

OUTCOME OF TRO PROCESS – DECISION (following objections)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

|                         |  |
|-------------------------|--|
| <b>TITLE OF REPORT:</b> | <b>North East Outer Bath Area Review</b> |
| <b>PROPOSAL:</b>        | <b>Parking Restrictions</b>              |
| <b>SCHEME REF No:</b>   | <b>25-060</b>                            |
| <b>REPORT AUTHOR:</b>   | <b>Traffic Management Team</b>           |

**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:

|                  |  |
|------------------|--|
| <b>Section A</b> | 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....”                       |
| <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 their area of responsibility.                                       |
| <b>Section D</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 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.

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**.

### **Proposal Plan 1 – St Saviors Road, Larkhall, Bath – Existing No Parking At Any Time (Double Yellow Lines) added to Order:**

**Wholly Object– 14, Partially Object– 8, Neither– 0, Partially Support– 0, Wholly Support– 1**

#### **Objection main points raised:**

- Parking in residential streets around the centre of Larkhall is already limited.
- This scheme will have an impact on the needs of residents, healthcare workers, employees, businesses and community facilities.
- The loss of parking spaces will inevitably lead to the displacement of parking pressure onto surrounding streets.
- The "no stopping at any time" restrictions will also having an adverse impact on deliveries to local businesses.
- The roads need to be safer and clearing them of parked vehicles will only encourage speeding, whilst encouraging drivers to go through back roads in an attempt to escape traffic on main roads like the A4.

- There is no evidence that the current arrangements impede traffic flow or create unsafe conditions.
- The parking restrictions on St Saviour's Road will restrict resident access to their homes.

*Response: As stated within the public number 3 Report advertising this proposal. **No amendments are proposed to be made the existing restrictions on-site.** The No Parking At Any Time (Double Yellow Lines) are already on-site but not currently covered by a legal Traffic Order as this wasn't picked up when the Council consolidated all existing Static Orders onto the new digital TRO Platform AppyWay in 2024 as part of the Department for Transport's (DfT) requirement that all Traffic Orders must now be digitised and shared with the DfT. Proposal Plan 1 does **not** show a loading ban and No Stopping At Any Time restriction but rather a No Parking At Any Time restriction which is represented as Double Yellow Lines running along the kerb edge. Residents and business operators can still stop on these Double Yellow Lines for short periods of time to load and unload goods as they currently do. As no changes are being made on-site to the existing parking arrangements and the objections received are against a proposal that was not put forward, it is the recommendation of this report that the existing parking restrictions shown in Plan 1 are included within this Order so that enforcement of the existing restrictions can be carried out by our Enforcement Officers.*

### **Proposal Plan 2 – Trossachs Drive, Bath – No Parking At Any Time:**

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

#### **Objection main points raised:**

- It is of no surprise that this proposal has been made immediately after we had been given planning permission to construct a garage behind the subject turning bay.
- A key question we ask is to consider whether a turning bay is still necessary at this point in the street.
- The turning bay has been routinely and openly used for parking by residents, visitors, delivery and trades vehicles alike. Crucially, parking within the turning bay does not obstruct two-way traffic. By contrast, on-street parking elsewhere along Trossachs Drive reduces the carriageway to a single lane and materially restricts traffic flow. There has been no material change in road layout, traffic levels or safety conditions that would now justify additional restrictions at this location.
- Our driveway is extremely steep and becomes unsafe especially in wet or icy conditions. Delivery vehicles have repeatedly become stuck and have required towing out. We therefore park at road level and considering there are white lines outside are property to prevent parking at the junction to the Columbus House entrance, the nearest alternative is in the turning bay. Introducing yellow lines in the turning bay would not reduce parking demand; it would simply displace vehicles onto the carriageway, where the impact on traffic movement, access and visibility would be demonstrably worse.

*Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Members to prevent obstruction of the turning area on Trossachs Drive. Vehicles should not be parking within this turning space which was designed to be used by vehicles to manoeuvre. It is therefore the recommendation of this report that as the*

*proposed restrictions were requested by the local Ward Members and have their support that they are sealed within this Order as advertised and implemented on-site.*

**Proposal Plan 5 – Ringswell Gardens, Bath – No Parking At Any Time:**

**Wholly Object– 3, Partially Object– 2, Neither– 0, Partially Support– 0, Wholly Support– 1**

**Objection main points raised:**

- Plenty of room on the corner for traffic to pass safely - including large dustbin lorries.
- Introducing double-yellow lines will force residents to park further along Ringswell Gardens, which will create a potentially dangerous bottleneck in narrower stretches of the road.
- Parking on Ringswell Gardens is often impossible, due to the area being used by non-residents as a place to park and walk to nearby workplaces.
- Removing existing parking will create additional pressure on the remaining spaces.
- Introducing resident permits would discourage temporary and commuter parking.

*Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Member to prevent obstruction of the highway and prevent the grass area from getting churned up by vehicle tyres. If vehicles are parked in this location along the grass verge the width of available carriageway is restricted, creating a pinch point with vehicles opposite, narrowing the highway and making it difficult for larger vehicles to pass. The primary purpose of the highway is for the safe un-obstructed passage of vehicles. It is therefore the recommendation of this report that despite the objections raised that the proposed restrictions are sealed within this Order and introduced on-site. The request for Resident Parking permits sits outside the scope and remit of this TRO consultation.*

**Proposal Plan 7 – Marshfield Way / Fairfield Road, Bath – No Parking At Any Time:**

**Wholly Object– 10, Partially Object– 15, Neither– 1, Partially Support– 0, Wholly Support– 1**

**Objection main points raised:**

- Not enough consideration has been given to alternative parking for residents along Marshfield Way.
- Removal of parking along Marshfield Way will lead to increased traffic speeds.
- Displaced parking will move to cul-de-sacs off Marshfield Way.
- In snowy / icy conditions, the flatter bottom section of Marshfield Way is essential for safe vehicle access. Its removal leaves no viable alternatives in Bath's hilly terrain for residents.
- The bus dimension justification is spurious as the new electric buses are comparable to current buses and requiring no extra space.
- The loss of on-street parking will place residents at risk of financial hardship.
- No suitable or designated replacement parking has been identified.

- Reliance on private vehicles is unavoidable in these circumstances as no alternative transport options are available for residents such as electric bicycles due to the hilly terrain along these rural roads being significantly more hazardous.

*Response: The proposed No Parking At Any Time restrictions were requested by First Bus and supported by the local Ward Members for public consultation. The primary purpose of the highway is for the safe passage and re-passage of vehicles. Parking is an obstruction of that right and can therefore only be condoned where it is safe to do so. However, due to the number of objections raised and the fact that the available on-street parking capacity for local residents is limited it is the recommendation of this report that the proposed restrictions are reduced from No Parking At Any Time to No Parking Between 0800 – 1800 as suggested by residents during the public consultation. This would ensure that the highway is kept clear during the day but will allow residents to park in the evenings.*

### **Proposal Plan 8 – Fairfield Park Road, Bath – No Parking At Any Time:**

**Wholly Object– 13, Partially Object– 12, Neither– 0, Partially Support– 1, Wholly Support– 1**

#### **Objection main points raised:**

- It is understood that the new electric buses are only approximately 1cm wider than the vehicles they replace. It is therefore difficult to accept that such a marginal increase in width necessitates the complete removal of all on-street parking along the road.
- Fire, ambulances, and refuse collection vehicles are all able to access the road without difficulty, even under existing parking conditions.
- The impact on residents would be severe and disproportionate.
- Removing all parking capacity would leave residents with no realistic alternatives.
- Residents would be forced to park a considerable distance away either up or down steep hills. This would create ongoing hardship, particularly for families with young children using pushchairs, elderly residents, and those with mobility issues or health conditions.
- The area is by nature hilly and as such is not an attractive area for cycling, particularly for the elderly or infirm and not always possible.
- The inability to park close to one's home will mean that visitors of residents will struggle, many of the residents and their visitors are elderly and will not be able to negotiate the hilly area.
- First group are finding excuses for running a very poor service, that is entirely their internal operational issue and has nothing to do with access or obstruction.
- The parked cars act as a traffic calming measure and reduce vehicle speeds along this residential road.

