

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: South East Outer Bath Area Review

PROPOSAL: Parking Restrictions

SCHEME REF No: 26-023

REPORT AUTHOR: Traffic Management Team / KG

1. DELEGATION

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

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

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

2. LEGAL AUTHORITY

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

(a)	for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or	X
(b)	for preventing damage to the road or to any building on or near the road, or	
(c)	for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or	X
(d)	for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property,	
(e)	(without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or	

(f)	for preserving or improving the amenities of the area through which the road runs, or	X
(g)	for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)	

3. **PROPOSAL**

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

4. **REASON**

Please refer to the separate Statement of Reasons document attached to this report regarding TRO 26-023.

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 Mount Road, Wellsway, Perrymead, Claverton Down Road, Rosemount Lane, Lyncombe Vale, Bradford Road, Horsecombe Grove, North Way, Tanners Walk, Shophouse Road and Darlington Road, Bath.
- Removing School Keep Clear markings on Darlington Road, Bath.
- 10-minute Limited Waiting, Mon – Fri, 8am – 8pm on Darlington Road, Bath.
- 2-hour Limited Waiting provision extended to 4 hours on Bruton Avenue, Bath.
- 3-hour Limited Waiting provision extended to 4 hours on Shakespeare Avenue, Bath.
- 4-hour Limited Waiting provision, operating 8am – 6pm on Entry Hill, Bath.
- Relocation of existing Cycle Hanger Bay on Chaucer Road, Bath.
- Extension of existing Zone 18 Resident Parking Bay on Bloomfield Avenue, 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**.

Plan 1 – Mount Road, Southdown, Bath

2 Partial Objections.

Main points raised:

- The proposal will prejudice all residents of Mount Road, with more than one vehicle and their visitors.
- The absence of parking opposite homes will lead to displacement in neighbouring areas.
- Adopt resident parking permits.

Officer Response: The proposed restrictions were requested by the Roundhill Primary School to provide access to the gates onto their field. As these restrictions are being proposed to provide access and prevent obstruction due to parked vehicles, it is the recommendation of this report that the proposed restrictions are implemented on-site and sealed as advertised.

Plan 6 – Rosemount Lane, Bath

4 Objections.

6 Partial Objections.

Main points raised:

- Rosemount Lane already takes far too much traffic for its size and many drivers 'race' when they see the road seems clear. This is because for most of its length Rosemount Lane is a single-track highway.
- The presence of parked vehicles at the bottom do have the effect of slowing vehicles: something the Council is keen to promote.
- Parking our cars there, naturally restricting the road width which has the effect of helping to enforce the 20mph limit.
- I note with concern the proposed loss of one residential parking space at the bottom of the lane and the addition of parking places further up the lane. On the basis of witnessing what can occur if a vehicle gets stuck in the centre section of the lane, I feel that the creation of a bottleneck - traffic back up and delay - could become a regular disturbance, especially if the lane remains two - way.
- By making it easier for cars to navigate this narrow lane - the proposal will only encourage more rat running and usage by parents on the school run.
- The current layout perfectly achieves the council's broader safety and speed management goals. Replacing this self-enforcing traffic calming measure with double yellow lines will invite faster, more dangerous driving conditions on a severe blind hill.

Officer Response: The proposed extension of the existing No Parking At Any Time restrictions were requested by the local Ward Members to improve property access from being obstructed due to parked vehicles. No additional parking is being proposed further up Rosemount Lane due to the narrow width of the highway. Rosemount Lane is signed as a Permit Holder Only Past This Point restriction, meaning that residents with a valid permit must park where they feel it is safe and appropriate to do so. The proposed restrictions remove only 1 parking space so retain on-street parking provision which acts as a natural traffic calming measure at the bottom of the hill. As these restrictions were requested and supported by the local Ward Members who represent the Lyncombe residents, it is the recommendation of this report that the proposed restrictions are implemented on-site and sealed as advertised.

