

# 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:** North East Outer Bath Area

**PROPOSAL:** Parking Restrictions

**SCHEME REF No:** 24-036

**REPORT AUTHOR:** Traffic Management Team

### 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:

<b>Section A</b>	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility....”
<b>Section B</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.
<b>Section D9</b>	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	
(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 area of Bath as requested by the local Ward Members of behalf of their residents for the reasons as stated above.

### 4. **REASON**

Please refer to the separate Statement of Reasons document attached to this report regarding TRO 24-036.

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 extension of a Zone 16 Permit Holder Bay on Pera Road, additional Double Yellow Line restrictions on Ringswell Gardens, Belgrave Crescent, Fairfield Road, Croft Road, Charlcombe Way, Solsbury Way, Marshfield Way and Lansdown Road, the removal of sections of Double Yellow Lines on Bay Tree Road and Hawarden Terrace and a multi-use 2 hour / permit holder parking bay with set times of operation on Tynning Lane in the North East area of 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 Parking budget, project code TCJ0009S.

**8. CONSULTATION REQUIREMENT**

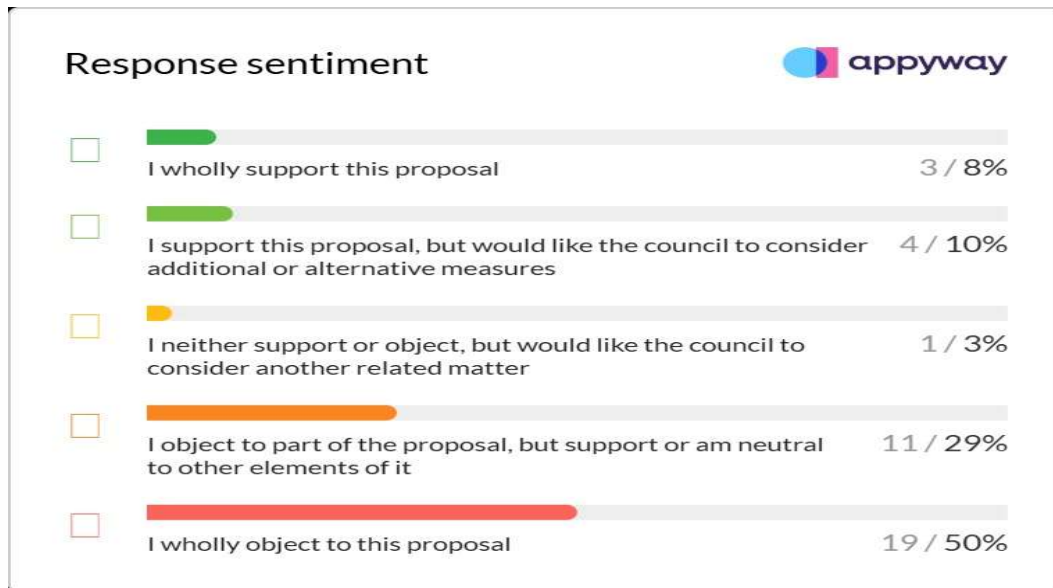
The proposal requires consultation with the Chief Constable, Emergency Services, Road Haulage Association, Freight Transport Association (Logistics UK), Parking Services, Waste Services, Ward Members and the Cabinet Member for Highways.

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

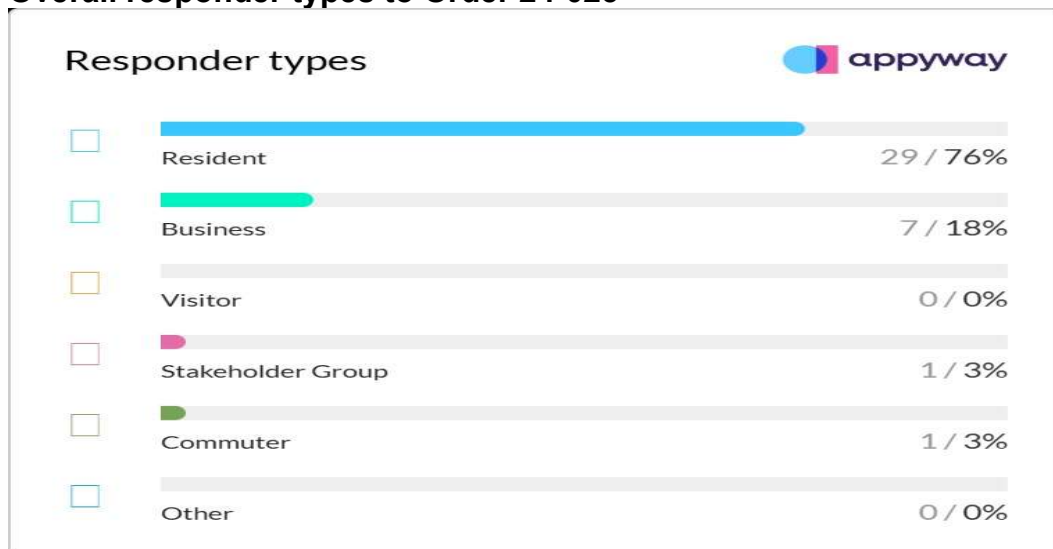
**9. OBJECTIONS / COMMENTS RECEIVED (following the public advertisement of the proposal(s))**

The objections received have been summarised below with the technical responses in italics underneath each one. Full responses and supporting comments can be found in the attached **appendix 1**.

