

# 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

**PROPOSAL:** Parking Restrictions

**SCHEME REF No:** 24-037

**REPORT AUTHOR:** Traffic Management Team KG

### 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 South 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 24-037.

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 Southstoke Road, Midford Road, Queens Drive, Fox Hill, Axbridge Road, Priory Close, Old Frome Road, Claverton Down Road, Woodland Grove, Stonehouse Lane, Stonehouse Close, North Road, Bradford Road, Cleveland Walk, and Horsecombe Grove, No Parking Between 8am – 4pm, Monday – Friday restriction on Old Frome Road in the South East area of Bath, Zone A permit holder / 2 hour Limited Waiting, operating 8am – 6pm in lengths of Cleveland Walk in the South East area of Bath and 10 minute Limited Waiting bays, operating Monday – Friday, 8am – 8pm in lengths of Darlington Road in the South 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.

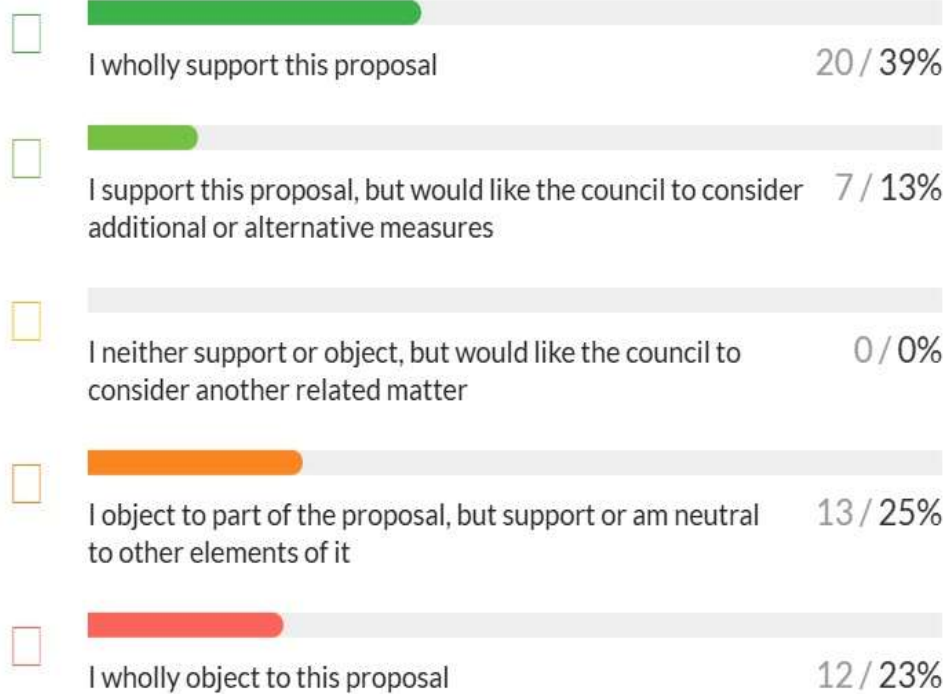
The responses to the informal consultation can be found in TRO report number 3.

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

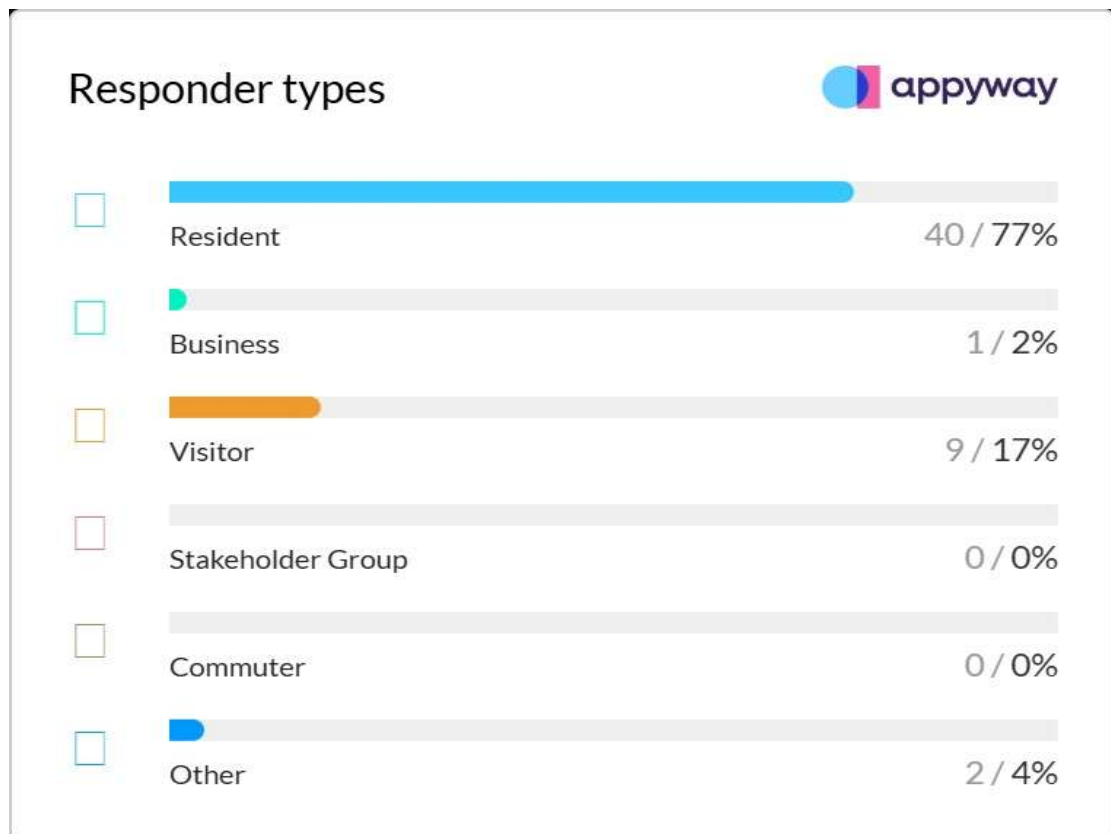
The objections received have been summarised below with the technical responses in italics underneath each one. Full responses and supporting comments can be found in the attached **appendix 1**.

