

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 West Outer Bath Area TRO

PROPOSAL: Various Parking Restrictions

SCHEME REF No: 25-005

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:

Section A	The Chief Executive, Strategic Directors, Divisional 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 his/her area of responsibility.
Section D9	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	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. **PROPOSALS**

To implement various parking / waiting restrictions around the South West area of Bath as requested by the local Ward Members of behalf of their residents for the reasons as stated above.

Please refer to the separate Statement of Reasons document attached to this report regarding TRO 25-005.

The Council has had in mind and discharged the duty (as set out in section 122(1) of the Road Traffic Regulation Act 1984) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) so far as practicable. It has also had regard to the factors which point in favour of imposing the following restrictions in the South West area of Bath:

- Additional Double Yellow Line restrictions on: Ambleside Road, Monksdale Road, Poplar Close, Southdown Road, Oldfield Road, Sladebrook Road, Haycombe Drive, Newton Road, How Hill, Upper Bloomfield Road, Bloomfield Drive, Roundhill Grove, Mount Road, Bellotts Road, Moorfields Road, Bloomfield Park, The Oval, Kelston View, Whimster Court, Shaws Way, Watery Lane, East Close, Hatfield Road, Clarks Way, Breachwood View, Middlewood Close, Orchid Drive, Lansdown View, King George Road, Dartmouth Avenue, St Kilda's Road, and Shophouse Road.
- The removal of a section of No Parking At Any Time in Moorfields Drive.
- No Stopping At Any Time on School Keep Clear markings on Lymore Avenue, Claude Avenue and Lymore Terrace
- Disabled parking bays on Moorland Road, Dorset Close and Highland Road.
- The extension of Zone 28 to include Claude Terrace and property number 35 Bloomfield Avenue.

- Zone 28 Permit Holder Only parking in Bellotts Road and Oldfield Road.
- 20 minute Limited Waiting bay operating Monday – Saturday, 8am – 4pm in High Street, Twerton.
- The reallocation of a number of properties currently within Zone 4 to Zone 5 on the Wellsway.
- Zone 28 Permit Holder and 3 Hour Limited Waiting operating 8am – 6pm on Monksdale Road, Beckhampton Road and Cynthia Road.
- 2 Hour Limited Waiting operating 8am – 6pm in Dartmouth Avenue.

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 proposals 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 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 - Lymore Terrace, Claude Avenue and Lymore Avenue, Bath – No Stopping At Any time on School Keep Clear Markings

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

Objection main points raised:

- I am writing specifically in relation to the area of double yellow lines on the western side of the road outside Lymore Terrace. At present, this area primarily serves 4 groups: 1) allows traffic to continue flowing when a bus has stopped at the bus stop by 7 Lymore Terrace, at all times of day and evening 2) delivery drivers and tradesmen, e.g. Amazon etc courier drivers, Sainsburys/Ocado etc supermarket deliveries, scaffolding lorries, builders, for short loading/unloading stops at all times of day and evening 3) parents dropping off or collecting their children at school times in the morning and afternoon 4) rubbish and recycling collections on a weekly basis. My imagining is that the review of road markings is to support child safety around the school, and this is of course very important. However, I would like to raise some concerns about the proposed new road markings. Group 1: This would be unaffected by the proposed change in road markings Group 2: My concern is that the proposed 24 hour no stopping road markings would make it very difficult for delivery drivers to deliver to homes on Lymore Terrace and the lower part of Coronation Avenue. Under the status quo, parking on double yellows is illegal and carries a fine but has that risk has been tolerated by delivery drivers making brief stops. Under the proposed change, in addition to a fine, delivery drivers would risk points on their licence which would put their livelihood in jeopardy. This would create a problem for residents, vulnerable or otherwise, receiving supplies for day to day, or in the event of another lockdown situation. There is no viable alternative for deliveries to stop near the houses. There is rarely a parking space available in the bay outside 2-6