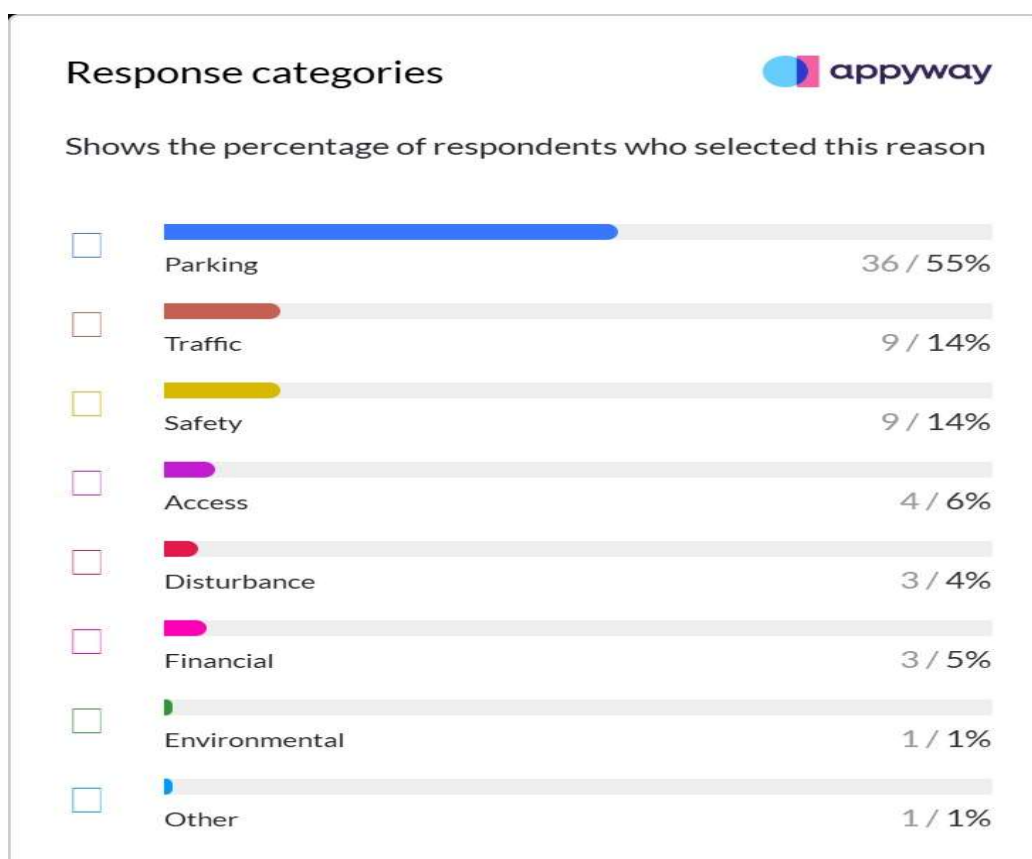
**Overall response sentiment to Order 24-036**



### Overall responder types to Order 24-025



### Overall response categories to Order 24-025



### **Plan 1 – Pera Road, Walcot, Bath – Extension of Permit Holder Parking Bay**

**Wholly Object– 1, Partially Object– 0, Neither– 0, Partially Support– 0, Wholly Support– 0,**

#### **Objections main points raised:**

- Although I think the extension of the parking bay makes sense (seeing as the current proposed double yellow area is already being used as a de-facto parking bay!) I strongly oppose the proposal. Our garage, next to the double yellows, is very regularly blocked by parked cars/vans, and this is especially the case when people are parked on the double yellow lines, so I fear that our garage will become blocked even more regularly. This is a serious problem for us because A) the garage is in constant use, and I regularly leave for work around 5am, especially when driving to London, and the nature of my work is that everything depends on me being able to attend with dates booked far in advance. B) My wife is an NHS doctor working in the Hospital At Home team, which also means she needs to be able to get access to the car to see her patients across BANES & Wiltshire.

*Response: The proposed extension of the existing Permit Holder Parking Bay by one cars length was requested by the local Ward Member to provide additional on-street parking provision for local residents. Due to the objection raised above however regarding access concerns if this bay is to be extended. It is the recommendation of this report that the proposed parking bay extension is not*

*approved within this Order and the existing Double Yellow Line markings are re-freshed on-site.*

### **Plan 3 – Belgrave Crescent, Bath – No Parking At Any Time**

**Wholly Object– 3, Partially Object– 2, Neither– 0, Partially Support– 0, Wholly Support– 0,**

#### **Objections main points raised:**

- Cars never park opposite the chicanes in Belgrave Crescent. This proposal is a gross waste of resources at a time when cutbacks are being made in child services and care for the elderly. If the double yellow lines were to encroach on the existing parking bays, it would exacerbate the already inadequate provision of residents parking in the road.
- BA-036 I wholly reject the proposal specifically for Belgrave Crescent which is seemingly designed to create a dangerous and life-threatening escape road for other proposed road amendments by removing traffic calming bollards that are so important to slow cars not connected with this road. This will result in the potential for an already slim road without dual pavements to create the potential for road traffic accidents and loss of life.
- The proposed yellow lines for Belgrave Crescent are, I believe to replace the eroded white lines opposite the chicanes, put in as a traffic calming measure to prevent rat running from Camden Road. They are reasonably successful, even though it resulted in the loss of 4 much needed parking spaces. The current white lines go from halfway outside number 16 to halfway outside number 18 and halfway outside no 34 to halfway outside number 36. The proposals appear to show these no parking spaces opposite the chicanes but extended to end halfway outside number 19 and halfway outside number 37, taking out 2 more parking spaces and making the chicanes totally ineffective. Any resident in Belgrave Crescent will tell you that, if cars are not parked up to the limit's either side of the chicanes, rat running cars will 'put their foot down 'and race along the crescent after coming off Camden Road. This is why the chicanes were put in in the first place. There has never been a problem with emergency vehicles, bin lorries etc, so I cannot see any reason or benefits for extending the no parking spaces opposite the chicanes, only disadvantages. I hope this is simply a mistake when drawing up the map, and that the yellow lines will simply replace the white lines as requested by the councillor.
- Regarding the proposed no parking zone in the vicinity of the bollard chicane at the eastern end of Belgrave Crescent, I have no issue with marking the road as a no waiting/loading zone but oppose, on examination, the proposed extension (approx one vehicle space) to the no parking zone from the existing zone. The current zone (see attached diagram) runs from the border of 15/16 Belgrave Crescent to the middle of 18 Belgrave Crescent with the extension moving it to the border of 18/19 Belgrave Crescent (ie it gets longer). From personal evidence I can assure you that the current arrangement forces fast

