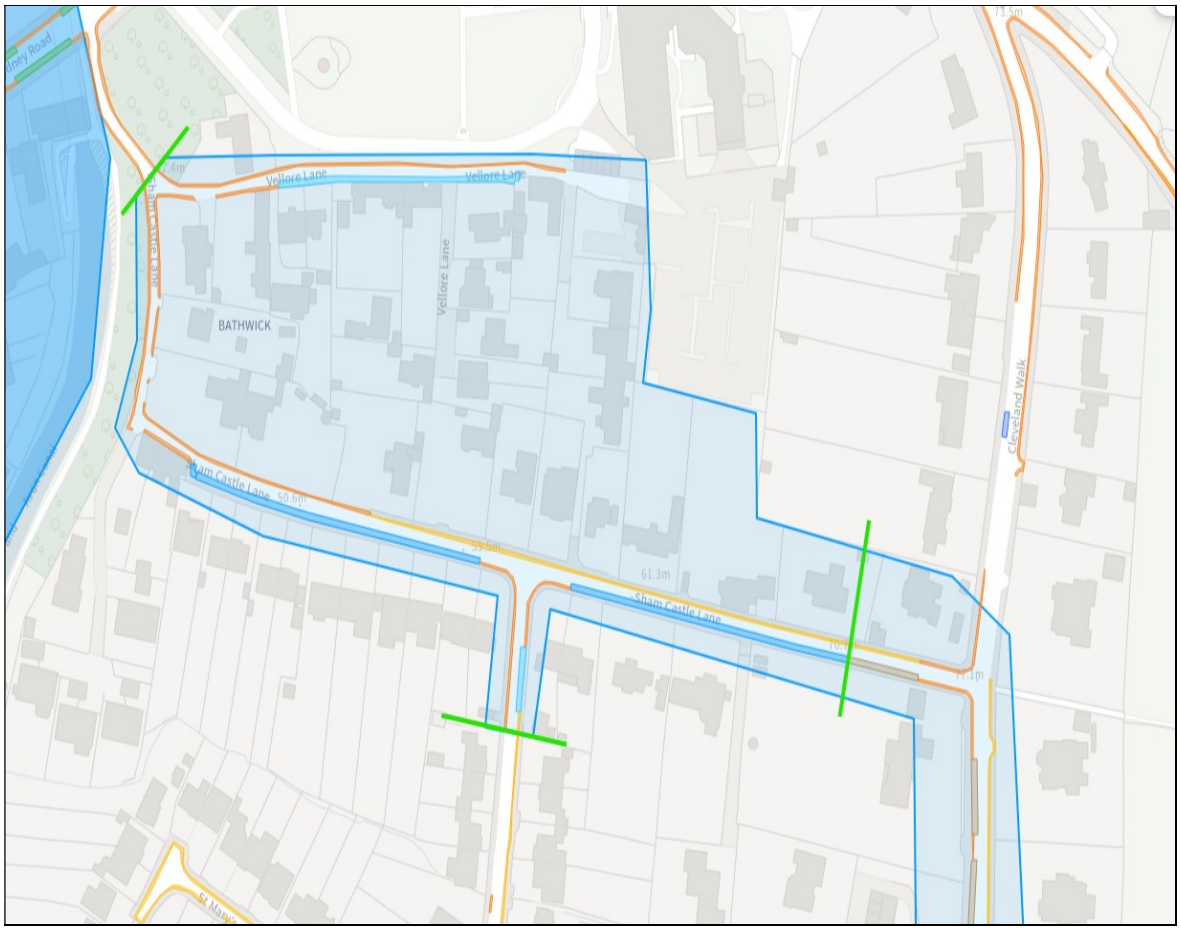
Converting the area to a permit parking area would maintain the existing arrangements and ensure we can act against those seeking to use this area for free all day commuter parking. Residents with a valid permit could continue to park where no other restrictions apply, such as double yellow lines, while requiring minimal additional signs - reducing street clutter and avoiding further costs.