Plan 9 – Bradford Road / Horsecombe Grove, Bath

1 Objection.

3 Partial Objections.

Main points raised:

- The proposal will have the opposite effect to the desired one to improve egress from Horsecombe grove. This is because the traffic on Bradford Road already exceeds 30 mph as cars speed up on exiting the roundabout.
- Bradford Road needs a 20mph limit from the Mulberry Park roundabout to the East side of the Foxhill shops.
- My neighbour and I paid for a white line to be painted across our adjacent driveways. This has worked fairly well - the only vehicles which do not respect the white line tend to be those used by building businesses and their sub-contractors working in the vicinity. The reason I asked for the white line was to make exiting from my drive a little safer.
- The extension of the double yellow lines and removal of parking spaces would seem to be unnecessary in safety terms - no detail has been provided as to why this extension of the yellow lines is required. If, despite these objections, you press ahead with the changes to extend the double yellow lines please can you ensure that they fully extend to the length of the existing white line outside 148.
- Parked cars reduce road width and so provide some incentive for drivers to moderate their speed. The removal of roadside parking as proposed by the additional yellow lines will encourage greater traffic speeds.
- Our house has no driveway on Bradford Road, and a single driveway at the back of our property on Horsecombe Grove. Therefore, we are requesting that the plan for the double-yellow lines be amended, so as to afford one parking space on the road adjacent our driveway. While we agree with the provision of double-yellow lines at the front of our property for the visibility/safety reasons stated above, we do not believe that extending them down Horsecombe Grove up to and including our driveway is necessary for safety/visibility reasons.

Officer Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Member on behalf of local residents to improve visibility splays and obstruction issues around the junction. As these restrictions were requested and supported by the local Ward Member and 34 responses in favour were received from local residents, it is the recommendation of this report that the proposed restrictions are implemented on-site and sealed as advertised. The proposed Double Yellow Lines will extend to cover the existing White Keep Clear marking in front of property number 148 as requested above.

Plan 12 – Shophouse Road, Bath

2 Partial Objection.

Main points raised:

- Parking in the area is at a premium.

- Earlier this year two parking spaces on Shophouse Road were lost when traffic calming measures and a zebra crossing were installed. The double yellows in Highland were reduced to mitigating this loss.
- Reinstating these lines will result in a net loss of on street parking capacity.

Officer Response: The proposed restrictions were requested by the Design and Projects Team to facilitate the installation of the new crossing point recently installed on Shophouse Road. As these restrictions are being proposed to prevent obstruction near to the junction and improve visibility splays due to parked vehicles it is the recommendation of this report that the proposed restrictions are implemented on-site and sealed as advertised.

Plan 13 – Bruton Avenue / Shakespeare Avenue, Bath

4 Partial Objections.

Main points raised:

- By extending to 4 hours, it will effectively mean free parking from 2pm through the Saturday afternoon and evening. This also creates a viable window for overnight visitors to the city as they could park from 2pm Saturday through to 12 noon Monday.
- Shakespeare and Kipling Avenue are already busy with school traffic so making either of these streets more attractive to 'park-n-shop' users would worsen the safety situation.
- If additional free parking is deemed of benefit to local residents, then this should be spread more equitably around the area.
- I would support an increase in the RPZ operating hours e.g. to 6am - 8pm 7 days per week to help control the usage of free parking in a time-limited manner.
- The 4 hours on Shakespeare Avenue will be used / known as a free morning / afternoon parking area for shopping / rugby etc in Bath given Bath city centre is only a 10-minute walk.
- The proposal effectively transfers the benefit of the residents' parking zone from those who fund it through permit charges to non-residents seeking free long-stay parking.
- The existing two-hour provision already provides ample time for visitors, customers and those accessing local businesses and services in Bear Flat.

Officer Response: The proposed restrictions were requested by the local Ward Members to provide more short term on-street parking provision for local resident's visitors, users of the local commercial premises and public buildings such as the Beechen Cliff Methodist Church and community hall, which often require longer than the existing 2-hour provision. As these restrictions were requested by the local Ward Members who represent the Bear Flat residents and only 4 objections were raised during the consultation, it is the recommendation of this report that the proposed restrictions are implemented on-site and sealed as advertised.

Plan 16 – Darlington Road, Bath

1 Objection.

1 Partial Objection.

Main points raised:

- No evidence has been provided to demonstrate that the removal of the restriction would improve safety or facilitate the expeditious movement of traffic, nor is it explained how the original safety justification for the markings is no longer applicable.
- It is unclear how replacing a prohibition on stopping with a designated waiting provision is consistent with the Council's duty under section 122 of the Road Traffic Regulation Act 1984, particularly in relation to securing the safe and expeditious movement of traffic.
- These changes were in fact erroneously made last year following TRO 24-037. Reference to this change was, however, made in the documents associated with that Order where the following reasoning was provided: "This keep clear section could be removed as it is universally ignored at busy times and provides parking for 2 vehicles in a way that does not impede other access." Surely non-compliance does not constitute a road safety justification for removing a control designed to help ensure the safety of primary school children.
- The Council's own Active Travel Team previously objected to the proposal, stating: "The proposal ... is counter to everything we are trying to do at the council in terms of encouraging more sustainable, safer, and active travel."