through traffic (often rat-running to avoid queues on Camden Road) to slow down, although some (regulars) manage to negotiate it travelling above 20 mph. The current space around the chicane allows cars and light goods lorries to negotiate it without issue and I have personal experience driving a van. That was the aim when the chicanes were installed. If there is one car not parked in front of 18/19 Belgrave Crescent (ie that mirrors the proposed no parking zone) then cars can easily negotiate the chicane without slowing down travelling 30-40 mph; I can hear the cars that are travelling at speed E-W (downhill) along Belgrave Crescent. The proposed increase to the no-parking zone is firstly unsafe as it will allow vehicles to negotiate it without slowing down; greater risk of a collision. This is in direct opposition to the councils promise to make neighbourhoods safer (ie LTNs) which I fully support. Secondly, it reduces parking which is in short supply (very few houses have off-road parking) which will just annoy residents. Lastly, it encourages drivers to travel faster which is anti-social and noisy. Drivers who travel fast on Belgrave Crescent, if asked to slow down, often respond aggressively and I have witnessed one resident being verbally abused and another threatened with physical violence which resulted in the police being called (see attachment). Marking the current no-parking zone accordingly is not a problem but extending the zone has no benefit whatsoever.

- This is a very minor issue with occasional parcel drop; vans stopping for a minute or two. The most use of the area to change lines is by a disabled neighbour who has to get dropped by his house - the changes would mean this gentleman could not be dropped by his house any longer as taxi's might be unwilling to cause a traffic offence. This proposal adversely affects a disabled neighbour and member of the local community.

*Response: The proposed No Parking At Any Time markings (double yellow lines) to replace the existing advisory White Keep Clear markings opposite the buildouts on Belgrave Crescent were requested by the local Ward Member to stop the road being obstructed for larger vehicles by cars parking on the advisory markings. These proposals are to simply formalise the existing advisory markings and will not extend any further or remove any existing Permit Holder parking provision. It is therefore the recommendation of this report that the proposed No Parking At Any Time markings are sealed within this Order and implemented on-site.*

*For information, parking restrictions are funded by a capital budget which is different to and cannot be spent on other council services such as children's and adult services.*

#### **Plan 4 – Fairfield Road / Croft Road, Bath – No Parking At Any Time**

**Wholly Object– 2, Partially Object– 2, Neither– 1, Partially Support– 2, Wholly Support– 0,**

#### **Objections main points raised:**

- I live on Fairfield Road and the parking situation is getting a lot worse for us residents. The situation has got worse since Eastbourne Avenue resident

parking has been granted there. Now there is more pressure on my road coming from the Fairfield Park Health Centre and the pub and shops. Of course, I understand patients need to park but it should be limited to 2 hours. We get a lot of long-term parking and day long parking and this needs to stop. It's not fair on us residents.

- The issue you are trying to rectify, has only been caused by the poorly planned changes to parking zone 27, people only started parking at the top of Croft Road once the changes were made, when that happened people started parking on the single white lines due to lack of space. Moreover I would like to point to the email I received 05/09/23 stipulating that I should park on single white lines if I was unable to park anywhere near my home as no fines could be incurred and no action could be taken against me to trying to park near my home. I find the fact that two years ago you sent emails actively encouraging me to park on single white lines when I could not find a spot near my own home to 2 years later now putting a consultation out to remove the single white lines because people are parking there due to our street now being "free" Can somebody please take charge of the poorly thought out plan to change parking zone 27 and include Fairfield Rd, Croft Rd, Queenwood Av & Hampton View as well as Midsummer Buildings this would change the way people may parking as then you start to go up or down very steep hills which may act as a deterrent. I would like to strongly request you do not make parking on Croft Rd any more difficult than it is since the change of parking zones, losing 4/6 more spaces will make life even harder for the people that live here. Not to mention the possibility of a 6 person HMO which may make parking even harder. Please extend parking zone 27 as soon as possible. If you cannot do this I humbly ask that you do not make the change that will allow me to be fined for trying to park near my house, or allow dispensation for any resident who lives on Croft Rd to not be fined for doing so when all the people who park here for free and do not live on the street take up our valuable parking spaces.
- I object the proposed amendments to Croft Road and surrounding roads because this remains one of the only roads in the area that does not have permit access and reducing the parking available to residents will have a major impact on our livelihoods by way of commuting, childcare access, deliveries.
- I oppose "No parking at any time" order /suggestion by the council at Fairfield Road and Croft Road. As a resident, let me tell you that it's impossible to find a parking space on Fairfield Road or Croft Road near my house when I return home from work late in the evening as all spaces have gone by that time. No parking at any time zone is the only area that I could find a space to park on Croft Road. This end of Croft Road is wide enough to allow smooth and unobstructed flow of traffic despite cars parked in this area on both sides. I have degenerative disc disease, and my wife also has autoimmune condition affecting her mobility and joints. I have young children whom I have to drop to nursery regularly. It's important for me to park car near my house so I can do my work and daily chores without damaging my health while living in a hilly area. My children and wife would struggle in the same way if we do not have



car park near our house. Therefore, I suggest council to please reconsider this order in relation to Croft Road and Fairfield Road. I think such order will be very harsh and unfair for residents like us who will suffer on daily basis as we would not be able to park car near our house. If council is still very keen to force this order on us then my request is to consider reducing the size of "no parking at any time zone" because currently as things stand, it's wasting parking space for four cars, two on each side of the top end of Croft Road where it joins Fairfield Road. We do not need this lengthy no parking at any timeline/zone as both Croft Road and Fairfield Road are wide enough to allow smooth flow of traffic without any van or car getting stuck. This is a non-issue for us and I do not understand why council has to bring this up when there are so many other more important issues that need tackling to improve traffic in Bath. I hope council will consider our views and remove this order completely abolishing No parking at any time on Croft Road and Fairfield Road.