Your suggestion to move the start of the permit parking area to the junction with Sydney Road would improve the proposal. Vellore Lane also lacks markings, and this change would provide greater consistency for the roads and for people living

and parking there. The highway is clearly separated from the private access road, with signs identifying it as private property, so it would not be covered by the restrictions. No additional signage is needed at that junction because the private road is not a through road.

The bay at the eastern end of Sham Castle Lane that provides up to two hours' free parking can also be retained by moving the permit parking area boundary back to where the free bay ends. The bay would therefore remain available for two-hour limited waiting for permit holders.

Amended proposal Plan 1 for Sham Castle Lane below with the green lines showing where the 'Permit Holders Only Past This Point' signage would be placed.



Lansdown:

Cllr Lucy Hodge – No comment.

Cllr Mark Elliott - I was hoping to have restrictions placed on Charlcombe Rise, to prevent issues with the pavement being blocked for pedestrians due to parked vehicles.

Response: Plan 6 attached below for additional restrictions on Charlcombe Rise as requested.

Walcot:

Cllr Oli Henman – No comment.

Cllr John Leach – No comment.

Lambridge:

Cllr Jaonna Wright – No comment.

Cllr Saskia Heijltjes – Would it be possible to add double yellow lines to one or both sides of Roseland close.

Response: Additional proposal Plan 7 for Roseland Close shown below at Councillors request.

Could we please request double yellow lines on both sides of the road at the junction of Malvern Buildings with Fairfield Park Road in Lambridge

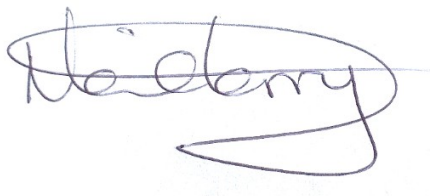
Response: Additional proposal Plan 8 for Malvern Buildings / Fairfield Park Road shown below at Councillors request.

Cabinet Member for Sustainable Transport Delivery:

Cllr Lucy Hodge – Please proceed to public consultation.

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.