**Overall response sentiment to Order 24-037**

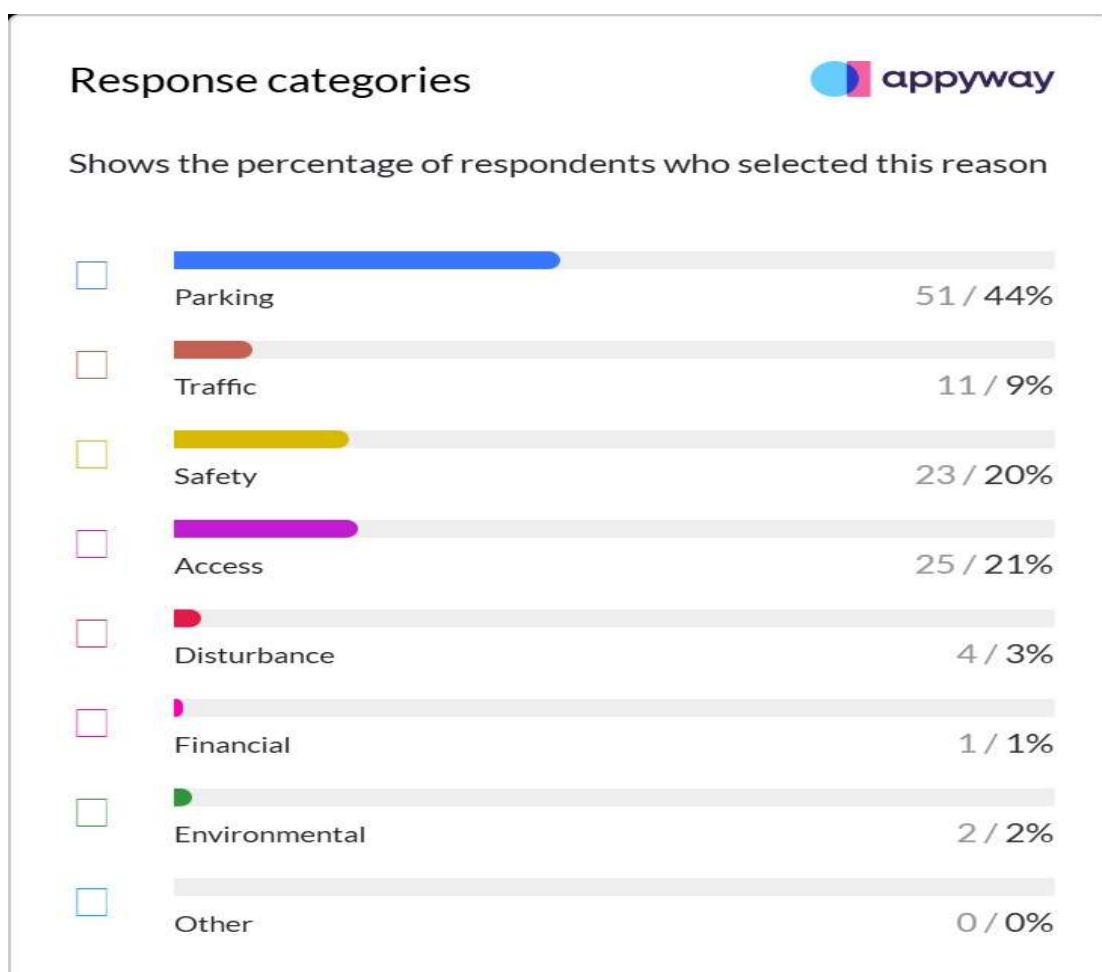
## Response sentiment



### Overall responder types to Order 24-037



**Overall response categories to Order 24-037**



### **Plan 1 - Southstoke Road / Midford Road – No Parking At Any Time**

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

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

- We wholly support this proposal. Accessing the drives is extremely challenging when vehicles are parked on the opposite side of the road.
- As a local resident in Southstoke Road, I have seen how dangerous it can be for cars and vans to park close to the corner of the road. This has caused countless safety incidents with people crossing the road, cars coming around the corner or busses trying to turn into Southstoke Road, so I fully support the no waiting at any time zones near the corner. I would simply ask that you consider road markings instead of some of the local driveways that have dropped curbs, as many dog walkers and people visiting the cross keys pub park on the road and will cover all of the resident driveways.

*Response: The proposed No Parking At Any Time restrictions were requested by the Traffic Management Team to prevent obstruction to larger vehicles turning into Southstoke Road and to improve visibility splays when exiting onto Midford Road. As no objections were raised to these proposed restrictions which are being proposed*

*on safety grounds, it is the recommendation of this report that they are implemented on-site as advertised and sealed within this Order.*

#### **Plan 2 – Queen’s Drive, 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 proposal to restrict parking at the Southern extreme of Perrymead is unnecessary and would be a misuse of public funds if carried out. This is a 'No Through Road', it carries very little traffic, and this section has no buildings on either side, i.e. essentially there is no demand for parking there and indeed no-one does park there. Why then has this proposal been made? Could it be that the driveway of the house immediately to the West of this road has recently been resurfaced and that contractors have found it convenient to park here? If so then that would have been a temporary annoyance, easily dealt with and certainly not justifying public expense. One would hope that the council hasn't been subjected to undue influence from ex-local politicians and that the Local Authority Ombudsman will not have to investigate a case of maladministration. Rather than carry out this proposal the current traffic barrier should be moved South, retaining access to the driveway mentioned above. This would have the advantage of permanently removing the non-existent parking 'problem' for anyone living to the North of this section. Proper 'No Through Road' signs should be installed at both North and South ends of this road, replacing the non-standard sign at the South end and the incorrect 'Road Closed' sign at the North end. In addition, the priority should be changed at the South end to Queens Drive - Foxhill, both logical and safer. I note in passing that the public notice of this proposal has been prematurely removed. One hopes that this is a case of minor vandalism rather than a deliberate act to frustrate the public consultation.

*Response: The proposed No Parking At Any Time restrictions were requested by the Traffic Management Team on behalf of local bus operators to prevent obstruction to the operations of their fleet due to parked vehicles in this location. 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. As only one objection was received to these restrictions and they are being proposed on accessibility and safety grounds, it is the recommendation of this report that they are introduced on-site as advertised and sealed within this Order.*

#### **Plan 4 / 6 – Priory Close, Bath – No Parking At Any Time**

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

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

- We are pleased that the council are proposing changes to parking in Priory Close; cars parking for both prior Park College and Prior Park NT are making things awkward for residents. The extension of double yellow lines up the road from the junction with Ralph Allen Drive will make turning in and out of the close safer; hopefully having double yellow lines on the north side of the lower part of the road (the small section between sets of double yellow lines currently in place) will encourage parents of Prior Park College not to wait there to pick up children which forces cars to pass them on the wrong side of the road approaching a blind corner. Extending the double yellow lines is a good move. At the top of the uphill part of the close I am not sure that the lines in front of 32 and 33 are necessary; however, would not strongly oppose them. Double yellow lines opposite, each side of the part of the close leading down to Ralph Allen Drive, would certainly be a good move to give better visibility at the junction. I would like the council to consider extending these lines a couple of feet each way to reach no 1's driveway or even go across this driveway to the south and on the north side to finish at the north side of no 33's driveway rather than halfway across as on the diagram; this would prevent having to reverse towards the junction when cars are parked opposite (which they often are) making egress from no 33 safer.

*Response: The proposed No Parking At Any Time restrictions were requested by the Traffic Management Team and supported by the local Ward Members on behalf of local residents to prevent obstruction due to parked vehicles. As no objections were received it is the recommendation of this report that the proposed restrictions are introduced on-site as advertised and sealed within this Order. The requested extension of the proposed markings sits outside the scope and remit of this TRO consultation and would need to be considered through a future public advertisement and new TRO.*

**Plan 5 – Old Frome Road, Bath – No Parking At Any Time / No Parking Mon-Fri, 8am – 4pm**

**Wholly Object– 3, Partially Object– 2, Neither– 0, Partially Support– 1, Wholly Support– 16,**

**Objection main points raised:**

- We have never had a problem with parking on our road, we are a big family, and the restrictions would mean that often it would be very difficult to park by or near our house. Residents are mainly retired and have big drives and private parking, the impact of workers from local schools and the hospital is so minimal, there are always spaces available even during working hours, so a restriction would be bonkers and unfair.
- This notice is absolutely ridiculous. Two selfish people. A single line between 8am - 4pm just to stop someone from parking opposite there drive and one double line so someone can get out of there drive. What a joke. It will create a chicane. Which will make it difficult for deliveries and emergency services getting to the rest of the street. This won't solve anything it will only make



matters worse, for everyone else. This road if anything needs a single line all the way down the north side.