**Support main points raised:**

- The proposed changes to prohibit parking at the top of Croft Road are sensible. When people are parked on the junction, it does restrict visibility and makes pulling out more difficult. Since the introduction of the permitted zones on neighbouring streets, however, the availability of parking on Fairfield Road has become increasingly limited, meaning these spaces are often the only ones available, and why residents are having to resort to parking in such areas. I am only supportive of these changes if the introduction of permit parking is introduced along Fairfield Road at the same time.
- Croft Road Double Yellow Lines. I am in favour of this scheme; however I am very concerned about the impact of parking for residents of Fairfield Road - currently the single white lines are occupied by cars 24/7. I have for years asked for residents parking and never had a response. There is increasing pressure on this road for casual parking which seriously inconveniences residents, we should be able to park near to our homes - I am frequently forced to park up on Marshfield Way or the bottom of Croft Road. Fairfield Road is used by commuters to park and walk/bus into town (this road will likely become a car park for commuters if the Camden Rd modal filter is implemented). People leave their cars here for weeks when they go on holiday and walk down to London Road to catch the airport bus. Vans and campers park here to avoid the CAZ. We can no longer park on Eastbourne Terrace. Since implementing a single yellow on Queenswood Ave, residents use Fairfield Rd. Fairfield Road is busy and a RPZ would help traffic flow by reducing the constant stream of people parking - which often blocks the road as cars manoeuvre in and out of spaces. It is an ageing population - many of my neighbours are either elderly 70+, with small children or with health and mobility needs. The current situation where Fairfield Rd is used as a short (and sometimes long-term dumping ground for campers) will be exacerbated by reducing the ability to park (albeit dangerously) on the single yellow on Croft Road. My suggestions: I understand local residents may need to park given proximity to the doctor's surgery and Claremont Terrace shops. My suggestion would be to introduce a RPZ on Fairfield Road from 7am to 7pm with some of the spaces nearer to the surgery as 2 Hrs, no return within 1 hr.

An additional measure could include: 2 Hour spaces at the top of Eastbourne RPZ to allow patients to attend medical appointments or use the shops; or allowing residents of Fairfield Road to be part of the RPZ.

*Response: The proposed No Parking At Any Time markings were requested by the local Ward Member to replace the existing advisory White Keep Clear markings to improve visibility splays at the junction and prevent obstruction to larger vehicles. The purpose of the highway is for the free un-obstructed flow of traffic. Parking is an obstruction of that right and can therefore only be condoned where it is safe to do so. Parking around a junction cannot be condoned on safety grounds. Therefore, it is the recommendation of this report that despite the objections raised above that the proposed No Parking At Any Time markings (Double Yellow Lines) are introduced on-site and sealed within this Order as they have the support of the local Ward Member and will improve road safety. The extension of Resident Parking Zone 27 sits outside the remit of this TRO consultation.*

### **Plan 5 – Charlcombe Way, Bath – No Parking At Any Time**

**Wholly Object– 6, Partially Object– 4, Neither– 0, Partially Support– 0, Wholly Support– 2,**

#### **Objections main points raised:**

- I have lived in Charlcombe Way for many years. It is a leafy suburban on the edge of town which connects urban and rural living. It is a no through road, so we only get traffic that is connected to residents. Parking has always been an issue as there is so little of it. As a community we have cooperated to minimise the problems caused by the shortage of places. We have a very active What's App group and we talk to each other. If there is an issue e.g. someone is expecting a large delivery or needs more space in the road, they inform others, and we help each other out. If four parking spaces are removed people will have no option but to park in Solsbury Way or Richmond Heights, roads not without their own issues. How can this benefit the residents of these roads. I can see no advantage to anyone in restricting the parking in the Way. Should neighbourhoods not have a sense of ownership of their own environment. We work well together up here, and it is not always easy as it is, but restricting parking further will only cause hardship and more problems. I would urge you please to reconsider this proposal and take into account the wishes of the residents and the detrimental effects which will be endured as a result of this change. What affects one has a knock-on effect on others. Surely, we all want to live harmoniously in our own neighbourhood.
- This is yet another bad proposal by the Traffic Department of Bath City Council. They do not seem to understand how we have to live in Charlcombe Way. The present parking spaces are used by the residents in this narrow no through road who have nowhere else to park or by visitors to our homes. To make things worse there are also proposals to reduce parking spaces along Solsbury Way and other roads in the area. Where do they expect us to park?!! It is time that the Lib Dem's stopped doing their worst to destroy our lovely City.