Neil Terry
Traffic Management and Network Manager

Date: 06/11/2026

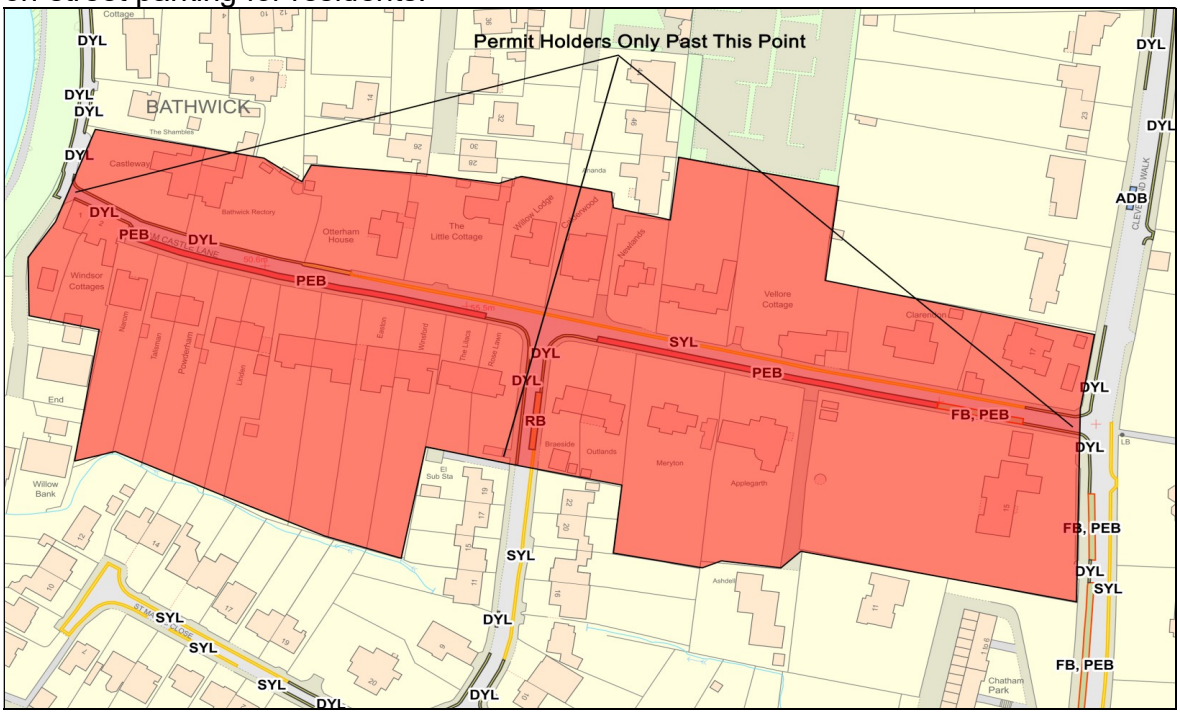
11. DECISION

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

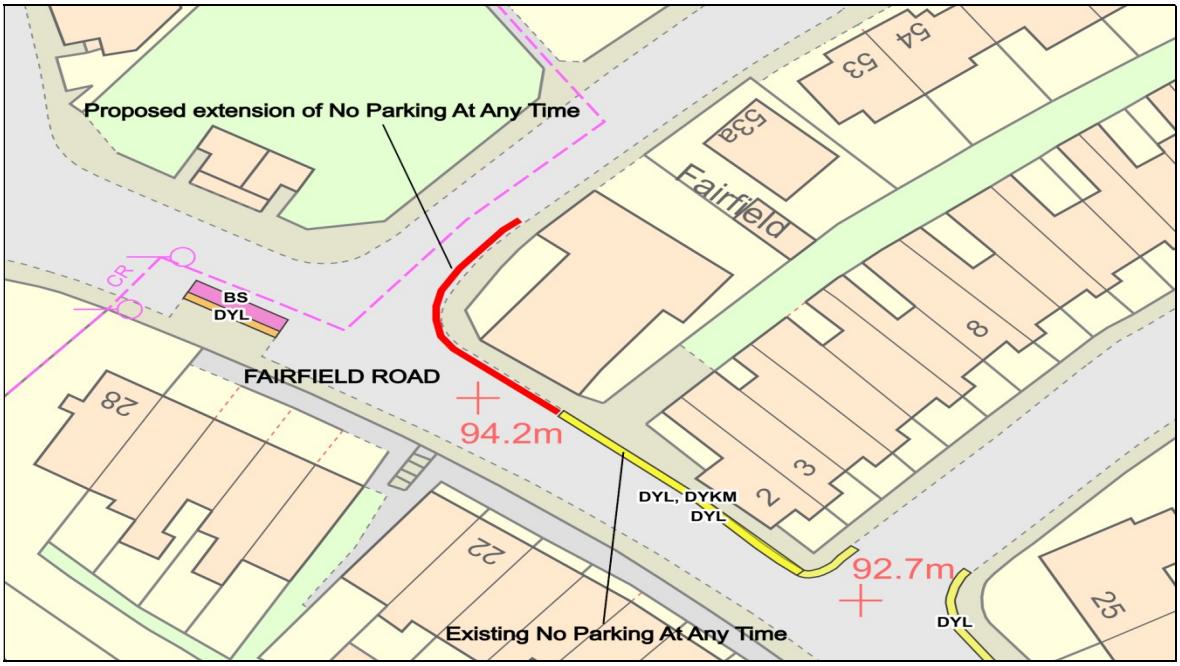
Paul Garrod
Head of Highways Delivery

Date:06/11/2026

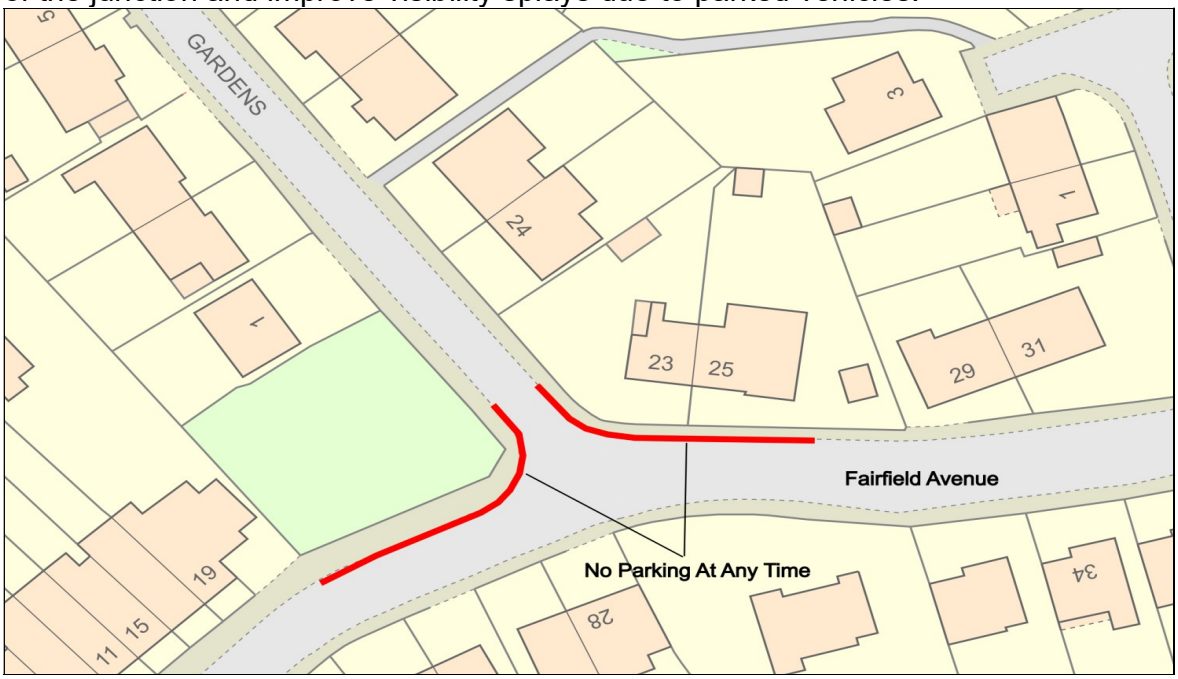
Plan 1 – Sham Castle Lane, Bath – The Permit Holders Only Past This Point signage, conversion of the existing dual use Permit Holder and Free Parking Bay to Permit Holder Only parking at the eastern end of Shame Castle Lane was requested by the Parking Services Team to improve enforcement and provide more on-street parking for residents.