Lymore Terrace. Beyond that up the hill, the road narrows to single lane traffic, with parking on both sides – again with rare spaces. Parking is especially challenging during student terms. The situation has been exacerbated due to the PRZ lower down the hill on Bridge Road and roads leading to it. For example, as I type, there is a Sainsburys van parked on the double yellow lines delivering a regular food order to one of the homes. If they are unable to park there due to proposed 24 hour no stopping markings, they would face a potentially prolonged search for a parking space large enough for their vehicle, and then, assuming they find a space, would then have to walk quite a distance up and down with the crates. I wonder what the impact would be on deliveries to these addresses. Group 3: Safety of school children arriving and leaving school is very important. Many children arrive by car and clearly there is not enough parking for parents dropping off or picking up, which is why they have been parking on the double yellow lines on Lymore Terrace opposite the school and outside 1 Lymore Terrace. Parents not using these the double yellows are parking on Lymore Avenue and Ivy Avenue. The combined effect is minor chaos at school time. With new proposed markings, I wonder where the overspill of cars will go to wait for the children? Group 4: Regarding the rubbish and recycling trucks, will they now need to park in the middle of the road, as opposed to the side, and completely block the traffic? Conclusion: My suggestion is that the new markings be restricted to school times only, rather than 24 hours, together with commensurate signage. I also suggest that some education is required to make sure drivers understand the meaning of zig zag lines. A straw poll I did with my neighbours revealed wildly varying interpretations.

- I am very disappointed that this proposal does nothing to alleviate parking issues for residents living just outside RPZ zone 28, despite meetings with residents you have ignored our needs with barely any change and certainly no change of Any significance to the outer boundary of this zone. Streets just inside the zone are very sparsely populated with parked cars, there are dozens of spaces here whilst residents just outside the zone have to park further and further away from home or else give up using their cars. Why not extend this zone to alleviate parking issues. At the same time more monitoring of parking on double yellow lines is needed as this is near constant on Claude Avenue with offenders rarely ticketed.

Response: The proposed No Stopping At Any Time on School Keep Clear markings along Lymore Terrace, Claude Avenue and Lymore Avenue was requested by the Oldfield Park School Headteacher and supported by the Traffic Management Team and local Councillors for consultation. Two of the objections above relate to the introduction of Resident Parking Zone 28 in general, which is outside the scope and remit of this TRO consultation. Due to the objection raised, however, from a local resident regarding drop off provision for deliveries and trades people to local properties, it is the recommendation of this report that the proposed restrictions operating times

are reduced from 24/7 to operate at school drop off and pick up times only, Monday – Friday, between 8am – 9.30am and 2.30pm – 4pm.

*The support responses can be seen in the attached **Appendix 1**.*

Plan 2 – Ambleside Road, Bath – No Parking At Any time restrictions

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

Partly Support points raised:

- No objection to the proposal but the main cause of all issues which you seem to be missing and being the most dangerous and illegal are the cars and vans being parked on the brow of the hill of Marsden Road on the junction of Ambleside road .these vehicles are parked on the left and right side of the road continuously causing lack of vision and causes problems with the buses trying to manoeuvre the bend with vehicles approaching that can't see. If you are going ahead with the restrictions, please add this to the proposal to prevent ahead on collision in the future

Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Members to prevent double parking creating pinch points and obstructing the flow of traffic on the highway. The request above for additional restrictions sits outside the scope and remit of this TRO consultation and would need to be included within a future TRO Review. As no objections were raised to the proposed restrictions and they have the support of the local Ward Members, it is the recommendation of this report that they are implemented on-site as advertised and sealed within this Order.

*The support response can be seen in the attached **Appendix 1**.*

Plan 5 – Southdown Road, Bath – No Parking At Any time restrictions

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

Objection main points raised:

- I live in Southdown Road, and I object to the parking scheme you are about to enforce. My family live in Bristol so when they come to visit where do you expect them to park? People who live close will now start parking in side streets as they do around Oldfield Park now. This is just a money-making stunt for the council and does nothing but cause hassle for local people who have lived here all our lives. Please tell me the benefits this will give me and my neighbours.

Response: The proposed No Parking At Any Time restrictions were requested by the local bus operator to improve visibility splays at the junction with

Belmore Gardens. As only 1 objection was raised to this proposal which extends the existing Double Yellow Line markings by only 1 car length, it is the recommendation of this report that the proposed restrictions are implemented on-site and sealed within this Order on safety grounds.

*The support responses can be seen in the attached **Appendix 1**.*

Plan 6 – Sladebrook Road, Bath – No Parking At Any time restrictions

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

Objection main points raised:

- I do not understand the need for yellow lines or permit parking in Sladebrook Road, therefore would like to know the reasons for this suggestion or is it simply to gain more income. The road is wide so accommodates buses/recycling etc. I am not aware of this causing any problems. Times are very hard for many people so why would you try to impose even more hardship to simply park outside your own house. I would also like to point out that no notices regarding this were even posted in Sladebrook Road.