- We do not support the above notice and plan. We understand that the residents of 145 OCCASIONALLY have difficulty getting in and out of their drive, and the possible need for some restriction directly opposite their drive only but not the whole distance between 200 and 198. We have concerns that if the restriction is implemented as proposed it would encourage vehicles to park on both sides of the road leaving small gaps between them which from past experience creates an even worse problem with vehicles zig zagging up the road and also making it extremely difficult for larger vehicles i.e. emergency vehicles, refuse and recycling to get through. We do not understand or see the need for no parking at any time restriction outside 196 as the road is completely clear of vehicles after 4pm weekdays and all day at the weekend.
- I am writing to object to the proposed changes to parking regulations in two short stretches in Old Frome Road, notably outside 194 Old Frome Road and outside 198 Old Frome Road. One stretch, outside 194 Old Frome Road, is proposed to be double yellow lines. This is completely unnecessary, as vehicles that have parked there up until now have not interfered with traffic flow at all, and residents opposite do not have a problem reversing from their driveway. Why is this proposed parking restriction different from the proposed one outside 198 Old Frome Road, which is no parking between 0800 and 1600 Monday to Friday (this is also completely unnecessary)? Why, indeed, are these two stretches the only ones proposed on Old Frome Road? It would appear that two individual and separate applications have been made for these two stretches of road without the full knowledge and agreement of other residents. There has been much discussion with the council over the years regarding parking restrictions along the whole of Old Frome Road. As consensus was not reached by everybody in the street, it was previously decided to maintain the status quo of no parking restrictions. I therefore object to these proposals.
- With reference to the parking proposals for Old Frome Road. I think it is totally unnecessary to have double yellow lines outside 194 Old Frome Road and restrictive parking outside 198 Old Frome Road. It is very obviously two separate applications for personal preference, both of which will, I believe have a knock-on effect on the rest of the road.

**Support main points raised (Please see Appendix 1 for full comments):**

- Currently, we experience frequent issues with vehicles parking directly opposite our driveway. This often makes it extremely difficult and unsafe to reverse out of our narrow driveway, posing a risk to both us and other road users.
- The proposed restriction would significantly improve safety and accessibility, ensuring clearer visibility and reducing the potential for accidents.

- On numerous occasions, I have missed or been late to important hospital appointments because inconsiderate drivers have blocked the driveway.
- Despite polite notices on both gateposts requesting that people do not obstruct the entrance, these requests are frequently ignored.
- Introducing single yellow lines, restricted Monday to Friday from 8 AM to 4 PM, would significantly improve this situation, especially during peak parking hours.
- As a resident of Old Frome Road, I fully support the proposed restricted parking with a single yellow line opposite number 145, Monday to Friday from 8am to 4 pm. This property is next door to ours and belongs to our daughter and son-in-law, who are our primary carers. They frequently need to take us to important medical appointments, but due to inconsiderate parking obstructing their driveway, we have often been delayed or, in some cases, missed our appointments entirely.
- As a frequent visitor to this property, I have repeatedly experienced difficulty accessing and exiting the driveway due to vehicles being parked directly opposite. This not only causes inconvenience but also poses a safety risk, particularly when visibility is reduced, or manoeuvring space is restricted.
- The implementation of the proposed restriction would greatly improve accessibility and enhance safety for both residents and visitors.
- Parking on the road is excessive during weekdays, and I have personally experienced significant obstruction when trying to exit the driveway safely. The current situation poses a serious safety risk, and I fear that a severe accident could occur if no action is taken.
- It is evident that the primary cause of this issue stems from school-related parking, requiring frequent intervention to request vehicle owners to move their cars. This ongoing problem highlights the need for a formal restriction to prevent further inconvenience and ensure safe and reliable access at all times.
- The driveways at these properties are narrow and, on an incline, necessitating additional manoeuvring space to reverse into them safely. Unfortunately, inconsiderate parking opposite these driveways often obstructs this space, leading to significant delays.
- The road narrows in this section, and parking opposite further restricts its width and visibility, exacerbating the problem. I am concerned that this situation poses a safety risk, and without intervention, an accident may be imminent.
- I am responding on behalf of the owner of the property 194 Old Frome Road. The proposal as it stands appears to place double yellow lines across the entrance of the property at 194 Old Frome Road. This we would oppose on

two grounds. The first is it appears redundant; the highway code does indicate that parking across property access is prohibited. Secondly, double yellow lines would not address the issue. The issue we are seeking to address is visibility up and down Old Frome Road when exiting the property in a motor vehicle. When vehicles are parked close to the delineation of the driveway access to 194 Old Frome Road it is very difficult to view cars travelling on the road, which is effectively single lane due to the parked vehicles, making exiting a perilous process. Our suggestion would be to place a single yellow line with the same restrictions as those proposed for the new restriction opposite 145 Old Frome Road, for a distance of five meters either side of the driveway delineation at 194 Old Frome Road.

*Response: The proposed No Parking At Any Time and No Parking Between Monday – Friday, 8am – 4pm restrictions were requested by the local Ward Members on behalf of local residents to improve property access. Due to the large number of responses in support of the proposed restrictions opposite property number 145 and as they have the support of the local Councillors it is the recommendation of this report that they are implemented on-site as advertised and sealed within this Order. Regarding the request above from the property owners of 194 to amend the proposed restrictions from Double Yellow Lines to a timed operated restriction extending for a length of 5 metres either side of the driveway entrance, this request would be an extension of the original proposal which was supported by the local Ward Members and therefore could not be considered at this time as it sits outside the scope and remit of this TRO and would require a further consultation process. As the residents at number 194 do not support the current proposal plan as it stands, it is the recommendation of this report that the proposed Double Yellow Lines in front of 194 are not implemented on-site and are not sealed within this Order at this time. A future proposal plan could be considered within the next Area TRO Review with a further public consultation to propose the timed operated restrictions, if they have the support of the local Councillors.*

#### **Plan 7 – Claverton Down Road, Bath – No Parking At Any Time**

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

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

- I object to the proposal to provide no waiting at any time on Claverton Down Road near its junction with Shaft Road. The proposal seems an ill thought-out solution to safety issues created by the recent scheme restricting parking on the North side of the road. I believe the issues need to be considered as a whole not overcoming some problems and creating others. The current arrangement as forecast results in cars being parked on the south side of the road. This is a safety hazard as there is poor visibility for cars emerging from houses and parkers have to cross the road to access the woods. The existing single line marking is poorly signed and once a car parks later cars tend to park on the same side. The existing restriction was created to improve traffic flows, but the real problem is further down the road from the school onwards. Any problem tends to be between 08:15 & 08:45 so the current restriction is

too harsh. Other issues are the limited visibility of people emerging from the woods onto the zebra crossing by Shaft Road and the need for cars to park to give access to the woods. The problem with the current proposal is that it is likely to result in parking on both sides of the road which will give traffic conflict. This could be avoided by extending the proposed double yellow lines to Paddock Woods and removing the current limited waiting on the North side. Cars will then park on this side which removes the need for children and dogs to cross the road. Please note the site notice is not within the area proposed for double yellow lines and will not be seen by the vast majority of people who park there as they walk the other way to access the woods.