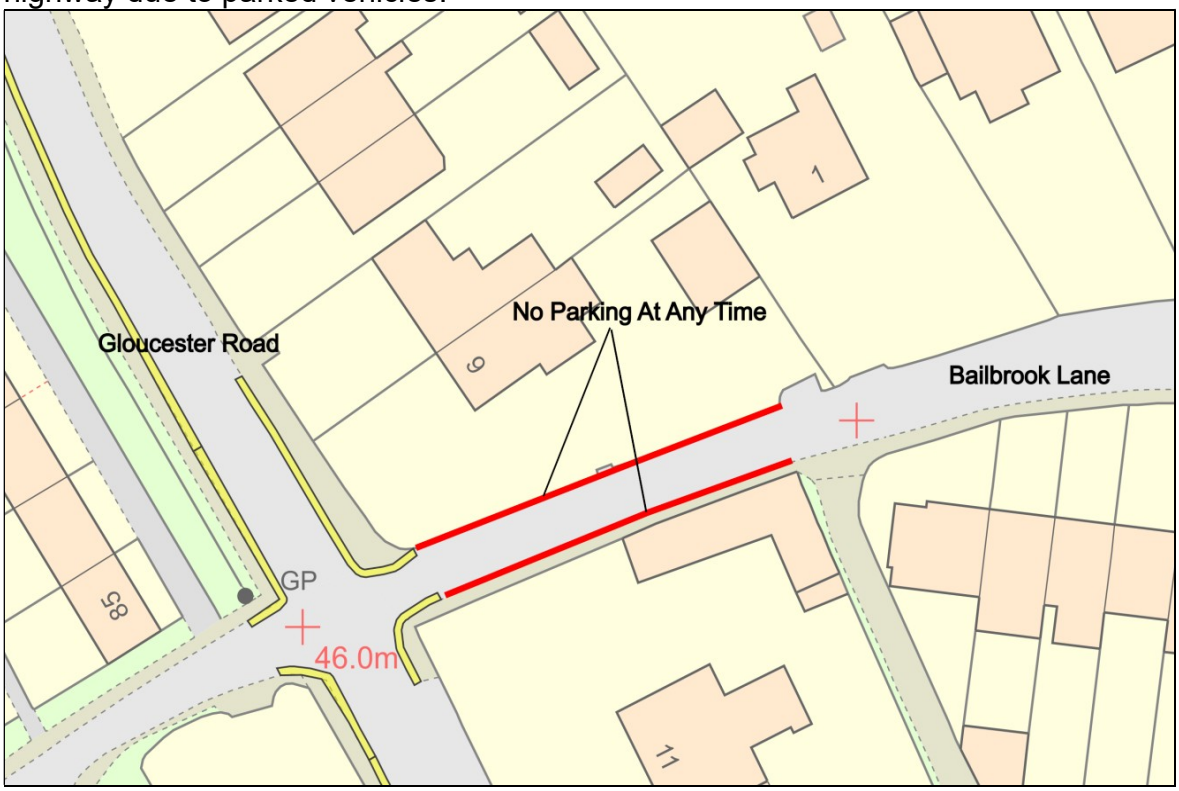
Plan 2 – Fairfield Road / Midsomer Buildings, Bath – The No Parking At Any Time restrictions were requested by the Traffic Management Team and Ward Councillor of behalf of a local resident to prevent long term parking in front of a commercial business.



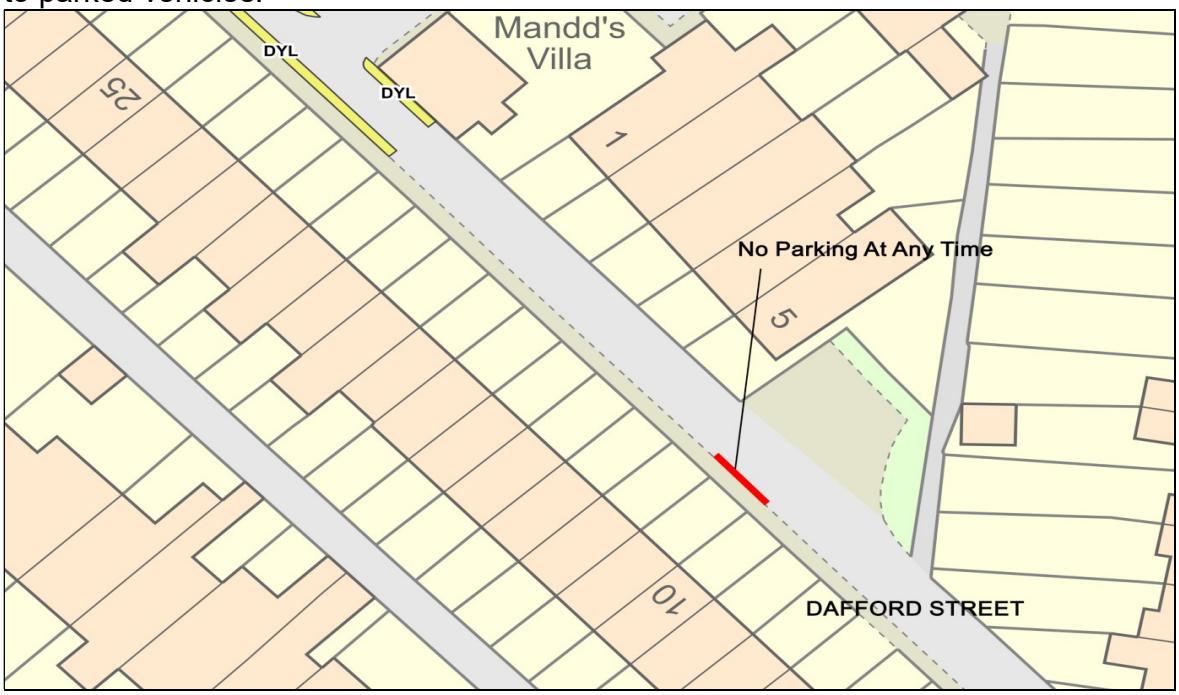
Plan 3 – Fairfield Avenue / Blenheim Gardens, Bath – The No Parking At Any Time restrictions were requested by the local Ward Member to prevent obstruction of the junction and improve visibility splays due to parked vehicles.