Officer Response: The proposed No Parking At Any Time restrictions to replace the existing No Parking Between 8am – 6pm restriction was requested by the Traffic Management Team to prevent obstruction of the highway due to parked vehicles and provide sufficient room to manoeuvre as it has been raised by local residents that parking in this location obstructs the passage and re-passage of vehicles which is the primary purpose of the highway. Parking is an obstruction of that right and can therefore only be condoned where it is safe to do so. It is therefore the recommendation of this report that the proposed restrictions are implemented on-site and sealed as advertised.

Plan 17 – Chaucer Road, Bath

2 Partial Objection.

Main points raised:

- Existing parking pressure on the available on-street parking stock in this area.
- Not enough parking currently on the road behind Devonshire made worse by the number of homes in that street that have been converted into flats.

- Anyone who is not able to park at the rear of Devonshire Buildings tries to park first at the very spot where you are seeking to restrict the parking, simply because they will not need to walk so far.
- When the council consulted on the introduction of the resident's parking zone some years ago you stated publicly that it was not the council's intention to reduce the space for parking. In fact, the first thing that you did when it was introduced in this particular corner of Bath was to reduce the available parking by extending the double yellow lines.

Officer Response: The proposed extension of the existing No Parking At Any Time restrictions were requested by the local Ward Members to provide improved visibility splays around the junction for motorists. The safe passage and re-passage of vehicles is the primary purpose of the highway. Parking is an obstruction of that right and can therefore only be condoned where it is safe to do so. As these restrictions were requested by the local Ward Members who represent the Bear Flat residents and only 2 objections were raised during consultation, it is the recommendation of this report that the proposed restrictions are implemented on-site and sealed as advertised.

Plan 18 – Chaucer Road, Bath

3 Partial Objections.

Main points raised:

- I have nothing against the concept of bike hangars, but I feel that the one in Chaucer Road is a waste of space. I would expect hangars to be useful in areas where there are a lot of apartments with consequent difficulties in storing bikes.
- In the time that the hangar has been in its existing location, I have never seen it being used and would be surprised if anyone had actually stored a bike there.
- Given that the proposal to extend the no parking areas at the junctions with Chaucer Road will mean the loss of a number of parking spaces, relocating the hangar to a part of Bath where it might actually be used would mean one less space lost.
- I have some reservations about simply extending the yellow lines. While this action may improve visibility, I am concerned it may not fully address the underlying safety concerns. In particular, I believe it could unintentionally lead to increased motor traffic speeds and encourage "cutting corners," as drivers' perceived risk would decrease.
- I would like to suggest alternative measures for consideration:
 - i. Placing low-level planters on the carriageway in areas around the junctions (for example, in current parking spaces) to improve sight lines and promote the residential character of the area.
 - ii. Raising intersections at Chaucer Road junctions, particularly those with Shakespeare and Kipling, and adding 4-way give way markings. While these improvements would involve higher costs, they could significantly enhance safety, especially as many streets here are used by children traveling to school.

- iii. The infrastructure changes could be raised/ continuous walkways or raised tables covering the whole junction.
- iv. Considering modal filters in the area to reduce traffic, although their potential impact would need careful study before implementation.
- v. I am concerned that the proposed solution may not fully align with BANES' commitment to low traffic neighbourhoods and shared spaces. Nor does it align to the School Travel Plan efforts to encourage walking and cycling for pupils at Beechen Cliff School, which I strongly support.

Officer Response: The proposed extension of the existing No Parking At Any Time restrictions were requested by the local Ward Members to provide improved visibility splays around the junction for motorists. The proposed relocation of the Cycle Hangar was requested by the Strategic Transport Projects Team and approved by the local Ward Members to improve visibility when turning out from Milton Avenue. The safe passage and re-passage of vehicles is the primary purpose of the highway. The alternative measure listed above sit out the scope and remit of this TRO consultation but could be considered by Ward Members in future highway schemes within the area. As these restrictions were requested and supported by the local Ward Members who represent the Bear Flat residents and only 3 objections were raised during consultation, it is the recommendation of this report that the proposed restrictions are implemented on-site and sealed as advertised.