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

- I completely agree with the proposal to have double yellow lines on the south side of Claverton Down Rd but feel that it is very urgent to have double yellow lines on the north side as well. 1. Since lockdown the use of fairy woods has increased hugely and with that a parking problem that previously did not exist. Large vehicles such as coaches, lorries and dog walkers' vans park, sometimes for extended periods of time, also means that accessing driveways to the houses opposite becomes incredibly difficult. We have had situations where ambulances have been unable to attend a property because they cannot swing into the driveway and parking outside has caused a complete blockage of the road. 2. Another worrying safety concern is that many cars park and unload children and dogs right into the path of oncoming traffic. 3. There have been a number of accidents and if this continues, I feel it is only a matter of time before there will be a fatal one. 4. Cars accelerating past all the parked vehicles has caused extra air pollution and substantial extra noise, all adding to a deterioration in the environment. 5. The houses opposite are unable to have grocery deliveries to their door because of access problems. I had a delivery to my door, but a large van had come to park opposite and on trying to exit, my van driver was unable to swing out of the driveway and caused thousands of pounds worth of damage to his vehicle. When they park outside it causes inevitable blockages. 6. All these problems would be solved by simply putting double yellow lines on both sides of the road between Shaft Road and along to Paddock Wood. Paddock Wood has very good access and visibility in both directions but has double yellow lines on both sides of the road. The houses between Paddock Wood and Shaft Rd are treated differently and completely disadvantaged by the lack of restricted parking. 7. Since most visitors come to exercise it would be absolutely no problem to walk a few extra steps and park a little further along the road which would not impact any residential properties. There is an alternative entrance to Fairy Wood along by Flatwoods so perhaps that should be better advertised. I would also suggest that walkers are encouraged to use the old Entry Hill golf course which has off street parking and refreshments on hand. This would be a great place to develop and invest in.
- I totally endorse the proposal to paint double yellow lines on the South side of Claverton Down Road as illustrated in your document. However, the action does not go far enough to solve the traffic problem that exists on this particular section of road. Parking has increased dramatically since Rainbow

Woods became popularised during Covid lockdown. After lobbying the Council, a single yellow line was subsequently painted on the North side of the road allowing parking at any time except weekdays from 0730-0930. This is largely ignored as the tiny notice on the nearest lamppost is about 50 metres further down the road. Therefore, anyone parking during those times on the south side just encourages further parking there throughout the day. This has meant that exiting from our driveways is extremely hazardous because the driver's sight line is blocked in both directions. We have had several scary near misses as one edges out beyond the cars parked on either side of our entrances. So proposed double yellow lines are really important. However, trying to enter our driveways with vehicles parked on the North side of the road is also fraught with danger. If there are large vehicles, like private buses, lorries, motorhomes or dog-walkers vans parked opposite, it often requires a three- point turn for our cars and is impossible for delivery trucks, workmen's lorries' and particularly an ambulance that has to visit next door on a regular basis. Very dangerous as they have to park on the edge of the pavement and block traffic both ways. We would like to propose: 1. that double yellow lines are painted along the North side of the road from the pedestrian crossing to a point close to the Paddock Woods entrance. 2. that double yellow lines are extended on the South side for a further 20 metres. In addition to the above we are extremely concerned for pedestrians, particularly students at Ralph Allen School. There have been many accidents along this unmarked stretch of road, and I have some photos to illustrate the problem. Parked cars on either side of the road often open doors on the traffic side to disembark pedestrians, prams and dogs. Again, drivers sight lines are impeded, as they accelerate to pass and access the next gap - ahead of oncoming traffic trying to do the same thing. Many near misses and I believe the cause of some accidents. The parking restriction on the North side of the road does not recognise that about 150 students also return home along the same route. If a restriction was imposed from 1430 - 1730 one might just as well keep it restricted all day! In conclusion it is recommended that a survey is carried out immediately along the whole road from Shaft Road to Brassknocker Hill. At the moment there are double yellow lines on both sides of the road from the Bath Clinic and Ralph Allen school to Brassknocker Hill. The second major entrance to Rainbow Woods is by the buildings at Flatwoods. There is no parking at all in this area except for the pay and display used by the sports centre. Logically a car park (or two) is needed to service the increasing demand for access to Rainbow Woods and beyond.

*Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Member on behalf of local residents to prevent obstruction to property entrances and improve visibility splays when exiting onto Claverton Down Road. As only one objection was received to the proposed restrictions, and they have been requested by the local Ward Member in support of local residents, it is the recommendation of this report that the restrictions are introduced on-site as advertised and sealed within this Order. The requests above for additional lengths of restrictions sits outside the scope and remit of this TRO and would require a further consultation process to be undertaken with these proposed restrictions included within a new TRO. This proposal can be included within the next Area TRO Review if the local Ward Members are in support of these requests.*

## **Plan 8 – Woodland Grove, Bath – No Parking At Any Time**

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

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

- We wish to strongly object to 24-037 (Woodland Grove) as it would be a gross waste of public funds, which are of course partially funded by the council tax we pay. For council funds to be spent in this matter, particularly in the current economic climate, there needs to be a proven 100% justification for this expenditure – and this is simply not the case here. Woodland Grove (12-28) is a small quiet cul-de-sac that has no through traffic at all. All properties have at least 2 driveway spaces, and, as the cul-de-sac is already in the resident Parking Zone 9, there are no parking issues whatsoever. The houses both sides have wide, double driveways, giving easy access. Council parking permit records will show there is typically only one resident vehicle parked in the street overnight, and for the majority of the week daytime there are no cars at all parked in the whole cul-de-sac. We have lived in the very end house for over 15 years, our drive is different to all the side houses, in that our driveway is narrow and at an angle. We have never had any issue accessing our drive due to poor parking. Naturally on rare occasions couriers and workmen do need to stop to complete deliveries and maintenance, for instance photo 1 shows a roofing contractor parked up whilst visiting number 14. However, this still does not cause access or turning issue for us or any other property (including 14 that the large vehicle is visiting) - and this very occasional necessary parking is no justification on spending public funds on a completely pointless parking restriction scheme. On rare weekend occasions each family in the street do have visitors too, for instance children birthday parties – but it must also be remembered that all of Woodland Grove is already within zone 9 and so, as each vehicle then requires a visitor permit, visitor parking is already carefully managed. The only large vehicles to access the street regularly, the recycling lorries, reverse down the cul-de-sac (and hence do not use the end turning area at all). As photos 2 and 3 demonstrate, forcing larger vehicles like delivery vans to always park at the side of the cul-de-sac could make access more difficult for the recycling vehicles (as it is already very tight for them with just a car parked there). In summary we object to this proposal as this would be a gross misuse of council funds:
  - There are NO parking or turning issues in Woodland Grove
  - The proposed parking bays could make access worse for larger vehicles, including the recycling lorries
  - There is no financial justification for this large expenditure.
- I wholly object to this proposal on the basis that there is absolutely no need for change. Access to parking for visitors and tradespeople is necessary for all parts of the close and not just parts of the close. The proposed parking restrictions will not aid access to driveways at the end of the close because the present arrangements are sufficient, as attested to by our neighbours with the most restricted access at #16. The proposed parking restrictions will not aid access to the recycling and garbage lorries but hinder this access via cars

parked in other places of the close. The proposed parking changes will also increase the frequency of parking outside #26 to which clear site of the road in both directions are necessary on safety grounds for daily disability access via a mobility scooter.