Response: The proposed No Parking At Any Time restrictions were requested by Traffic Management Team on behalf of the local bus operator to prevent obstruction of the highway due to parked vehicles at the entrance into the road. The purpose of the highway is for the free unobstructed flow of vehicles. Parking is an obstruction of that right and, therefore, can only be condoned where it is safe to do so. As only one objection was raised regarding these proposed restrictions, which were requested to allow a bus to manoeuvre around the junction without obstruction, it is the recommendation of this report that the proposed restrictions are implemented on-site as advertised and sealed within this Order.

Plan 7 – Haycombe Drive, Bath – No Parking At Any time restrictions

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

Objection main points raised:

- I have a Disability Bay outside on Haycombe Drive as I already have yellow lines outside my house, and I can see no reason why yellow lines need to be put here as it has no effect on the buses that come into the drive. I agree with lines outside number 2 / 4 as vehicles can cause an issue with the buses turning into the road but then if the drivers were to take the corner properly there wouldn't be a problem as they go round far too fast at times.

- I'm objecting to the yellow lines opposite 1 Haycombe Drive as I have a Disability Bay here. The bay has no effect on the buses coming round the corner and I have double yellow lines outside my house so losing my Disability Bay will have an effect on me. I do however agree with double line from number 3 Haycombe as when vehicles are parked here the buses can't always take the turning probably because drivers don't take the corner correctly or are going too fast and quite often mount the pavement.
- In regard to the parking restrictions on Haycombe Drive. I oppose the restrictions being outside of numbers 246/248. I attach a video showing the bus in question turning that corner, and it is nowhere near 246 or 248. If these restrictions are in place I will not be able to park outside of my driveway (my car will not go up the very very steep ramp to go onto the driveway). Also outside of 248 is a disabled parking space, this will have to be removed if lines are put in place.
- I do not think there is a need for restricted parking outside of numbers 246 and 248 Haycombe Drive. I can see why it's outside of number 2 to 4 as it's tight for the busses but absolutely no relevance of it being right outside of 246 and 248.

Response: The proposed No Parking At Any Time restrictions were requested by Traffic Management Team on behalf of the local bus operator. However, due to the objections raised above regarding the lack of available on-street parking provision for residents and the location of the existing advisory Disabled Parking Bay, it is the recommendation of this report that the proposed restrictions are not introduced at this time and not sealed within this order.

Plan 8 – Newton Road, Bath – No Parking At Any time restrictions

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

Objection main points raised:

- I live on Newton Road, you are planning to take away the parking near our house which is limited at times due to people using the park, this proposal is ridiculous who does it benefit? Just a waste of money.

Response: The extension of the existing No Parking At Any time restrictions were requested by the Traffic Management Team on behalf of the local bus operator to improve visibility splays when exiting Shaws Way. The purpose of the highway is for the free unobstructed flow of vehicles. Parking is an obstruction of that right and, therefore, can only be condoned where it is safe to do so. As only one objection was raised regarding these proposed restrictions, which were requested to allow a bus to manoeuvre around the junction without obstruction, it is the recommendation of this report that the

proposed restrictions are implemented on-site as advertised and sealed within this Order.

Plan 9 – How Hill, Bath – No Parking At Any time restrictions

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

Objection main points raised:

- I live on the High Street next to How Hill and we can't handle any more parking restrictions. It is such a struggle to park outside my own home. Introducing no parking on How Hill would put so much more pressure on the High Street and the residents, there are several people there who have disabilities and need to park closely. The 20min bay on the High Street is practically pointless as very few people drive to the High St for a 20min stop. Most cars on the High Street are residents, maybe 1 or 2 are visitors. What actually needs to be improved in the area is the parking at the football club needs to be bigger so residents can park in the areas around, we need more parking if anything on the High Street and How Hill. I can see why the council made this proposal but it's ridiculous and will cause havoc for residents who are the people you are meant to support. The whole city feels like it's anti the actual residents and entirely for tourists and students. Stop pumping money into stupid schemes like this and fix the potholes, add parking, reduce charges on residents, make affordable housing for residents, add more affordable supermarkets... I could go on.
- Thank you for the opportunity to respond to this proposal. I will only be responding to the sections of the proposal relating to the changes on the North side of How Hill, on the opposite side of the road to St Michael and All Angels Church; I have no comment on the other proposals, and no concerns with the proposed double yellow lines on How Hill on the side of the church, opposite the houses. I have significant concerns with the extent of the 'no waiting at any time' section on How Hill; currently, this area is used for parking by the residents of How Hill (12 houses) and occasionally by residents of Eleanor Cottages (an additional 6 houses); at present, there is just enough space to serve these residents with no surplus space, however the proposal reduces the available space by over half in the section of road which is safe to park on. Several residents of the houses listed above are elderly or disabled and rely on there being space outside of the houses to park/be picked up, which will no longer be possible if these proposals go through. There are two separate sections to this proposal: the extension of the double yellow lines beyond the entrance to the car park of Eleanor Cottages, and the introduction of new double yellow lines from the current disabled space at the entrance of the How Hill terrace towards the junction to Watery Lane. I have discussed these proposals with residents of How Hill and councillor Sarah Moore and we share the same concerns, which have now been raised with