*Response: The proposed No Parking At Any Time restrictions were requested by First Bus and supported by the local Ward Members for public consultation. The primary purpose of the highway is for the safe passage and re-passage of vehicles. Parking is an obstruction of that right and can therefore only be condoned where it is safe to do so. However, due to the number of objections raised and the fact that the available on-street parking capacity for local residents is limited it is the recommendation of this report that the proposed restrictions are reduced and the section of No Parking At Any Time restrictions on the southern side running in front of property 141 to the rear of 129 is*

*removed from this Order. It is also recommended that the proposed No Parking At Any Time restrictions running in front of property 129 and from properties 123 to 119 are removed from this Order. This would retain on-street parking provision for residents but prevent vehicles from parking on both sides of the highway resulting in pinch points and creating an obstruction.*

### **Proposal Plan 9 – Bay Tree Road, Bath – No Parking At Any Time:**

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

#### **Objection main points raised:**

- No parking or obstruction issues along this road.
- Very few cars park along that stretch of the road, and those that do stop to load or unload for just a few minutes.
- This area has little problem with traffic passing in comparison with roads in the area.
- Will end up being a delivery drop off point.
- Removing parked cars will result in higher traffic speeds.

*Response: The proposed No Parking At Any Time restrictions were requested by First Bus and supported by the local Ward Members for public consultation. The proposed restrictions are running along the northern kerb line of Bay Tree Road where vehicles don't tend to park. The proposed No Parking At Any Time restrictions are being proposed to prevent the occasional vehicle from parking on the northern side of the highway which results in pinch points being created with the vehicles opposite on the southern side causing an obstruction for larger vehicles. As the primary purpose of the highway is for the safe unobstructed flow of traffic it is the recommendation of this report that despite the objections raised that the proposed restrictions are sealed within this Order as advertised and implemented on-site.*

### **Proposal Plan 10 – Dowding Road, Bath – No Parking At Any Time:**

**Wholly Object– 4, Partially Object– 9, Neither– 0, Partially Support– 0, Wholly Support– 1**

#### **Objection main points raised:**

- The recent installation of RPZ 27 has displaced parking onto Dowding Road already reducing the available parking provision considerably for residents making it almost impossible to park. Adding in more restrictions will only make this situation worse.
- you are proposing to bring these changes in whilst there is another, ongoing consultation about an RPZ for Dowding Road and other roads around Larkhall. But one decision surely cannot be made in isolation of the other.
- My proposal would be to extend RPZ 27 to the residents of Dowding Road. It would move the commuters away but still allow local businesses to have some parking nearer the centre of Larkhall.
- No Parking At Anytime restrictions just push the problem onto Holland and Wallace Road and will possibly make it more difficulty for the buses to negotiate these roads.

- Buses rarely stop at that location as hardly any passengers alight or board there.
- These DYLS will exacerbate an already overloaded car parking problem affecting Dowding, Holland and Wallace Roads.
- The proposal to create a designated bus stop zone is likely to encourage commuters to seek to overtake stationary buses at speed creating risks which did not exist previously.
- the proposal would disproportionately benefit the interests of the local bus company by creating a bus stop which is seldom used and disregards the interests of residents.

*Response: The proposed No Parking At Any Time restrictions were requested by First Bus and supported by the local Ward Members for public consultation. The proposed restrictions would remove 2 on-street parking spaces on Dowding Road opposite the existing bus stop. Due to the objections raised coupled with the fact that available on-street parking stock is at a premium, it is the recommendation of this report that the obstruction caused by parked cars in this location when a bus is stopped at the bus stop would only be an issue for a short amount of time while passengers load and unload and therefore this proposal should be abandoned at this time and not included within this Order.*

### **Proposal Plan 11 – St Saviour’s Road, Bath – No Parking At Any Time:**

**Wholly Object– 17, Partially Object– 6, Neither– 0, Partially Support– 0, Wholly Support– 0**

#### **Objection main points raised:**

- By removing all 5 parking spaces this will negatively impact the residents of Cottage Place.
- Parking in residential streets around the centre of Larkhall is already limited.
- Most residents in this area are older and should not have to walk long distances to their cars, especially in an emergency.
- This scheme will have an impact on the needs of residents, healthcare workers, employees, businesses and community facilities.
- The loss of parking spaces will inevitably lead to the displacement of parking pressure onto surrounding streets.
- Removing the parking will increase vehicle speeds.
- Buses, lorries and large vehicles are able to travel along this section of highway unobstructed. Sometimes they mount the curb for less than 3 seconds to get through. This has never ever been an issue.