- I live in Woodland Grove where you are proposing a no parking at any time area. There currently isn't a problem with parking in the road, I don't think the new restrictions will benefit anyone and could lead to more problems in the future. We do not support the proposal. Please can you reconsider doing this as it's unnecessary.
- I am one of the three main households directly affected by the proposed "No Parking at Any Time" restriction in Woodland Grove, and I strongly oppose this unnecessary and wasteful proposal. This plan would drain taxpayer funds without providing any tangible benefits. It would unnecessarily restrict visitor parking for the few households that rely on it, causing significant problems for residents like me and those further up the road. In an area with little to no existing parking problems, this proposal would only serve to narrow the road at the end of the cul-de-sac, making access to driveways more awkward and potentially dangerous. The narrowed road would force drivers to manoeuvre around parked cars, increasing the risk of accidents. It's a poorly thought-out plan that will inconvenience the majority of residents. Guests already park respectfully, and I have never had an issue with resident or visitor parking. As one of the three residents directly impacted, I feel these new restrictions would simply create problems further up the road and inconvenience the majority of users on this road. Before any decision is made, I request clear evidence showing that the majority of affected residents support this change. Only those of us directly impacted in the cul-de-sac should have a say, as it will not affect anyone else. That is numbers 12, 14, 16, 18, 20, 22, 24. No one voice is more important than another, even if they shout louder.

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

- My family and I strongly support the proposed TRO (Ref. 24-037), and in particular the proposals detailed to restrict waiting at all times in the turning head at the northwestern extent of the cul-de-sac in Woodland Grove (Nos 12-28 evens). The turning head originated with the development of the cul-de-sac for a purpose - to enable vehicles to turn in the highway and to exit what is a very narrow stretch of no through road in forward gear. The need for the turning facility is no less today than at the time that the estate was developed in the 1960s. On the contrary, with the exponential escalation in traffic volumes and car ownership since that time, it is now of even greater importance. The exponential increase in on-line sales and associated deliveries means that there is a constant stream of delivery vehicles using the cul-de-sac on a daily basis, which is accentuated by a number of residents running their businesses from home and receiving regular orders and deliveries in connection therewith. Deliveries are predominantly made by larger vehicles, typically long wheelbase vans, which require appropriate space to turn at the head of what is an atypically narrow stretch of residential road compared with other parts of the neighbourhood. The ability of vehicles

to turn is currently fettered on a regular basis by vehicles parked in the turning head. One householder persistently parks a car or van in the turning head on a daily basis. When vehicles are parked in the turning head, it is extremely difficult for either residents or delivery vehicles to turn. This results in vehicles regularly mounting kerbs in an effort to turn or having to reverse the full length of the narrow section of road. This is both a safety risk to pedestrians, and is occasioning damage to kerbs and footways, which have only recently been resurfaced.

*Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Member to prevent obstruction within the turning head to allow larger vehicles to manoeuvre. The 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. Therefore, it is the recommendation of this report that despite the 2 objections and 2 partial objections raised above that the proposed restrictions are introduced on site and sealed within this Order as advertised.*

### **Plan 9 – Stonehouse Lane, Bath – No Parking At Any Time**

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

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

- Between Stonehouse Close and the exit of Stonehouse Lane it seems to me to make no sense to prevent parking on the western side of Stonehouse Lane - as things stand parking usually occurs on that side of the road with drivers being able to see clearly up and down the road. If this parking is prevented, but allowed on the eastern side, in view of the curvature of the road, this will create visibility problems with drivers being unable to see clearly up and down the road. As things stand, this part of Stonehouse Lane on the western side can take 5 cars with a further 3 or 4 on the south side of Stonehouse Close at the Stonehouse Lane end. I believe these parking arrangements should remain.
- My garage is situated precisely on the corner of Stonehouse Lane and the main street, creating a blind and hazardous entry/exit point. The design of my garage door being exactly at the beginning of the corner makes entering and exiting extremely difficult and dangerous. The proposed "No Parking At Any Time" restrictions will force residents, including myself, to park on the main road, which is already a dangerous location due to limited visibility and traffic on this road. This will significantly increase the risk of accidents, particularly for drivers entering and exiting Stonehouse Lane and for myself and my children when attempting to use my garage. I have 4 children, and I am very concerned about the additional danger that parking on the main road will present to them, and other pedestrians. It is worth noting that parking on this corner has not historically resulted in significant obstructions or accidents. Impact on Residents Without Off-Street Parking: My neighbour at 68 Stonehouse Lane, and other residents in the vicinity, do not have off-street parking. The proposed restrictions will severely impact their ability to park



near their homes. Request for Time-Limited Restrictions: I respectfully request that the council reconsider the "No Parking At Any Time" restriction and instead implement a time-limited restriction, specifically "No Parking between 8:00 AM and 6:00 PM" or even better "No Parking between 8:00 AM and 6:00 PM, Monday to Friday". Outside of these hours, particularly during the evening and overnight, traffic flow on Stonehouse Lane is minimal, and parking is not obstructive. This would allow residents to park safely near their homes during non-peak times. I would prefer the time limit to be changed to no parking between 8 am and 4 pm Monday to Friday, as listed for Old Frome Road. However, I understand that the 6 pm end time is also a possibility. I believe that the time-limited restriction will allow the council to meet the needs of the residents who requested the restriction, during the day, while also allowing the residents of Stonehouse Lane to park at night. Lack of Resident Consultation: I am disappointed that the local residents of Stonehouse Lane were not asked for our opinion on the proposed changes.

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

- I am almost fully in support of this proposal. Our house will be directly affected by the changes on Stonehouse Lane. Currently it is both awkward and dangerous to exit and enter our driveway as often cars are parked right up against or even slightly overlapping the dropped kerb. This means that we have to reverse in, which can sometimes be very tight, as reversing out is dangerous due to the complete lack of visibility of traffic coming from both directions. This is made even worse when cars are also parked on the opposite of the road within the turning arc needed to get in or out. The parked cars also cause issues for people using the lane to access the back of the properties on North Road. The only concern I have is that as far as I can see all of the houses on Stonehouse Lane that are along the stretch with the proposed parking limitation have offroad parking except No. 68. If there was a way to provide a reserved parking space for that house it would be better.
- I am in almost complete support of this proposal. As a resident we are affected daily by the parking of cars that make pulling on and off our own drive very difficult and dangerous. Often due to lack of space, with cars parking over the dropped kerb, it is impossible to swing onto our drive from one direction and we have to continue down the road and turn in Stonehouse close before attempting to pull on the drive from the other direction. When cars are parked on both sides it is incredibly difficult. It is also very hard for people to pull in and out the lane that leads to garages opposite our house. Visibility is usually extremely poor, especially if large cars park right up to our drive, meaning it is dangerous to get off our drive as we simply cannot see around the parked vehicles. If a cyclist was travelling 'behind' the parked cars, they would be impossible to see. It is very clear that residents from the Firs park on our road as well as employees from local businesses (including the Dr surgery) or people who then use the bus into town. We are also aware that a business in Widcombe use the road as an unofficial staff carpark and collects employees in a van to take them down the hill! My only point to consider, is that our neighbour at Number 68 Stonehouse Lane is the only house without

a drive to park in. If they could be given a marked, official parking space outside their property, it would be better.

*Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Member on behalf of local residents to prevent obstruction of the highway and property access. The purpose of the highway is for the safe passage and re-passage of vehicles 24 hours a day / 7 days a week. Parking is an obstruction of that right and can therefore only be condoned where it is safe to do so. The proposed restrictions prevent parking around and near to the junctions where vehicles should not be parked up. This will improve visibility and access for drivers. The proposed restrictions also formalise the existing parking arrangements on Stonehouse Lane retaining the majority of on-street parking provision along the eastern side of the road where vehicles currently park. As these proposed restrictions only received 2 objections in part during the 21-day public consultation and they have the support of the Ward Member and local residents, it is the recommendation of this report that the restrictions are sealed within this Order as advertised and implemented on-site. Retaining an on-street parking space for a single property would not be possible and sits outside the scope and remit of this TRO consultation. Reducing the proposals to a timed operated restriction would not be considered in this location as the unobstructed passage of vehicles around junctions and property access takes priority over parking provision on the highway.*

#### **Plan 10 – North Road, Bath – No Parking At Any Time**

**Wholly Object– 4, Partially Object– 3, Neither– 0, Partially Support– 0, Wholly Support– 0,**

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

- Removal of parking spaces on North Road, Combe Down, adjacent to Oxford Place would be wholly illogical and impractical, causing great difficulty and distress to residents of this section of North Road: 1) There is a profound lack of parking on North Road between properties 122 North Road and 106 North Road/The Avenue. 2) In addition to the severe lack of parking there is also extremely high demand for parking due to: i) extremely frequent and relentless parking by visitors to a local tourist destination, the NATIONAL TRUST'S PRIOR GARDENS, Ralph Allen Drive: it is egregious that this section of North Road is an ONGOING CAR PARK FOR A TOURIST ATTRACTION. I contacted both my local councillors about this by email and phone last year, I was deeply disappointed that neither responded to my communication. I saw one of them passing my home - Onkar Saini - dropping off Christmas cards (in December 2024) to residents and I spoke to him about my disappointment at his not having responded and took the opportunity to clarify my deep distress at the continuous parking of National Trust Prior Park visitors in this small section of road. ii) People also park here to visit Rainbow Woods/Freefields Woodland/Bath Skyline Walk. iii) People also park here to visit the Harley Arms pub. iv) Sometimes staff of G Jennings Funeral Directors Park here, but this does not appear to be regular, so I list it only to illustrate how all the parking demands contribute to lack of parking for residents v) non-North Road residents park here; there are properties in the area that do not

have any on-street parking directly adjacent to them. Obviously, any vehicles used by residents of, or visitors to, such properties have to park in the nearby roads. The properties at the junction of North Road and The Avenue are further examples of properties with no on-street parking directly outside their homes. 3) PULLING OUT ONTO NORTH ROAD: cramped, poor visibility and dangerous. I believe that pulling out onto North Road from roadside parking is more dangerous and difficult than pulling out of Oxford PLACE. Pulling out onto North Road from a parked position - pulling out from being parked roadside - on either side of Oxford Place - is at times extremely busy and difficult. Relentless traffic and poor visibility from all the parked vehicles make it dangerous. The road is busier than ever and traffic in rush hour and at other times can be non-stop and with the amount of parked cars that there usually are, visibility is poor, and you feel very concerned that your car may get hit as you inch out. I BELIEVE THAT PULLING OUT OF OXFORD PLACE IS EASIER AND SAFER - (and WITH THE CURRENT PARKING ARRANGEMENTS) - THAN PULLING OUT OF A PARKED POSITION ON NORTH ROAD BETWEEN 122 AND THE AREA AROUND 106a and 106. Perhaps the resident/residents of Oxford Place making the request in question do not realise this: they are obviously the ones who have their own private parking. The INDIVIDUAL/INDIVIDUALS WHO HAVE APPLIED FOR THESE TWO DESPERATELY NEEDED PARKING SPACES TO BE REMOVED DO NOT EXPERIENCE THE DANGEROUS CHALLENGE THAT COMES WITH PULLING OUT OF ROADSIDE PARKING. I HAVE TESTED OUT PULLING OUT OF OXFORD PLACE IN BUSY TRAFFIC AND IT IS NOT HARDER OR MORE DANGEROUS THAN PULLING OUT OF ROADSIDE PARKING - I FIND IT IS SAFER AND EASIER. INDIVIDUALS WHO ARE PRIVILEGED TO HAVE THEIR OWN PRIVATE PARKING ARE WANTING THE REMOVAL OF PARKING SPACES THAT ARE ESSENTIAL FOR LOCAL RESIDENTS. Please excuse me for writing these things, but this is a case of those who have - most properties in Oxford Place have their own parking - trying to increase their comfort at the expense of those who do have not - in this section of North Road we do not have private parking spaces. 122 - 108 would be far better served having our front gardens as parking spaces. I wish this could be mandated.

- As a resident of North Road for many years, I am writing to object to the plan to remove more parking spaces from outside our house. There have been businesses and residents emerging from Oxford Place onto the main road for over 60 years and there has never been an accident in that time from vehicles emerging onto the main road. If the new recipients from Oxford Place etc cannot pull out from there safely perhaps they need to retake their tests! As a Council you have already removed at least 4 spaces already in this section of road this included lengthening the white line across the entrance and the installation of the rarely used refuge. While at a similar time added double yellow lines by Prior Park meaning that their visitors park in these 4 spaces if they are free, and you propose to make it 2! It would make much more sense to reduce the speed to 20mph especially as the roundabout seems to cause endless horn beeping from approaching cars.