the Highways Officer and are listed below. The rationale for the extension of double yellow lines outside Eleanor Cottages appears to be due to concerns with visibility whilst exiting the car park; having looked outwards from the exit of the car park, I fail to see any restricted visibility whatsoever (the exit is almost directly opposite oncoming traffic, so it every oncoming car in both directions is visible) and so the only possible reason to justify extending these lines would be to make it easier for cars to turn right out of the car park – though this is not currently a problem. In either case, the proposed extension of the double yellow lines is heavily disproportionate to the issue; in discussion with councillor Sarah Moore we agreed that an absolute maximum of three curbstone-lengths could be argued to improve access; roughly half the amount currently proposed. Sarah has photographic evidence of this which I am sure she would be happy to provide. The rationale for introducing double yellow lines from the disabled space outside How Hill towards Walwyn close are proposed by the bus operator to improve visibility whilst driving round the corner towards Twerton High Street and reduce obstruction. Whilst I agree that there is limited visibility on the approach to this corner, I do not believe that the proposed changes will make any difference to this; having looked carefully at the road, it is clear that very shortly after the point at which the double yellow lines are proposed to begin, there is already complete visibility around the corner and at oncoming traffic, meaning there is little to no cause for safety concern unless a car came round the corner of How Hill above the speed limit. I appreciate that the road narrows slightly just before the corner, however if the aim is to eliminate parking on the section of road that narrows and before one has visibility around the corner, there is no arguable reason for the lines to continue as far down towards Eleanor Cottages as they do. This was also discussed with Sarah Moore, who confirmed that she had not appreciated how far down the road the lines would come when she initially reviewed the proposals and agreed to them progressing to consultation, and that the extent of the proposal is in fact unsuitable and needs revising. A more practical solution would be for double yellow lines to begin at the junction to Walwyn Close and extend to just beyond the junction to Watery Lane; this would prevent cars parking obstructively across from the entrance to Watery Lane and restrict parking on the narrower sections of the road. Furthermore, in the vast majority of days there are no cars parked in the narrowest section of road to cause obstruction, or round the corner in a manner that could be considered even a minor safety concern; in almost all cases, parking in this section of the road which causes a hinderance to the buses and other traffic only happens on football match days, when parking because highly problematic, and match attendees often park on grass verges or double yellow lines regardless (and in the time I have lived here appears to have gone entirely unnoticed by the council). Given that this is the root of many issues in the area, it is disappointing to see no action to limit this and improve safety accessibility for residents on match days, such as double yellow lines on Newton Road near the bus stops, school and elderly peoples home,

or a residents permit zone as opposed to double yellow lines so as to improve the issue without punishing residents. I urge you to reconsider these proposals; they will largely not resolve the issues given, and will severely limit access to the houses by residents of How Hill to satisfy unreasonable demands of the bus company; they are not the only users of the road, and to my knowledge there have been no incidents on this section of road involving buses. I will be happy to discuss these further if needed, and I am sure Sarah Moore will be willing to share our concerns and discussions to prevent unnecessary inconvenience to residents.

Response: The proposed No Parking At Any time restrictions were requested by the Traffic Management Team on behalf of the local bus operator to prevent obstruction and improve visibility splays around the bend. However, due to the concerns raised above regarding the lack of available on-street parking provision for local residents, coupled with the fact that parked cars in this location do act as a traffic calming measure and help to reduce vehicle speeds traveling down the hill, and with the width of the highway around the majority of this bend being over 6 metres with parked vehicles in situ, it is the recommendation of this report that the proposed restrictions are not implemented at this time and further investigation is required into possible alternative solutions.