- Vitally need parking space for residents on Charlcombe way and rise as not enough private parking by houses. Double yellow lines are not required on this section of Charlcombe Way. This is a quiet residential street that does not need parking restrictions.
- Removal of four / five parking spaces essential to neighbours with limited / no parking. Parking is already an issue why make it worse. The parked vehicles do slow traffic on Charlcombe Way which helps with pedestrian safety.
- I am writing to formally object to the proposed implementation of double yellow lines on Charlcombe Way. As a disabled resident, I rely on the support of my children, who do not live with me but visit regularly to provide essential assistance. My property does not have a driveway or garage, meaning the only available parking for them is along this road. The only alternative parking is on Solsbury Way and that is already highly congested, with spaces frequently at full capacity. Removing further parking access will exacerbate this issue, forcing my visitors—and many other residents—to park streets away, making access significantly more difficult, particularly for those with mobility challenges. Additionally, the loss of parking may have a broader negative impact on the community, affecting other residents, visitors, and service providers who depend on this limited space. I urge the council to reconsider this proposal and explore alternative solutions that balance traffic management with the essential needs of local residents.
- I am writing to raise concerns about the impact to residents of Charlcombe Way and Charlcombe Rise of the proposed yellow lines along Charlcombe Way over the length of the wall along the boundary of Vyrnwy House. This would mean the loss of about 4 parking spaces which are regularly needed by residents. I am also writing to raise concerns about a related issue which is safety for pedestrians along Charlcombe Way. Many of the houses along the two roads do not have reasonable parking space by their houses and so they regularly use the space that you will be taking away. We at Combe House only have one small parking place which is our garage. The garage is modern but built over the ground space of a 1930's original garage. It is therefore narrow and can only fit one small car. There is no parking immediately by our house, the nearest space is in the area you seek to remove. We need two cars, largely for work purposes, so we regularly need the parking space you wish to remove. Are you aware that it is not possible to park anywhere else along Charlcombe Way apart from along that strip at the end of the lane? This section at the end is therefore important to all residents. The roads which are nearest Charlcombe Way and Charlcombe Rise are difficult to park on as well as being a significant distance from many of the houses along the road. Removing parking spaces will have a significant impact residents. Also, I wonder where visitors to our houses will park. I would also like to point out that the parked cars slow down the traffic entering the road. This is important because the road is not suitable for traffic to be rushing along because there are no pavements and some very narrow pavements further along. There are a high number of people walking along the lane as it is a popular route for dog walkers who use the community fields. This raises a related safety concern,

traffic leaving the lane is often going too fast as it exits up to the point it has to slow for the parked cars. This is dangerous for people walking in the road. I have had to alert cars to their speed at times when walking along the road past the turning to Charlcombe Rise. I have also felt unsafe at times leaving my property because of vans driving too fast there. The pavement is very narrow, the mirrors on vans are head high and there isn't much space. I have found two dead animals at the front of my property that seem to have been hit by vehicles. I would like to request that ways of reducing the speed of traffic along Charlcombe Way be considered. Perhaps a reduction in the speed limit to 10 miles an hour along the entire road would improve safety. Also, signs making it clear that people will be walking in the road as there is no pavement in places would improve safety. If you are going to remove the parking at the entrance to the lane, will you consider putting speed bumps in to slow the traffic? The bin vans get past the cars parked at the end of the road without issue because they are not trying to get along the lane at speed. Anyone concerned about parked cars being an obstruction clearly wants to go faster than is safe along this road. I hope you will consider retaining the parking for residents who need it. I also hope that you will look for ways of slowing the traffic along the lane before something other than squirrels are struck by vehicles travelling at inappropriate speeds further down the lane where there is no street parking to slow the traffic.

- I would like to object to the proposal to introduce additional parking restrictions mid-way along Charlcombe Way. This is a no through road which had provided much needed parking for local residents of Charlcombe Way and Charlcombe Rise for many years without any road safety incidents or unreasonable restriction to traffic. Although the road is narrow, there is very little traffic other than the movement of local residents and deliveries and this functions in a perfectly satisfactory way. Parking spaces are desperately needed for local residents and these restrictions will only add to the pressure on the much busier Solsbury Road and Richmond Heights. It could be argued that this narrow stretch of Charlcombe Way enhances road safety by slowing down any traffic without preventing access to lorries and delivery vans. If anything, the most useful thing to do along this stretch of road would be to introduce 20mph speed limiters of which, strangely, there are none at the moment. All in all, I do not think this proposal is based on a balanced decision which takes into account the parking needs of local residents against the minor restriction to traffic flow including pedestrians. Instead, it will exacerbate the parking problem on adjoining roads which bear much greater volumes of through traffic. Please reconsider this proposal to restrict residents' parking along Charlcombe Way.
- The proposal may have been at the request of 'a resident' but will cause significant difficulty and disruption to the other residents of Charlcombe Way AND Charlcombe Rise, with whom no-one has discussed the issue prior to this. The residents who park in the proposed yellow line area have nowhere else to put their vehicles. Nor do visitors have anywhere else to park. Council vehicles are able to pass, as are ambulances, delivery vehicles and even some HGVs. We have even had a fire engine along that stretch of road. I have lived here for many years and have never known obstruction of the

highway that is greater than onconsultation.appyway.com any of the many hundreds of other narrow roads in Bath. One third of the residents of Charlcombe Rise (with no vehicle access to the houses) do not have a garage in the block below the houses so they, and their visitors, have to park on Charlcombe Way. The only alternative is to park on the footway on Charlcombe Rise itself, which is neither legal nor safe for pedestrians or other road users. This proposal appears to be unnecessary and would be the cause of many problems for the other residents.

- I strongly object to the parking prohibition proposed for Charlcombe Way. There is already insufficient parking for the residents, their visitors and for tradespeople. To reduce the parking further is nonsensical and just makes life more difficult for the residents. Come and take a look and you'll see how limited parking already is. Moreover, there's no benefit to be gained by losing these parking spaces. It will not be more convenient, and it will not be safer. Please let common sense prevail by not removing these parking spaces in Charlcombe Way.
- I am writing specifically to object to the proposal to instal double yellow lines along a section of Charlcombe Way and also to comment on this TRO in general. This proposal would remove at least 3 parking spaces along a stretch of road which already has had the number of spaces reduced. There are 25 households along Charlcombe Way and Charlcombe Rise, many of whom currently have no alternative but to park in Charlcombe Way or Solsbury Way. By removing 3 spaces will simply increase the number of vehicles needing to park in Solsbury Way or other nearby streets. The reasons for these proposals have been given as: 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, (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians) Also, the below paragraph indicates a reason to restrict the parking in narrow sections of the highway – Since the whole of Charlcombe Way is a 'narrow section of highway' it is illogical to apply a restriction to part of it with this argument and it would be untenable to restrict parking along the entire length of the road. As for the subsection 122(2) matters: c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles. Comment: A number of the proposals contained within this Order will restrict parking around junctions, along narrow sections of highway and around bends, which will improve the passage for public transport vehicles if required on these routes. The paragraph below suggests, 'a local resident' has requested the removal of 3 parking spaces along Charlcombe Way. I sincerely hope that the views of the other 24 households in the vicinity of this stretch of road, and who may have little choice but to park there, are taken into consideration as this would otherwise seem to be a very un-democratic decision. Plan 5 – Charlcombe Way, Bath – No Parking At Any Time restrictions were requested by the Traffic Management Team on behalf of a local resident to prevent obstruction of the highway. More pertinent for the overall proposal, most of the proposals shown in this order should not be necessary at all since the highway code covers parking restrictions at or near a junction so the use of ugly yellow lines is

