

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: Review of on-street parking permit charges, including size-based fees

PROPOSAL: On Street parking permit charges

SCHEME REF No: 25-076

REPORT AUTHOR: Andrew Dunn

1. DELEGATION

The delegation to be exercised in this report is contained within **Part 2 Section 2.35** of the Constitution under the **Delegations of Functions to Officers**, as follows:

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

For the purposes of this report, the Director of Place Management and the Head of Highways Delivery hold the delegated power to make, amend or revoke any Orders.

2. LEGAL AUTHORITY

This proposal is made in accordance with the Road Traffic Regulation Act 1984, which under Section 1 provides, generally, for Orders to be made for the following reasons, and in the case of this report specifically for the reason(s) shown below:

(a)	for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or	X
(b)	for preventing damage to the road or to any building on or near the road, or	X

(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)	X

3. PROPOSALS

3.1. Following consideration of feedback from a preliminary public consultation, undertaken in October/November 2025, the council is proposing to review on street parking permit charges to include:

A. Introduction of an additional resident's permit charge based on vehicle size (area) in 2026/27.

B. An increase to visitor permit charges in 2026/27.

3.2. Proposed charges described in paragraph 3.1 are set out in more detail in Appendix A.

3.3. It's proposed that emissions-based parking charges are introduced at unrestricted sections of the following locations:

A. Weston Road, Bath, between the junction with Park Lane and the north east entrance into Royal Victoria Park.

3.4. Proposed charges described in paragraph 3.3 are set out in more detail in Appendix B, and a location plan included within Appendix C.

3.5. It's proposed that 25m of central zone permit holder parking on Monmouth Street be changed to Police Vehicle only parking. To mitigate this reduction in permit holder parking, 25m of dual-use (permit holders/pay and display) parking on Monmouth Place will become exclusive central zone permit holder parking. This also includes a further amendment to formalise a loading bay on Monmouth Place within the Traffic Regulation Order. Location details and a plan for these proposals are set out in Appendix C.

4. REASON

Please refer to the Statement of Reasons.

The Council has had in mind and discharged the duty (as set out in section 122(1) of the Road Traffic Regulation Act 1984) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) so far as practicable. It has also had regard to the factors which point in favour of imposing an increase in permit charges. It has balanced the various considerations and concluded that it is appropriate to promote the increase in permit charges. 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 increase in permit charges is consistent with that duty, having regard to its other policies and objectives.

5. IMPACT ON EQUALITIES

An Equality Impact Assessment has been undertaken in relation to the proposed increase in permit charges, 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

The scheme is a standalone scheme with funded from existing revenue budgets and revenue generated from the proposals themselves.

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 Transport Strategy and 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 feedback and views received from respondents have been analysed and the results compiled within the attached report (Appendix D) entitled "Traffic Regulation Order consultation on Parking Charges, 2026-27 Traffic Regulation Order Consultation Outcome Report".

10. ADDITIONAL COMMENTS FROM WARD MEMBERS AND CABINET MEMBER FOR SUSTAINABLE TRANSPORT DELIVERY (in response to the above)

Councillors – No comment.

Parish Councils – No comment.

Cabinet Member for Sustainable Transport Delivery

Councillor Lucy Hodge – No comment.

Cabinet Member for Sustainable Transport Strategy

Councillor Joel Hirst - Having read the reports carefully. Whilst accepting the increasing parking charges is never going to be popular and that parking and how the council balances our road use is always a controversial topic especially in our setting of a historic city;

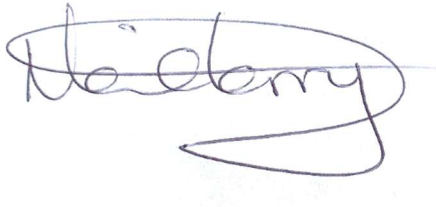
I am satisfied that the proposed measures set out are a sensible pack of modest increases as recommended in the report.

- I note the impressive response rate of 920
- I note that introducing the principle of size-based charging with 47% support for the proposal. In particular I note the aspects of road safety set out in the report
- I note the historic context of visitor permits set out
- I note the 41% support for all day P&R charging proposal
- I note the request from the Police for the changes in arrangements on Monmouth Street
- I do note the context on an ongoing squeeze on the cost of living for residents and note the potential impact of these changes

I support the implementation of these proposed changes

11. RECOMMENDATION

That the Traffic Regulation Order as advertised should be sealed.

A handwritten signature in blue ink, appearing to read 'Neil Terry', with a large, sweeping flourish underneath.

Neil Terry
Traffic Management & Network Manager

Date: 05/08/2026

12. DECISION

As the Officer holding the above delegation, I have decided that the objections / comments be not acceded to and the Order as advertised be sealed.

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.

A handwritten signature in blue ink, appearing to read 'Chris Major', with a large, sweeping flourish underneath.

Chris Major
Director for Place Management

Date: 05/08/2026