Plan 11 – Bloomfield Drive, Bath – No Parking At Any time restrictions

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

Objection main points raised:

- Parking is very limited as it is and to take any more parking spaces away from the area would not benefit anyone. I need my vehicle to enable me to work so if I have nowhere to park, it would be a huge problem as I'm sure it will be for all residents with vehicles.

Response: The proposed extension of the existing No Parking At Any time restrictions were requested by the Traffic Management Team on behalf of the local bus operator to prevent obstruction of Bloomfield Drive due to vehicles parked opposite the Bus Stop Clearway. When a bus is pulled over in this Bus Stop this causes an obstruction of the highway to vehicles entering Bloomfield Drive from Frome Road, which can lead to vehicles backing up onto the busy main road. Therefore, despite the one objection 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 – Monksdale Road / Poplar Close, Bath – No Parking At Any time restrictions

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

Objection main points raised:

- As a resident of Poplar Close for many years I would like to formally object to the proposed parking restrictions set to be implemented in the above areas. As residents, we are already facing a significant challenge in securing adequate parking following the recent implementation of Zone 28 Permit Holder in First/Second/Third Avenues and the additional restrictions on Moorland Road and surrounding roads. These restrictions have displaced a great number of cars seeking free spaces which has resulted in increased demand on the limited spaces available in Poplar Close. The proposed restrictions will only exacerbate this issue, placing additional pressure on an already strained situation. It is not uncommon for us to struggle to find parking within reasonable proximity to our home, particularly during evenings and weekends. The proposed restrictions risk displacing further vehicles to surrounding areas, creating spill-over problems and heightening frustration among residents and visitors alike. Moreover, they may adversely affect the elderly, families with young children, and those with mobility challenges, who rely heavily on accessible and convenient parking. Having seen the positive impact on the available parking spaces in the above-mentioned areas as a result of permit parking, we would welcome the same introduction of Zone 28 Permit holder in Poplar Close if it would mean better parking availability. We urge the council to reconsider these plans and to conduct a comprehensive consultation with local residents to find a more balanced solution that addresses traffic concerns without disproportionately impacting those who live here. We appreciate your attention to this matter and look forward to your response.
- I am against the proposed banned parking on Moorfields Road. It is difficult enough to park around Bath in the current state. It is difficult to park to get to my flat as is, with multiple roads fighting for spaces. It would render many local residents without a place to park. It will cause more congestion on neighbouring roads, and it will have a domino effect of further roads. It would promote speeding down the roads, these roads are dangerous enough as is, with the bus coming down the hill and people pulling out of junctions, not giving way. There is a school on this road with many school children roaming the streets and in the area. It would be highly inconvenient as the people who are neurodiverse that visit on the regular basis, it would be prohibitive especially on the government's stance on PIP and disabilities. A lot of elderly live in the area, whose income is being squeezed because of the withdrawal of the warm homes allowance cannot afford to have their parking taken away. I don't see how this can benefit anyone but the council as you are more than likely to spread the permit zones over the next few years. I urge you to reconsider.

Response: The proposed No Parking At Any Time restrictions were requested by Traffic Management Team on behalf of the local bus operator to prevent

obstruction of the highway due to parked vehicles. The primary purpose of the highway is for the safe passage and re-passage of vehicles. Parking is an obstruction of that right and, therefore, can only be condoned where it is safe to do so. These restrictions remove parking close to junctions to improve the free flow of traffic on the highway. Therefore, despite the 2 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.

*Please see neutral comments in the attached **Appendix 1***

Plan 16 – Southdown Road, Bath – No Parking At Any time restrictions

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

Objection main points raised:

- I live in Southdown Road, and I object to the parking scheme you are about to enforce. My family live in Bristol so when they come to visit where do you expect them to park? People who live close will now start parking in side streets as they do around Oldfield Park now. This is just a money-making stunt for the council and does nothing but cause hassle for local people who have lived here all our lives. Please tell me the benefits this will give me and my neighbours.

Response: The extension of the existing No Parking At Any time restrictions to upgrade the advisory White Keep Clear marking currently on-site in this location was requested by the Traffic Management Team to improve access and visibility for local residents. It is the recommendation of this report that, despite the 1 objection raised above, the proposed restrictions are implemented on-site as advertised and sealed within this Order on safety grounds.