Plan 19 – Chaucer Road, Bath

2 Partial Objections.

Main points raised:

- I have some reservations about simply extending the yellow lines. While this action may improve visibility, I am concerned it may not fully address the underlying safety concerns. In particular, I believe it could unintentionally lead to increased motor traffic speeds and encourage "cutting corners," as drivers' perceived risk would decrease.
- I would like to suggest alternative measures for consideration:
 - i. Placing low-level planters on the carriageway in areas around the junctions (for example, in current parking spaces) to improve sight lines and promote the residential character of the area.
 - ii. Raising intersections at Chaucer Road junctions, particularly those with Shakespeare and Kipling, and adding 4-way give way markings. While these improvements would involve higher costs, they could significantly enhance safety, especially as many streets here are used by children traveling to school.
 - iii. The infrastructure changes could be raised/ continuous walkways or raised tables covering the whole junction.
 - iv. Considering modal filters in the area to reduce traffic, although their potential impact would need careful study before implementation.

- v. I am concerned that the proposed solution may not fully align with BANES' commitment to low traffic neighbourhoods and shared spaces. Nor does it align to the School Travel Plan efforts to encourage walking and cycling for pupils at Beechen Cliff School, which I strongly support.

Officer Response: The proposed extension of the existing No Parking At Any Time restrictions were requested by the local Ward Members to provide improved visibility splays around the junction for motorists. The alternative measure listed above sit out the scope and remit of this TRO consultation but could be considered by Ward Members in future highway schemes within the area. As these restrictions were requested and supported by the local Ward Members who represent the Bear Flat residents and only 2 objections were raised during consultation, it is the recommendation of this report that the proposed restrictions are implemented on-site and sealed as advertised.

Plan 21 – St Ann's Way, Bath

10 Objections.

5 Partial Objections.

Main points raised:

- The complete exclusion of St Ann's Way from Zone 8 & the 4-hour option, no return within an hour does not offer a workable compromise.
- I ask B&NES to carry out a wider review of parking in this area and to consider including the remaining unrestricted part of St Ann's Way, or the wider area, in an appropriate residents' parking zone, so affected residents can apply for resident and visitor permits.
- This proposal is completely unfair to residents of St Anns Way, St Marys Close and St Catherines Close in that they will not be able to apply for residents parking permits for the use of the re-designated parking area in St Anns Way at its junction with Bathwick Hill.
- Whilst I appreciate that the proposed dual-use arrangement is an improvement on the recently reinstated Zone 08 permit-only restriction, it does not address the underlying parking issues affecting residents of St Ann's Way, St Mary's Close and St Catherine's Close.
- The bay at the southern end of St Ann's Way has functioned as unrestricted parking for over 15 years and has become an important parking resource for local residents and visitors.
- The proposed 4-hour parking arrangement provides more flexibility than the current permit-only restriction. However, due to the location of the bay, there is a significant risk that it will simply be occupied by shoppers, city visitors, walkers and rugby spectators for extended periods, rather than serving the needs of local residents and their visitors.

- My preferred outcome would be the creation of a dedicated resident parking zone covering these streets and the current parking bays located within them. Such a scheme would provide a coherent solution for local residents, visitors, carers and tradespeople, whilst ensuring that parking provision within the area primarily serves those who live there.
- The remaining unrestricted part of St Ann's Way should be brought into a residents' parking zone, whether Zone A, Zone 8 or another appropriate arrangement, so that affected residents can apply for resident permits and visitor permits.
- The present arrangement allows free parking at the Hill end of St Anns Way. The car dumping that occurred there has, with the threat of restrictions, now spread to the road opposite nos.12 and 14, with permanent occupancy. Together with the banning of traffic through Sydney Place this proposal and increased traffic movement is making St Anns Way an UNLIVEABLE neighbourhood area.
- There are only 6 spaces in the area proposed and this provides the ability for residents in the area to park unlike the previous arrangement where the unrestricted parking meant that all spaces were permanently occupied. A 4-hour visitors option would take away all or most of these spaces during the day and the time limit will inevitably be abused.

Officer Response: The proposed conversion of the existing Zone 8 Permit Holders Only Bay to a dual use Zone 8 Permit Holder and 4 Hour Limited Waiting Bay operating 8am – 6pm no return within 1 hour was requested by the local Ward Member to provide more short term, on-street parking provision for residents and their visitors. As these restrictions were requested and supported by the local Ward Member who represents the local residents, it is the recommendation of this report that the proposed restrictions are implemented on-site and sealed as advertised. The requests for the extension of existing Resident Parking Zones or a new Resident Parking Zone sit outside the scope and remit of this TRO consultation.

1 Partial Objection received to:

Plan 2 – Wellsway, Bear Flat, Bath
Plan 3 – Perrymead, Bath
Plan 5 – Claverton Down Road, Bath
Plan 7 – Darlington Road, Bath
Plan 8 – Lyncombe Vale, Bath
Plan 10 – North Way, Bath
Plan 11 – Tanners Walk, Bath
Plan 15 – Bloomfield Avenue, Bath
Plan 20 – Warminster Road, Bath
Plan 22 – Entry Hill, Bath

Main points raised:

- I have concerns regarding the proposed changes under this Traffic Regulation Order, particularly in relation to the cumulative impact on parking availability, the lack of clear evidence supporting the need for restrictions, and some aspects of practical design and road safety.