unnecessary and a waste of resources. See below: Highway Code Rule 243. DO NOT stop or park: near a school entrance, anywhere you would prevent access for Emergency Services, at or near a bus or tram stop or taxi rank, on the approach to a level crossing/tramway crossing, opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space, near the brow of a hill or hump bridge, opposite a traffic island or (if this would cause an obstruction) another parked vehicle, where you would force other traffic to enter a tram lane, where the kerb has been lowered to help wheelchair users and powered mobility vehicles, in front of an entrance to a property, on a bend, where you would obstruct cyclists' use of cycle facilities, except when forced to do so by stationary traffic.

**Support main points raised:**

- VYRNWY house has walling that directly fronts the CHARLCOMBE Way road Pavement. (approx. 4 car parking places in length and approx. 6 feet high. Made in Bath stone faced blocks. This part of the pavement is in constant use with virtually all vehicles (vans, cars) negotiating and parking well on the pavement itself. The pavement shows considerable signs of subsidence/wear & tear. The walling shows similar signs, cracking and movement. To repair or replace the wall will cost a huge sum of money which I will have fund. Safety is another issue. Pedestrians are forced to use the road. This road is used by many walkers. Surely this is an unacceptable situation to allow to continue. I have some photographs, just recently taken; showing the extent of the problem should you wish to see them. I can forward them by return. I've blanked the vehicle registration numbers.
- Charlcombe Way is a very narrow road, the visibility along the lane is poor due to the bends and inconsistent width, access to the pavement is therefore vital. As a pedestrian there is often little choice but to walk on the road. However, due to the number of cars parked bumper to bumper on the narrower than usual pavement it is impossible to avoid oncoming cars and vans as they enter the road at some speed, this is obviously a dangerous situation. Two other situations have arisen from the constant pavement parking. The first concerns the inaccessible a mains water stop valve that is situated on the pavement. The second concerns the foundations to both the pavement and perimeter wall, both showing signs of becoming unstable. I would there like to agree with the proposal to remove some of the parking along part of Charlcombe Way due to safety concerns.

*Response: The proposed No Parking At Any Time restrictions were requested by the Traffic Management Team to prevent obstruction of the highway, obstruction to pedestrians using the footway and to provide better access for vehicles turning into this narrow section of Charlcombe Way. Parking on the highway can only be condoned where it is safe to do so. The current parking arrangements are resulting in pedestrians having to walk in the road to get around parked vehicles. All properties in the vicinity have off street parking provision, so it is therefore the recommendation of this report that despite the objections raised above that the proposed No Parking At Any Time markings are implemented on-site as advertised and sealed within this Order.*

*In respect of parking for people providing assistance to a disabled resident, whilst it is acknowledged that the proposal may make it more difficult to find a parking space in close proximity to the resident's property, if a vehicle needs to park in order to take a disabled person to or from their home, vehicles displaying a valid Blue Badge can park on a yellow line for up to 3 hours so long as they are not causing an obstruction.*

**Plan 6 – Tyning Lane, Bath – 2 Hour Limited Waiting Bay with no exemption for Permit Holders operating Mon-Fri but exemption for Permit Holder parking within bay on Sat-Sun**

**Wholly Object– 0, Partially Object– 1, Neither– 0, Partially Support– 0, Wholly Support– 0,**

**Objections main points raised:**

- Regarding the Tyning Lane restriction, I would also point out that a 2-hour parking limit outside of the Doctor Surgery in Tyning Lane will not be sufficient for anyone visiting the Surgery as waiting times to be seen at the Surgery are frequently longer than 2 hrs.

*Response: The proposed 2-hour Limited Waiting Bay was requested by the local Ward Member to provide short term on-street parking provision for patients of the doctor's surgery and visitors to the local commercial premises. As only one partial objection was raised, and this proposal was requested by the local Ward Member, it is the recommendation of this report that the proposed restrictions are implemented on-site as advertised and sealed within this Order.*

**Additional Plan 13 – Mill Lane, Bath – No Parking At Any Time**

**Wholly Object– 7, Partially Object– 2, Neither– 0, Partially Support– 1, Wholly Support– 0,**

**Objections main points raised:**

- this will make no difference to traffic safety. the toll bridge and roundabout keep speeds down and cars parked here help further to keep speeds down. removing this parking will just push visitors to the brewery further away, denying the brewery and the many businesses a much-needed parking facility.
- It is unclear what this proposal intends to achieve, other than for the purpose of preventing parking in itself. Parking in this location is useful for those working and visiting the offices within Bath Brewery. Car's parking in these locations act as a passive traffic calming measure reducing speed of vehicles heading down hill towards the bridge. Removing the parking spaces will not improve traffic flow either up or down the hill. This is governed by the restriction to traffic flow caused by the mini roundabout at the top of the hill and toll bridge at the bottom. There is no record of any highway's safety issues in this location.