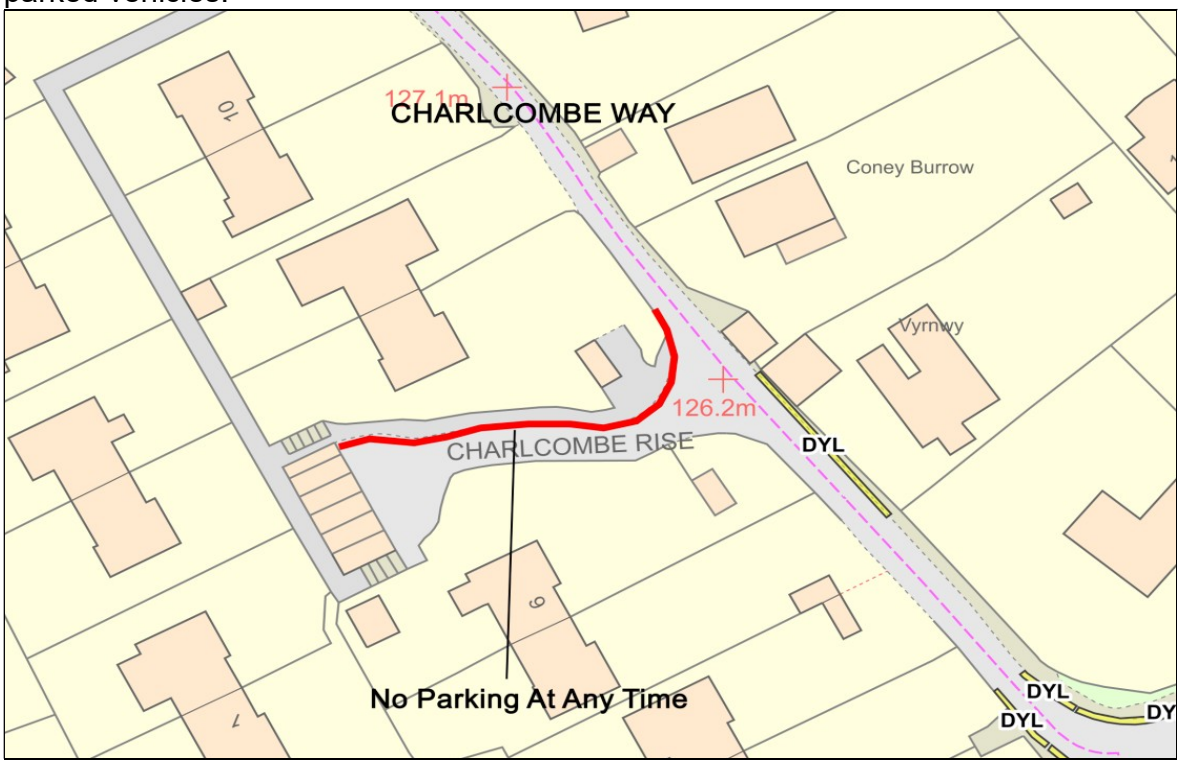
Plan 4 – Bailbrook Lane, Bath – The No Parking At Any Time restrictions were requested by the local Ward Member to prevent obstruction of this narrow section of highway due to parked vehicles.