- The introduction of additional double yellow line restrictions across multiple roads will inevitably reduce the availability of on-street parking.
- The consultation materials do not quantify how many spaces will be removed or redistributed, making it difficult to assess the overall impact. Without clear data on parking demand, occupancy, and displacement effects, it is not evident that the level of intervention proposed is proportionate to the issues it seeks to address.
- There is also a risk that these restrictions will shift parking pressure into nearby streets rather than resolve it. This displacement effect is particularly relevant given the wider context of increasing parking charges and restrictions elsewhere.
- The extension of waiting periods in several locations (for example, increasing from two or three hours to four hours) may reduce turnover of parking spaces. While this may improve convenience for some users, it is likely to make it more difficult for others—particularly short-term visitors, carers, or service providers—to find available spaces during the day.

Officer Response: The proposed restrictions have been put forward and supported by the local Ward Members who represent their constituents and as such these proposed measures aim to improve the lives for local residents while improving the safety for motorists using the public highway. The intention of the Area Parking Review process is to pick up minor parking restriction amendments or requests to improve the local highway network. As only one partial objection was 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

Widcombe & Lyncombe:

Cllr Alison Born – Stuart and I have discussed this and would like to clarify that we do not support the proposed loss of parking spaces on the Wellsway because they are needed by local residents and we also fear that if they are removed, it will increase the tendency of buses to speed in the area when they can. We also wonder whether the parking spaces on Shakespeare should remain 3 hours due to high demand for residential parking on the road but parking on Bruton should increase to 4 hours, reflecting the lower residential demand in the street and the use of the community hall?

Cllr Stuart Bridge – As above.

Officer Response: We acknowledge your comments regarding the parking on the Wellsway, but these restrictions have been specifically requested by First Bus to avoid potential collisions between two opposing larger vehicles. The main concern is for two buses. We don't believe that it would lead to a significant increase in speed, if any, but this could be informally monitored.

We will include your request to retain the existing 3-hour limited waiting provision on Shakespeare Avenue but approve the proposed 4-hour time limit extension on Bruton Avenue within this Order.

Southdown:

Cllr Dine Romero – No comment.

Cllr Paul Crossley – No comment.

Bathwick:

Cllr Manda Rigby – No comment.

Cllr Toby Simon – Plan 21 – St Ann's Way, Bath. I have read, and sympathise with, the comments on the parking bay at the southern end of St Ann's Way. However, the position remains that legally this bay is within a resident parking zone. This can only be modified as part of a review of resident parking; I will press for the inclusion of the local streets in the review programme as soon as possible. That said, I remain of the view that this is a workable compromise pending such a review. I therefore support the proposal. I support the proposal in relation to Darlington Road - Plan 16 and Plan 20 – Warminster Road, Bath; Supported.

Combe Down:

Cllr Onkar Saini – As the Ward Councillor representing Combe Down, I would like to confirm my support for the following proposals:

- Plan 9 – Bradford Road / Horsecombe Grove
- Plan 5 – Claverton Down Road

In particular, Plan 9 has received significant support and demand from local residents, who have raised ongoing concerns regarding safety and visibility at this junction. I am therefore strongly in favour of these changes proceeding. Overall, I support the proposals outlined above and would like these to be taken forward.

Cllr Bharat Pankhania – No comment.

Twerton & Whiteway:

Cllr Sarah Moore – No comment.

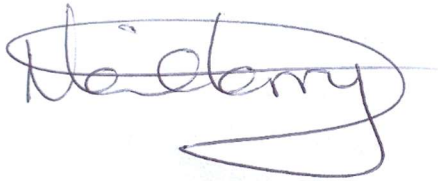
Cllr Time Ball – No comment.

Cabinet Member for Sustainable Transport Delivery (Councillor Lucy Hodge)

Cllr Lucy Hodge - Having reviewed the consultation feedback, ward councillor comments and officer responses, I support the implementation of the proposed parking restrictions set out within this report.

11. RECOMMENDATION

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



Neil Terry
Traffic Management & Network Manager

Date: 15/07/2026

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:

Plan 13 - Bruton Avenue / Shakespeare Avenue, Bath

The proposed 4-hour time limit extension on Shakespeare Avenue should not be sealed within this Order and the 3 Hour limit remain in place.

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: 16/07/2026