*Please see support comments in the attached **Appendix 1***

Plan 18 – Claude Terrace, Bath – Extension of Zone 28 Boundary

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

Objection main points raised:

- I fail to see how you can discuss 'liveable neighbourhoods' as an adopted moto when you have instituted changes to TRO 's in my area that have been detrimental to live in my house and carry on with my life as it was prior to the implementation of TRO's further aggravated by the extension to include only Claude Terrace. I fail to see how you can you promote and advertise a commitment to 'equality' when you have relieved the parking for Claude Terrace (which was needed) and ignored my terrace at the lowest part of Claude Avenue where it joins

Bridge Road. I attended all meetings inside and outside where supposed representation of problems with TRO implantation was to be represented. My voice was heard but represented, no notes during meetings were taken. I was told by Dino Romero that she had no knowledge of the new executive order extensions despite Dino holding meetings to liaise with 'parking'. We were told in the meetings that: 'due process' had to be followed and no quick changes could be made. This would take some years. Only recently a budget had been agreed to employ external consultation for changes implanted by your own council. Equality. In theory without parking illegally I can no longer: Load my cats to take them to the vet. Am I not to have two cats. Should I walk to the vet. My Choice of veterinarian necessarily made to the closest access. It is actually impossible to carry a cage for a distance. Unload shopping and compost. Load and unload sculpture. Receive visitors who drive from afar. I have had 4 visitors since you implemented TRO's. Trade will not come and if they do agree I have to save a space well in advance and not use my car for many days so that I can swap with the trade. Further up the road houses have garages even though they might have been sold on. But you chose to further restrict possibilities by taking two additional spaces by the bus stop for Claude Terrace excluding My terrace at the Claude Avenue opposite Workmans' Yard. Parking was occasionally difficult prior to TRO's. Never impossible. Now after 'consultations' held by Dino Romero and Paul Crossley you take two further spaces. All those who do not wish to buy a permit still park along my terrace to avoid restrictions. You should have added the lower end of Claude Avenue to the extension of the TRO zone that existed. Apparently, Claude Terrace matters but I do not as the only non-multiple occupation house in my terrace. Liveable neighbourhoods/ equality. You have in effect created a student ghetto. Students can come and go with cars. Housing marches along the Lower Bristol Road and into Twerton where it would never be allowed to proceed on the other side of Bath. We are returning to the Middle Ages and the council indeed recently said they would build a new city in the site of the old Homebase. There are no rules to the upkeep of student housing. Gardens overgrown/ fenced fall down, pipes leak into pathways. You have made it impossible to carry on with my life. Absolutely no 'equality' and certainly not a 'liveable neighbourhood'.

Response: The extension of the existing Resident Parking Zone 28 to cover Claude Terrace was requested by the Traffic Management Team to allow the residents of Claude Terrace to be able to purchase permits to park within Resident Parking Zone 28. The objection above states that the extension has not gone far enough to include further properties along Claude Avenue. The Area Parking Review program has a limited budget and can therefore only be used to pick up small amendments to existing parking restrictions. A larger extension to Zone 28 is therefore outside the scope and remit of this TRO consultation and would need to be considered as part of a standalone scheme with a budget allocated and support from the local Ward Members with extensive consultation with local residents. The local Councillors for

neighbouring Ward (Westmoreland) have raised concerns regarding this proposed extension of Zone 28 as highlighted below:

Cllr June Player / Cllr Colin Blackburn - Plan 18 - Claude Terrace - We feel that a visit to this area is very much needed to see just how many double yellow lines there are in the area which has already greatly reduced parking bay provision. Reasons for this being, due to being on a Bus Route plus a large blind curve at the top of West Avenue. We are more than happy to meet with an Officer to see the situation. If this row of houses is included in Zone 28 then there is the potential of an increase of at least 12 extra permits plus all the visitor ones. That will put a great strain on the reduced parking provision and have a detrimental effect on our residents of Westmoreland who are in Zone 28.

Based on the above concerns from the Westmoreland Ward Members regarding capacity issues, and the objection raised above, it is the recommendation of this report that the proposed Zone extension to Zone 28 is not implemented at this time and further investigation is undertaken with the Southdown Ward Members to address the parking concerns within their area.