- Parking in this location is extremely useful for those working and visiting the offices within Bath Brewery, especially those that cannot walk long distances. Car's parking in these locations act as a passive traffic calming measure reducing speed of vehicles heading down hill towards the bridge. Removing the parking spaces will not improve traffic flow either up or down the hill. This is governed by the restriction to traffic flow caused by the mini roundabout at the top of the hill, the narrowing at the yellow box, and toll bridge at the bottom. There is no record of any highway's safety issues in this location other than those caused by poor road maintenance. Parking on the main road at the top is already insufficient. Why make it even more difficult for those that need cars to carry out their work? we all walk or cycle when we can, but driving is a necessity when we have to visit remote sites and clients which is common in our line of work and this will make life even harder.
- I object the remove the parking space at Toll Bridge Road, Bath, as this is convenient for businesses, staff and visitors.
- I wholly object to the proposal of removing the parking spaces currently available outside our offices on Toll Bridge Road. These 10 or so parking spaces are essential for our business and other businesses in our building - for staff and visitors. This would make life very difficult for those who use these spaces every day. Having these spaces here currently does not affect the traffic either - the cars can still pass each other safely. I work here every day, and my window looks out to the Toll Bridge Road - the traffic is not particularly bad here, so I do not understand the reason for removing these spaces. It seems like you are gradually making all the residents of Bath's lives hell by removing every single free parking space available. HOWEVER, what we do need is a yellow box for the entrance to the Bath Brewery Car Park. If a car needs to turn into the car park (coming from the toll bridge), and the traffic is blocking the entrance, this means both lanes of traffic cannot move forward because of the bottle neck at the Toll. The only solution is to drive up to the Batheaston mini roundabout and turn back around, but sometimes people feel like they shouldn't need to do this so there ends up being a stand-off and a traffic jam until someone relents.
- If you remove the parking, it will Increase the speed of cars coming down the road, and it will also cause back-to-back Q of traffic during busy times, thus increasing the pollution on the road. Why don't you put a pavement in instead and stop the countless incident's of cars hitting pedestrians and cyclists instead? Your proposal has no positive effect, only negative, removing a convenience with no benefit seems very odd when the real Issue is no public walkway!
- It is unclear what the objective of this proposal intends to achieve, other than for the purpose to prevent parking in itself. Parking in this location is useful for those working and visiting the offices within Bath Brewery. Car's parking in these locations act as a passive traffic calming measure reducing speed of vehicles heading down hill towards the bridge. There is a narrowing of the road further down the hill at the corner of the building where there is a yellow



no stopping box. Removing the parking spaces will not improve traffic flow either up or down the hill. This is governed by the restriction to traffic flow caused by the mini roundabout at the top of the hill and tollbridge at the bottom. There is no record of any highway's safety issues in this location. Parking spaces in the area are limited. I object to the removal of these spaces.

- We have been occupants of Bath Brewery for approximately 25 years and are not aware in this time of issues from the use of this unrestricted parking negatively impeding the movement of traffic or increasing the danger to pedestrians or traffic which we understand is the justification for this change. In fact, our concern is that with reduced parking in the road that vehicles will drive at increased speed in an area of pedestrian movement to the offices and Toll Bridge beyond – the parking in effect provides a traffic calming effect on the road. The primary users of this parking are users of Bath Brewery offices and so when there are the highest levels of activity in the area the maximum calming effect is achieved. Our primary concern is the reduction in available parking which we rely on for our continuing use of the office space. There is inadequate quantity of parking for the offices in and around the Bath Brewery and there is no additional parking proposed to offset the reduction of this order. This will either push more parking to the London Road West, which is fully occupied in the working week, and has no provision for crossing with faster moving traffic; or will make the Bath Brewery impractical for our continuing use as high quality office space. The loss of occupation in Bath Brewery will have a direct and indirect impact on BANES income and local economy. Either consequence of more high-risk movements on London Road West or drop in occupation at Bath Brewery do not appear to have been considered in the proposed order nor we believe they are offset by the improvement to the road movement or assessed dangers which currently justify the order.
- The parking restriction to Toll Bridge Road seems to have no justification other than to prohibit parking. The traffic flow on the road is restricted by the bottle neck on the toll bridge and the roundabout at the top. Key positions are already guided by parking restrictions ensuring flow through the road is not further restricted by parking. To my knowledge the road has no recorded accidents. If the proposal were to introduce a pavement zone to allow walking from the bus stops on the main road to the Brewery office building or perhaps restrict parking to time periods (say 4hrs) I could support the proposal. As it stands the proposal seems unnecessary and punitive to the valuable local businesses that contribute to the local economy.

**Support main points raised:**

- The current proposed no parking zone is currently used by lots of workers from the brewery building. As the road will now not be allowed for parking this will inevitably mean that those workers will park outside of my house. It is already difficult enough to find spaces during the week and therefore I would propose that the road outside of the row of houses is made permit only. I know that this has been proposed before but as there is now going to be a

parking attendant checking toll bridge road would it be possible to have this as well?

*Response: The proposed No Parking At Any Time restrictions on Mill Lane (Toll Bridge Road) were requested by the local Ward Member. Due to the objections raised above however and the possible impact removing parking in this location may have on local businesses, coupled with the fact that these parked vehicles do act as a passive traffic calming measure. It is the recommendation of this report that the proposed restrictions are not implemented on-site and are not sealed within this Order. A Resident Parking Zone is outside the scope and remit of this TRO consultation. It is the recommendation of this report that a possible yellow box at the entrance into the Brewery development be considered within the next Local Active Travel and Safety Programme (LATS) should funding become available.*

#### **Additional Plan 14 – Gloucester Road, Bath – No Parking At Any Time**

**Wholly Object– 0, Partially Object– 1, Neither– 0, Partially Support– 1, Wholly Support– 0,**

#### **Objections main points raised:**

- Imposing parking restrictions at the bottom of Gloucester Road will inevitably push more vehicles toward my house, leading to increased traffic, congestion, and noise. This raises safety concerns, with the increase in traffic in my area. The added congestion could also make it more difficult for residents to enter and exit their driveways safely, causing frustration and disputes. The lack of available parking will also force residents and visitors to park in more inconvenient or even unsafe locations. With the natural increase in idling and slow-moving traffic outside my home, this will lead to higher levels of noise pollution and car emissions, which is particularly concerning as I have asthma and am sensitive to the air quality, part of why we moved to a clean air zone. Beyond the immediate traffic concerns, these restrictions can also negatively impact property values and the overall quality of life for residents. A congested street with limited parking will likely make the area less desirable for potential buyers, reducing home values over time. It is really unfair that the burden of parking problems would be shifted onto certain residents rather than being managed through a more balanced and strategic solution. Instead of simply displacing the issue, the council should consider alternative measures that address parking concerns without unfairly impacting specific households. Please do not continue with the road restrictions on Gloucester Road.