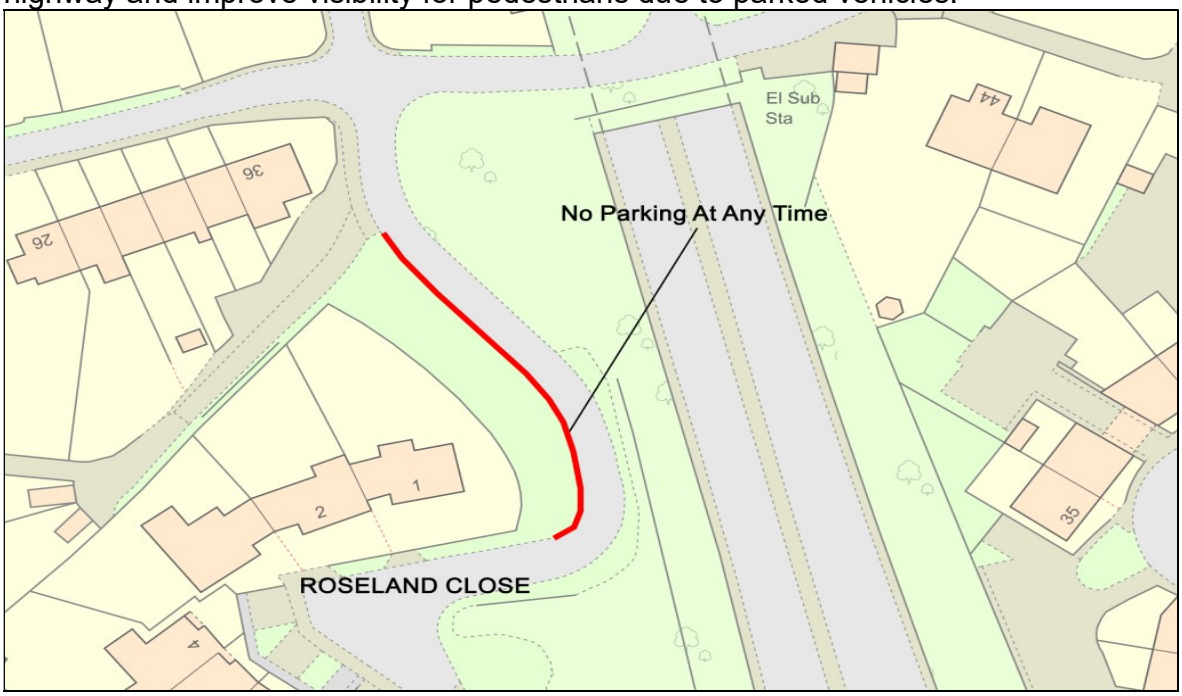
Plan 5 – Dafford Street, Bath – The No Parking At Any Time restrictions were requested by the local Ward Member to prevent obstruction of property access due to parked vehicles.



Plan 6 – Charlcombe Rise, Bath – The No Parking At Any Time restrictions were requested by the local Ward Member to prevent obstruction of the footway due to parked vehicles.



Additional Plan 7 – Roseland Close, Bath – The No Parking At Any Time restrictions were requested by the local Ward Member to prevent obstruction of the highway and improve visibility for pedestrians due to parked vehicles.



Additional Plan 8 – Malvern Buildings / Fairfield Park Road, Bath – The No Parking At Any Time restrictions were requested by the local Ward Member to prevent obstruction of the junction due to parked vehicles.