- I wholly object against the proposed removal of two parking spaces on North Road junction with Oxford Place. I would like to start by stating that I have not received any correspondence from the council about this proposal; had it not been for my neighbours alerting me to a sign displayed on a lamp post outside of 108 North Rd, I would not have been aware of this proposal. Having lived on North Rd for a number of years. I have not been aware of a single accident taking place at this junction, so I do not see the importance of removing two parking spaces from an area already deprived already of parking spaces. Especially since two parking spaces were removed when the roundabout at the top of Ralph Allen Drive was created. However, in my time at this address, I have unfortunately witnessed many car accidents and countless broken wing mirrors on this narrow stretch of North Road and I would highly recommend reducing the speed limit to 20mph. This would in turn help the drivers pulling out from Oxford Road onto North Road. Let's take this opportunity for actually resolving a problem for all of the residents, not just a handful of people who live and work on a private road.
- We partly agree with the improvement for anyone exiting from Oxford Place. RE: Plan 10 – North Road, Bath – The extension of the existing No Parking At Any Time restrictions on North Road to improve visibility when exiting Oxford Place. Agree - in principle to a limited extension to No Parking looking Eastwards along North Road as vision on exit from Oxford Place is restricted. Disagree - to removing ANY parking to the West when exiting from Oxford Place. Vision is Not restricted westward at all or unsafe when pulling out Westward onto North Road. We have also in recent years lost parking (2/3 cars) along the proposed stretch of road to the West already when the mini roundabout and pedestrian central refuge were created. There are no garages or off-street parking for several hundred metres and for all the residents along the stretch of road.
- With reference to the Parking suggestion at the junction of North Road and Oxford Place, I would like the Council to consider reducing the speed limit 20 miles and installing a Two-Way convex mirror opposite the entrance into Oxford Place, so that traffic can be seen from both directions.
- As a resident of North Road for many years there has never been an incident/accident where residents, visitors or tradespeople working for Mannings when it was still an ongoing and thriving business, and even now Mannings Funeral directors which is still an active business, has occurred when anyone was pulling out of Oxford Place either to the West or to the East on to North Road. Objections we understand have originated from our local neighbours with access to their own off-road parking and garages whereas for those of us on North Road there is no option to park other than on the road itself. The group of us that will be affected by the reduced parking are of mixed ages (half of whom are aged over 70 but still enjoy driving) and there are two families with children who are disabled. It would be of great kindness to them if the proposal did not go ahead to allow easy parking close to the home for all of the above-mentioned neighbours. Would it be possible for you to come and meet some of us in person so you can meet the demographic for yourself. We have already had some of our parking spaces reduced due to

the mini roundabout at the top of Ralph Allen Drive and because of the refuge island. Of course, we did not complain because this brought safer crossing for those people in Combe Down who need to cross North Road safely. I would very much like to think we can offer an alternative in order to maintain the parking spaces for us and I wonder by reducing the speed limit to say 20 mph would be enough. This together with all of us edging out of Oxford Place carefully and slowly would I believe not necessitate in reducing the parking spaces raised in this proposal. I very much hope this will be of help in all your considerations and decision making.

*Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Member on behalf of local residents to prevent obstruction of the highway and improve visibility when exiting from Oxford Place onto the busy North Road. Due to the objections raised above from local residents it is the recommendation of this report however that the proposed restrictions are introduced in part only with the Double Yellow Line extension on the eastern side of the junction with Oxford Place be implemented on-site and sealed within the Order. This will improve visibility of oncoming vehicles when exiting Oxford Place but will retain one valuable on-street parking space for local residents. We appreciate that this reduction in the proposed restrictions may still not be acceptable to the residents on North Road, however the purpose of the highway is for the safe un-obstructed passage of vehicles and parking is an obstruction of that right and can therefore only be condoned where it is safe to do so. Reducing the speed limit along North Road sits outside the scope and remit of this TRO consultation so cannot be considered as part of this Order.*

#### **Plan 11 – Horsecombe Grove / Bradford Road, Bath – No Parking At Any Time**

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

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

- I object to the proposal for double yellow lines from Horsecombe Grove across the front of 144, 146 and 148 Bradford Road on the following grounds:  
1. The scheme as proposed is unlikely to make egress from Horsecombe Grove safer. The removal of parking spaces is more likely to make the traffic, which often travels above 30mph out of rush hour, speed up more. This will then have the effect of making egress from driveways along Bradford Road and Horsecombe Grove more dangerous.  
2. The scheme as proposed is likely to increase the illegal and pavement parking experience daily, generally from builders' vehicles, as the short supply of parking will be reduced further. It will also increase parking in Horsecombe Grove where unrestricted parking will still exist.  
3. The proposed scheme is likely to devalue properties 144, 146 and 148 by removing the parking outside of these properties. I propose that the following amendments are made.  
A. Restrict the length of double yellow lines to the extent of the current white lines from Horsecombe Drive.  
B. Introduce a 20mph speed limit from Combe Road to the west of the Foxhill shopping parade. This will make egress from all Bradford Road driveways, Horsecombe Grove and Foxhill safer thus having a benefit to many more drivers and pedestrians than the proposed scheme.  
C. Consider parking

when approving planning application for home extensions so that number taking place in a small area is controlled. Also make considerate and legal parking a condition of the consent coupled with a max number of vehicles associate with any build can be parked in the vicinity at any one time. Also make repair of any effected roads and pavement a condition of planning consent.

- I understand the need to provide adequate visibility for traffic exiting Horsecombe Grove into Bradford Road. However, it is not clear to me whether the full extent of the yellow lines in an easterly direction is necessary to achieve this objective. The proposals will result in the loss of roadside parking. There is clearly considerable demand for roadside parking in this area, but my concerns principally relate to road safety and the speed of traffic travelling along Bradford Road. More 'clear road' encourages faster vehicle speeds, particularly with vehicles accelerating away from the roundabout at the Mulberry Park entrance. Bradford Road carries a great deal of traffic including commercial vehicles and double decker buses, yet it is also a residential road. Many houses have direct access onto the road. Traffic speeds already regularly exceed the 30mph limit, particularly when the roads are clear. Road safety for all users would be much improved by the introduction of a 20mph limit, which has been successfully introduced on other major roads in the City. Given that the Council supports pedestrian and cycle use, additional parking restrictions should be accompanied by reductions in speed limits. This would encourage non-motorised vehicle use and allow pedestrians and cyclists to feel safer when using Bradford Road and North Road, both roads which facilitate access to schools, nurseries, shops and bus routes. However, pavement widths are inadequate in places and traffic speeds excessive. Should the Council nonetheless consider that the extent of the yellow lines proposed at the junction of Horsecombe Grove and Bradford Road are necessary for safety reasons, I would ask these lines continue to the same extent of the white line recently painted outside no 148 Bradford Road. This white line has largely achieved the objective of stopping parked vehicles totally blocking visibility when exiting from the driveway of 148.

*Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Member on behalf of local residents to prevent obstruction of the highway and improve visibility when exiting from Horsecombe Grove onto Bradford Road. Due to the objections raised above however from local residents it is the recommendation of this report that the proposed restrictions be reduced in length to match only the extent of the existing advisory White Keep Clear markings, preventing parking near to the junction. Reducing the speed limit along North Road sits outside the scope and remit of this TRO consultation so cannot be considered as part of this Order.*