*Response: The proposed No Parking At Any Time restrictions were requested by First Bus and supported by the local Ward Members for public consultation. The width of the highway in this location is narrow, and parked vehicles do make it difficult for larger vehicles to manoeuvre, however this is an issue along the majority of St Saviour’s Road where parking is permitted. Therefore, as this location presents no greater challenge than the rest of St Saviour’s Road and due to the number of objections raised regarding the lack of available on-street parking provision within the area for local residents it is the recommendation of this report that this proposal should be abandoned at this time and not included within this Order.*

### **Proposal Plan 12 – Brookleaze Buildings, Bath – No Parking At Any Time:**

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

#### **Objection main points raised:**

- The current restrictions are adequate.
- I have never seen any vehicles parked on this corner.

*Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Members for public consultation. The proposed restrictions wrap around the bend along Brookleaze buildings where it is inappropriate for vehicles to park as they would obstruct visibility and the width of the carriageway. Therefore, despite the objection raised it is the recommendation of this report that the proposed restrictions are approved and sealed within this Order.*

### **Proposal Plan 14 – Worcester Park, Bath – No Parking At Any Time:**

**Wholly Object– 17, Partially Object– 5, Neither– 2, Partially Support– 0, Wholly Support– 1**

#### **Objection main points raised:**

- The proposed removal of 11 spaces in Worcester Park will not remove the need for parking in the area and will upset this delicate balance.
- Removal of these 11 spaces will seriously adversely affect residents, workers, carers, visitors, businesses and users of the Oriel Hall and Victoria Hall.
- Removal of these spaces will place greater pressure on adjacent areas.
- The loss of parking spaces will inevitably lead to the displacement of parking pressure onto surrounding streets.

*Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Members for public consultation. The proposed restrictions are running along the western kerb line of Worcester Park where vehicles do not tend to park. The proposed No Parking At Any Time restrictions are being proposed to prevent the occasional vehicle from parking on the western side of the highway which results in pinch points being created with the vehicles opposite on the eastern side causing an obstruction for larger vehicles. As the primary purpose of the highway is for the safe unobstructed flow of traffic it is the recommendation of this report that despite the objections raised that the proposed restrictions are sealed within the Order as advertised and implemented on-site. These restrictions would not remove any appropriate on-street parking spaces.*

### **Proposal Plan 15 – Charlcombe Lane, Bath – No Parking At Any Time:**

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

#### **Partial support main points raised:**

- Extension of the proposed restrictions.

*Response: The proposed No Parking At Any Time restrictions were requested by the Facilities Manager of the Sports Ground to prevent obstruction to the site entrance. An extension of the proposed restrictions sits outside the scope and remit of this TRO consultation and would need to be picked up with the local Ward Members and included within a future consultation.*

**Proposal Plan 16 – Grosvenor Bridge Road / Grosvenor Park, Bath – No Parking At Any Time:**

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

**Objection main points raised:**

- No formal notice given except a small notice attached to a lamppost.
- Parking is already minimal around these roads, removing these will create chaos for residents who already have problems parking due to the small number of spaces available.
- The present parking arrangements in Grosvenor Bridge Road works well.

*Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Member to prevent obstruction of the highway and junction. Vehicles should not be parked on or around a junction obscuring visibility splays. The primary purpose of the highway is for the safe unobstructed passage of vehicles. Parking can only be condoned where it is safe to do so. It is therefore the recommendation of this report that despite the objections raised that the proposed restrictions are implemented on-site and sealed within this Order as advertised.*

**Proposal Plan 20 – Eldon Place, Bath – Removal of No Parking At Any Time:**

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

**Objection main points raised:**

- No need as current situation works well.

*Response: The proposed No Parking At Any Time restrictions were requested by the Traffic Management Team and Parking Services Team to amend the markings on-site to match the existing sealed Order. The restrictions on-site must match the sealed Order so that the Enforcement Team can carry out their duties. It is therefore the recommendation of this report that despite the objection raised that the proposed removal of the markings on-site not covered by a sealed Order are removed.*

**Proposal Plan 24 – Ringswell Gardens, Bath – No Parking At Any Time:**

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

**Objection main points raised:**

- These measures will significantly worsen an already unsustainable parking situation.
- Our street is already under constant pressure from non-resident parking.
- Frequently impossible for residents to find parking near their own homes, particularly during peak hours.
- The road absorbs regular short-term parking related to nursery drop-offs and collections, as well as overspill parking from Grosvenor Place.
- The road is already operating beyond capacity. The proposed restrictions will remove usable parking without addressing the source of the problem.
- Surrounding neighbourhoods already operate resident permit schemes displacing vehicles.
- Without permits, our neighbourhood will become the default overflow area for both commuters and displaced permit-zone traffic.
- For our household, the proposal would also remove all vehicle access to our rear entrance. This area is routinely used for essential activities such as unloading shopping and transporting heavier items. The loss of this access would materially reduce the practical use of our home.

*Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Member to prevent obstruction of the highway and prevent the grass area from getting churned up by vehicle tyres. If vehicles are parked in this location along the grass verge the width of available carriageway is restricted, creating a pinch point with vehicles opposite, narrowing the highway and making it difficult for larger vehicles to pass. The primary purpose of the highway is for the safe un-obstructed passage of vehicles. It is therefore the recommendation of this report that despite the objections raised that the proposed restrictions are sealed within this Order and introduced on-site. The request for Resident Parking permits sits outside the scope and remit of this TRO consultation.*

#### **No Objections received to:**

**Plan 3 – Richmond Road, Bath**

**Plan 4 – Charlcombe View Road / Fairfield Park Road, Bath**

**Plan 6 – Camden Crescent, Bath**

**Plan 13 – Bailbrook Lane, Bath**

**Plan 17 – Gloucester Road, Bath**

**Plan 18 – London Road / Beaufort Place / St Saviour's Way, Bath**

**Plan 19 – London Road, Bath**

**Plan 21 – Charlcombe Lane, Bath**

**Plan 22 – Beaufort Mews / Beaufort Place, Bath**

**Additional Plan 23 – Pera Road, Bath**

*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 WARD MEMBERS AND CABINET MEMBER FOR SUSTAINABLE TRANSPORT DELIVERY (in response to the above)**

##### **Ward Members**

Lambride:

Cllr Saskia Heijltjes – Plan 1 - St Saviours Road – approved / Plan 7 - Marshfield Way – abandon / Plan 8 - Fairfield Park Road – abandon / Plan 9 - Bay tree Road – approved / Plan 10 - Dowding Road – abandon / Plan 11 - St Saviours Road - abandon (we will do letter drop to find out more about residents’ concerns for next year's TRO) / Plan 12 to 20 – approved.

Cllr Joanna Wright - Plan 1 - St Saviours Road – approved / Plan 7 - Marshfield Way – abandon / Plan 8 - Fairfield Park Road – abandon / Plan 9 - Bay tree Road – approved / Plan 10 - Dowding Road – abandon / Plan 11 - St Saviours Road - abandon (we will do letter drop to find out more about residents’ concerns for next year's TRO) / Plan 12 to 20 – approved.

Lansdown:

Cllr Lucy Hodge – No comment.

Cllr Mark Elliott – No comment.

Walcot:

Cllr Oli Henman – No comment.

Cllr John Leach – No comment.

Bathavon North:

Cllr Kevin Guy – No comment.

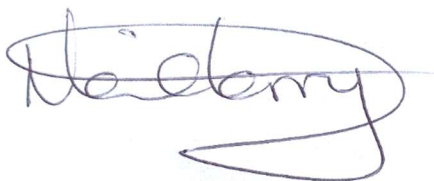
Cllr Sarah Warren – No comment.

Cabinet Member for Sustainable Transport Delivery:

Cllr Lucy Hodge - I note the Lambridge ward councillors request to withdraw a number of the proposals. I support the Officer recommendations and the requests of the ward councillors in this report.

**11. RECOMMENDATION**

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



Neil Terry  
Traffic Management & Network Manager

Date: 02/04/2026

## 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:*

- **Proposal Plan 7 – Marshfield Way / Fairfield Road, Bath – No Parking At Any Time:**

*Abandoned at Ward Members request.*

- **Proposal Plan 8 – Fairfield Park Road, Bath – No Parking At Any Time:**

*Abandoned at Ward Members request.*

- **Proposal Plan 10 – Dowding Road, Bath – No Parking At Any Time:**

*Abandoned at Ward Members request.*

- **Proposal Plan 11 – St Saviour’s Road, Bath – No Parking At Any Time:**

*Abandoned at Ward Members request.*

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:07/04/2026