#### **Support main points raised:**

- With respect to - As for the subsection 122(2) matters: a) the desirability of securing and maintaining reasonable access to premises. Please extend to double yellow lines across driveways on Gloucester Road to cover not only the dropped and dropping area, but also an extra 6 feet (2 kerb stones) on both sides to greatly improve sight lines and field of view when attempting to exit the driveways. I know this measure is supported by most, if not all, the

residents affected. It is often impossible to see any distance along the road due to cars and vans (worse still) parked right up to the existing white lines and often overhanging them.

*Response: The proposed No Parking At Any Time restrictions on Gloucester Road were requested by the local Ward Member on behalf of local residents to improve access to properties and visibility when pulling exiting. The proposed Double Yellow Line markings will extend slightly past the dropped kerb stones. As only one objection was raised to these proposed restrictions, and they have the support of the local Ward Member and will improve property access. It is the recommendation of this report that the proposed restrictions are sealed within this Order and marked out on-site.*

**No Objections received to:**

**Plan 2 – Ringswell Gardens, Bath – No Parking At Any Time**

**Plan 7 – Solsbury Way, Bath – No Parking At Any Time**

**Plan 8 – Lansdown Road, Bath – No Parking At Any Time**

**Plan 9 – Bay Tree Road / Hawarden Terrace, Bath – Removal of No Parking At Any Time**

**Additional Plan 10 – Beaufort Place / St Saviour's Road, Bath – No Parking At Any Time**

**Additional Plan 11 – Solsbury Way / Richmond Heights, Bath – No Parking At Any Time**

**Additional Plan 12 – Bay Tree Road, Bath – No Parking At Any Time**

**Additional Plan 15 – St Saviour's Road / Holland Road / Wallace Road / St Saviour's Way / Beaufort 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.*

**10. ADDITIONAL COMMENTS FROM PARKING SERVICES / WARD MEMBERS AND CABINET MEMBER FOR HIGHWAYS (in response to the above)**

**Police:**

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.

**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.

### **Ward Members**

#### **Bathwick:**

Cllr Manda Rigby – No comments.

Cllr Toby Simon – No comments.

#### **Lambridge:**

Cllr Joanna Wright – Re Plan 13, I believe the double yellow lines in front of the Bath Brewery building would benefit people walking and wheeling. It would allow people walking and wheeling to use the full width of the pavement, which is currently often obstructed by parked cars. There is regular parking on the pavement right next to the disabled entrance to one of the offices. School children from Bathampton Primary School regularly walk this route to catch the bus for school trips. Allowing pavement parking as a "passive traffic calming measure" is not something we can support and is not in line with the council's priorities and strategies. The Council are presently improving access across Bathampton Bridge on Mill Lane to improve safety for access to the local school, this site is also needed as part of that route and the failure to create any meaningful improvements makes this space challenging and dangerous for many. If double yellow lines are not supported here then I would like to request bollards are considered for this location, to ensure the pavement is not being used for parking.

Cllr Saskia Heijltjes - Re Plan 13, I believe the double yellow lines in front of the Bath Brewery building would benefit people walking and wheeling. It would allow people walking and wheeling to use the full width of the pavement, which is currently often obstructed by parked cars. There is regular parking on the pavement right next to the disabled entrance to one of the offices. School children from Bathampton Primary School regularly walk this route to catch the bus for school trips. Allowing pavement parking as a "passive traffic calming measure" is not something we can support and is not in line with the council's priorities and strategies. If double yellow lines are not supported here then I would like to request bollards are considered for this location, to ensure the pavement is not being used for parking.

*Response: Due to the concerns raised from the local Ward Members, it is the recommendation of this report that the Traffic Management Teams decision above is reversed and the No Parking At Any Time restrictions as advertised on Plan 13 are introduced on-site and sealed within this Order.*

#### **Lansdown:**

Cllr Lucy Hodge – No comments.

Cllr Mark Elliott – No comments

## **Walcot:**

Cllr Oli Henman – No comments.

Cllr John Leach – No comments.

## **Cabinet Member for Highways:**

Councillor Manda Rigby - I agree with all the recommendations in these documents with one small amend. I understand the officer's original recommendation on the proposal for the road going to the toll bridge was not to go ahead given the input received. I see the ward councillors are very much in favour of the whole proposal. My advice is that the white lines piece is formalised as proposed to aid keeping the pavement clear, but that the c5 spaces further along without any pavement are left as they currently are, monitored, and a proposal for any future DYs looked at once the impact of the change to the current white lines is known.

## **11. RECOMMENDATION**

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



Paul Garrod  
Traffic Management & Network Manager

Date: 23<sup>rd</sup> April 2025

## **12. 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 1 – Pera Road, Walcot, Bath – Extension of Permit Holder Parking:**

*Due to the objection raised above however regarding access concerns if this bay is to be extended. It is the recommendation of this report that the proposed parking bay extension is not approved within this Order and the existing Double Yellow Line markings are re-freshed on-site.*

### **Additional Plan 13 – Mill Lane, Bath – No Parking At Any Time:**

*I note the comments from the Traffic Management Team and the Cabinet Member above. Based on the issues raised and balanced against the desire from Ward Members to see the scheme implemented I support the comments*

*from the Cabinet Member above in that the white lines are formalised but that the c5 spaces further along without any pavement are left as they currently are. This is in line with our wider transport policies and maintains safety of pedestrians by keeping the pavement clear.*

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: 24/04/2025