**Plan 12 – Cleveland Walk, Bath – Zone A Permit Holder / 2 Hour Limited Waiting  
-8am-6pm / No Parking At Any Time**

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

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

- This area of Bath is frequently used by people who walk the Bath Skyline and also those who attend the rugby. These are both activities which are really good for the city but which cannot always be completed within the 2 hour parking limit proposed. The current small area of unrestricted parking works well and is not causing any problems. Yes, there is occasional misuse of the area for longer term parking, but this is rare and the proposed suggested increase in restrictions seems entirely unnecessary. We are lucky enough to have our own parking and only use the unrestricted parking areas in extreme weather as access to our property is very steep and can be dangerous in icy conditions. In conclusion, we see no significant reasons which justify the changes proposed.
- I have parked from time to time in Cleveland Walk over the last 20 years To access Bath by foot to access shops, meet friends, dentist, train station etc. I can't do this with a 2-hour restriction. Parking in the town centre is expensive and driving there polluting. Neither is there a P&R from the A36 side of Bath. All the houses on the Cleveland Walk have off street parking so it doesn't inconvenience them if it stays non restricted. It is a wide road with little traffic. Please leave it as it is now.
- I wish to express my concerns regarding the proposal to implement a 2-hour parking restriction on Cleveland Walk. As a resident, I believe this change may have unintended consequences, particularly for visitors to the National Trust's Bath Skyline Walk. The Bath Skyline Walk is a renowned 6-mile circular trail offering breath-taking views of our historic city. This trail attracts numerous visitors annually, including many from nearby towns and villages. Due to limited public transport options, a significant number of these visitors rely on personal vehicles to access the walk. The full trail typically requires 3 to 4 hours to complete, making a 2-hour parking limit insufficient for most walkers. This could deter visitors, impacting local tourism and the associated economic benefits. Currently, Cleveland Walk operates without parking restrictions, a system that has not posed any issues for residents. Given that all houses on our street have ample off-street parking, there is minimal need for residents or their guests to utilize on-street parking. The existing arrangement accommodates visitors to the Bath Skyline Walk without inconveniencing residents. If the council deems it necessary to introduce a parking restriction, I propose extending the limit to 4 hours. This duration would better align with the time required to enjoy the full Bath Skyline Walk, ensuring visitors can complete their experience without concern of parking violations. In summary, I advocate for maintaining the current unrestricted parking on Cleveland Walk. However, if a restriction is deemed essential, a 4-hour limit would be a more balanced approach, supporting both the interests of residents and the visitors who contribute to our local community.

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



- We welcome this proposal in relation to Cleveland Walk. The No Parking At Any Time suggestion for the end of our driveway would be a welcome addition, as we often have cars that partially block our drive and make it difficult to get in or out of the driveway safely. We also welcome the second part of altering the parking to 2 hr no return within 4 hrs in the bays near our house. These bays are often filled with cars that are left there for a long duration of several weeks. And quite often they are very near our driveway entrance, making the visibility to the left as you leave our drive very limited and very difficult to safely exit the driveway. If we are allowed to request that the No Parking At Any Time extension a couple of meters to the south of the end of our driveway, this would certainly make things safer.

*Response: The proposed restrictions were requested by the Parking Manager as Cleveland Walk forms part of Resident Parking Zone A. All sections of highway within a Resident Parking Zone must be covered by formal restrictions. These proposals are picking up a discrepancy within the existing Order and formalising the parking arrangements within the Zone. Therefore, despite the objections raised above it is the recommendation of this report that the proposed restrictions are implemented on-site as advertised and sealed within this Order.*

### **Plan 13 – Darlington Road, Bath – Additional Limited Waiting Provision**

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

#### **Comment raised from Active Travel Team:**

- The proposal to remove some zigzags and increase parking spaces outside Bathwick Primary school is counter to everything we are trying to do at the council in terms of encouraging more sustainable, safer, and active travel. Providing more parking spaces outside a school will in my opinion not solve problems like congestion, pollution, improve safety, or boost more active travel, but will maintain the current status quo and make it easier for more cars to be driven to the school site. The school has cited child safety over the request for more parking spaces because of parents/guardians parking behaviour yet according to the school's Modeshift STARS survey data conducted in January 2025, out of 64 pupils or 30.19% who travelled by car, only 22 or 10.38% of them wanted to, from a 93.1% response, so almost two-thirds of pupils who are driven are saying they would like to travel differently. In fact, there is a high demand to increase cycling from the current level of 14 students or 6.6%, to 88 pupils or 41.51% who would prefer to. Therefore, we should be doing everything to help, encourage schools, pupils and their parents/guardians to reduce car travel directly to school sites and create behaviour change through different initiatives like park & stride, car share, increasing cycling ability and confidence, scooting and walking, etc, rather than accommodating poor parking/driver behaviour.

*The comments of the Active Travel Team are noted. However, as no objections have been received to the proposed additional and extended limited waiting parking bays in Darlington Road, it is considered that these measures should be*



*implemented as advertised. If it's considered necessary and/or appropriate, these parking arrangements can be reviewed at a later date in consultation with Bathwick St. Mary Primary School and the Active Travel Team.*

**No Objections received to:**

**Plan 3 – Axbridge Road, Bath – No Parking At Any Time**

*As no objections were received to this proposal it is the recommendation of this report that they are sealed as advertised.*

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

**Ward Members**

**Bathwick:**

Cllr Manda Rigby – No comment.

Cllr Toby Simon – Thank you for this excellent report.

**Cleveland Walk**

I agree that restrictions are needed. If it's permissible to make this a 4-hour parking zone, to respond to the points about the Skyline Walk, I would be happy with that. But if the only option is 2 hours, then we should stick to the original proposal.

*Response: We couldn't increase the proposed restriction to 4 hours from 2 hours as this would be an addition to what was consulted on and advertised. Therefore, it is the recommendation of this report that the 2-hour limited waiting provision as proposed be sealed within this Order and that a 4-hour restriction could possibly be considered within a future TRO consultation.*

**Woodland Grove**

The objectors don't seem to understand the importance of maintaining turning heads; I support the proposal.

**Darlington Rd**

I note the points made by the active travel team, but I don't think this change will encourage car travel. The school are also taking action to improve compliance with restrictions and to support active travel modes. I agree to implementation.

**Widcombe & Lyncombe:**

Cllr Alison Born – No comment.

Cllr Deborah Collins – No comment.

**Combe Down:**

Cllr Bharat Pankhania – No comment.

Cllr Onkar Saini – No comment.

**Cabinet Member for Highways:**

Councillor Manda Rigby - I agree with all the recommendations in these documents.

**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 5 – Old Frome Road, Bath – No Parking At Any Time / No Parking Mon-Fri, 8am – 4pm:**

*Due to the large number of responses in support of the proposed restrictions opposite property number 145 and as they have the support of the local Councillors it is the recommendation of this report that they are implemented on-site as advertised and sealed within this Order. Regarding the request above from the property owners of 194 to amend the proposed restrictions from Double Yellow Lines to a timed operated restriction extending for a length of 5 metres either side of the driveway entrance, this request would be an extension of the original proposal which was supported by the local Ward Members and therefore could not be considered at this time as it sits outside the scope and remit of this TRO and would require a further consultation process. As the residents at number 194 do not support the current proposal plan as it stands, it is the recommendation of this report that the proposed Double Yellow Lines in front of 194 are not implemented on-site and are not sealed within this Order at this time.*

**Plan 10 – North Road, Bath – No Parking At Any Time:**

*Due to the objections raised above from local residents it is the recommendation of this report however that the proposed restrictions are*

*introduced in part only with the Double Yellow Line extension on the eastern side of the junction with Oxford Place be implemented on-site and sealed within the Order. This will improve visibility of oncoming vehicles when exiting Oxford Place but will retain one valuable on-street parking space for local residents. We appreciate that this reduction in the proposed restrictions may still not be acceptable to the residents on North Road, however the purpose of the highway is for the safe un-obstructed passage of vehicles and parking is an obstruction of that right and can therefore only be condoned where it is safe to do so.*

**Plan 11 – Horsecombe Grove / Bradford Road, Bath – No Parking At Any Time:**

*Due to the objections raised above however from local residents it is the recommendation of this report that the proposed restrictions be reduced in length to match only the extent of the existing advisory White Keep Clear markings, preventing parking near to the junction.*

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: 16/05/2025