*Please see support comments in the attached **Appendix 1***

Plan 22 – Moorfields Road, Bath – No Parking At Any Time

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

Objection main points raised:

- Following the introduction of the RPZ in nearby streets to Moorfields, this has placed increasing pressure on parking in Ashford Road, Cotswold Road and Moorfield Road. On a typical evening during term time as a result, if I return after around 18:00, there is no available parking within a radius of around 300m. I have caring responsibilities which often lead to me returning home and being unable to park, and on other occasions, have genuinely turned down appointments because I know I will not be able to park on my return. Oldfield Park and Moorfields have a high number of HMOs within the current RPZ which creates overspill into other residential areas with nearby residents there having to accommodate the consequences. However, it is not just the inconvenience of being unable to park that creates real problems: many residents park their vehicles wholly on the pavements overnight, creating safety issues for disabled and visually impaired individuals. It is not unusual to see around a dozen cars parked in this way in Cotswold, Moorfield and Ashford Roads. In March 2019, the council declared a Climate Emergency. As a consequence of the nearby RPZs, many residents in Moorfields are opting to pave over their front gardens to create off-street parking. Not only does some of this take out sections of on-street parking and breaks up the look and feel of the Moorfields estate, it also reduces green spaces so important

to the council's environmental aims. The ideal solution would be to roll back all RPZs in the city as each one creates a problem for the adjacent areas. However, given that this is unlikely, the council should look seriously at introducing comprehensive RPZs across Moorfields.

Response: The proposed No Parking At Any Time restrictions were requested by the Traffic Management Team to prevent double parking causing an obstruction to the highway and free flow of traffic. The objection raised above relates to the introduction of Resident Parking Zone 28 in general, which is outside the scope and remit of this TRO consultation. It is, therefore, the recommendation of this report that, despite the objection raised, the proposed restrictions are implemented on-site and sealed within this Order as advertised on safety grounds to ensure the free flow of traffic on the highway.

Amended Plan 23 – Bloomfield Park, Bath – No Parking At Any Time

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

Objection main points raised:

- The proposal is to make the road immediately in front of our rear garage "no waiting at any times" - this feels both unnecessary (as I understand, this is the situation for dropped kerbs anyway) and an inconvenience to us at times we have trade visitors (cleaners, plumbers etc) or deliveries to our garage, particularly given that at the front of the house it is free parking which is always fully occupied in the mornings by commuters who park up at the final free spaces before you hit residents parking zones. Whilst there is some space immediately in front of the garage off the carriageway, I would rather that (at least this section of) the road retains its current status please (or make the area at the front of the property residents parking so there is space there if we need it).
- Regarding the Bloomfield Park proposed changes I would oppose these. I'm not sure what the purpose of the restrictions are as I'm not aware of there being any issues. I live around the corner and I'm now worried that I will struggle for parking going forward. There seems to be less and less parking nowadays and it makes day to day life more difficult. What are the changes trying to achieve?

Response: The proposed No Parking At Any Time restrictions were requested by the local Ward Member to improve visibility around the bend and remove obstruction of property (due to parked vehicles) for local residents. The primary purpose of the highway is for the safe passage and re-passage of vehicles. Parking is an obstruction of that right and, therefore, can only be condoned where it is safe to do so. As these proposed restrictions were requested by the local Ward Member on behalf of local residents, it is the recommendation of this report that, despite the 2 objections raised above, the

proposed restrictions are implemented on-site as advertised and sealed within this Order.

*Please see support comments in the attached **Appendix 1***

Plan 27 – High Street, Twerton – 20 minute Limited Waiting parking bay operating Mon - Sat, between 8am – 4pm

Wholly Object– 6, Partially Object– 1, Neither– 0, Partially Support– 3, Wholly Support– 0,

Objection main points raised:

- With regards to the proposed parking restrictions outside numbers 17 and 18 Twerton High Street, I am somewhat confused as to what the purposes of the restrictions are, and what you are trying to achieve, please can you clarify? At the moment I can only assume that the proposed parking restrictions are aimed for the benefit of people visiting the bakery or the hairdressers, and to encourage them to not park on the double yellow lines on the opposite side of the road. Please can you clarify? If this is the case, then why do timings of the restrictions not coincide with the opening times of the bakery which are 07:15 - 14:30? For the hairdressers, I would have thought it to be impossible to have a haircut in less than 20 minutes, so one would assume that they are not aimed at their customers. Please can you clarify? I have lived on Twerton High Street for many years, and I know from vast experience that customers of the bakery will generally favour parking on the side of the bakery, on the double yellow lines, rather than in an actual parking space on the opposite side. I see it all the time, parking spaces available opposite the bakery and simultaneously, cars parking on double yellows outside the bakery. It happens every day and is even happening right now as I type this email. I shall attach photos. These proposed restrictions will do nothing other than have a negative effect on the lives of myself, my family and my immediate neighbours, by making it illegal to park outside our houses. It will also spread the parking burden to other parts of the local area. At the same time, I can guarantee that people will still be parking on the double yellow lines opposite, while they visit the bakery. I would suggest that a better solution would be to enforce the law of double yellow lines on Twerton High Street much more rigorously, as the law is clearly not working as intended. To try and implement an extra parking restriction (which will also need enforcement) seems to be nothing more than folly and ill thought out. If you are going to enforce a 20 min waiting zone to try and stop people from parking on double yellow lines, you might as well just enforce the double yellow lines and not pass the negative effect on to the law abiding local residents. This proposal makes no sense to me at all, and I invite you to try and convince me otherwise. I hope you will give this some careful consideration, and I look forward to your swift and favourable response.

- I am writing to contest the parking bay proposal on High Street, Twerton (reference number 25-005). 1) As a resident our main concern is that it will reduce parking possibilities for us and the surrounding residents. We are assuming it is in relation to the cars visiting local business, such as the bakers. And as the proposed times well exceed the bakers opening hours it will affect as more outside of the times. 2) With the granted planning permission of turning one of the nearby houses into two flats, this will increase the need for spaces. With the proposal for waiting bays, taking these much-needed spaces away. 3) We have no problem with the cars and vans in the day as they never stay very long, and it is mostly vans that pull up alongside the bakers, are they are unlikely to use a waiting bay. I hope these points will be taken into consideration when deciding the outcome of the proposed bays.
- I wholly object to the proposal to change parking in front of 17 and 18 High Street to free parking restricted to 20 mins between 08:00 and 16:00, Mon to Sat. Residential parking in this area is already extremely tight and is fully occupied by residents' cars most of the time. It is already extremely difficult to find a space and the proposed changes will significantly exacerbate the issue. A number of us work from home and so parking is needed during the day. Whatever the issue that you are trying to solve, I strongly suggest that this is not the right solution in this case as it will only cause further problems. Please consider abandoning or revising this change in parking restrictions.
- The restriction to 20-minute parking in front of 17 and 18 High Street should not proceed. Residents on High Street, depend on the parking. Removing 2 spots will cause disruption to our lives and ability to access our homes. These spots are all already occupied more or less full time, and it's difficult for people living here to find parking as it is. Some of us (me included) work from home, so parking throughout the day is required, not just out of working hours. If the change is being proposed because customers for the bakery keep blocking the traffic when they stop and idle, the solution is not to interfere with life and access for homes on High Street.
- The reasons for which I would like to object are as follows: It will take parking away from residents of the high street during the day. With some working from home, daytime parking is necessary. I believe the space is being created for short term parking to visit local businesses, such as the bakery. While in theory it's a great idea, residents have found that people (mainly big vans and trucks) will park right outside the bakery, rather than park across the road, even if there is plenty of space to do so. It's become a culture to park outside the bakery and think the designated space will be ignored. the parking space hours exceed the opening hours of the bakery, creating further problems for residents to park.

- I live on the High Street next to How Hill and we can't handle any more parking restrictions. It is such a struggle to park outside my own home. The 20min bay on the High Street is practically pointless as very few people drive to the High St for a 20min stop. Most cars on the High Street are residents, maybe 1 or 2 are visitors. What actually needs to be improved in the area is the parking at the football club needs to be bigger so residents can park in the areas around, we need more parking if anything on the High Street and How Hill. I can see why the council made this proposal but it's ridiculous and will cause havoc for residents who are the people you are meant to support. The whole city feels like it's anti the actual residents and entirely for tourists and students. Stop pumping money into stupid schemes like this and fix the potholes, add parking, reduce charges on residents, make affordable housing for residents, add more affordable supermarkets... I could go on.
- While I fully appreciate the challenges posed by vehicles stopping to visit the Bakery, I do not believe the proposed restrictions on the opposite side of the road will address these issues effectively. Currently, there are double yellow lines directly outside the Bakery, yet these are rarely, if ever, enforced. As a result, vehicles — often large work vans and lorries, which would not fit comfortably in the proposed designated spaces — continue to stop illegally. Furthermore, there are often available spaces on the opposite side of the road, yet drivers consistently choose to stop directly outside the Bakery for convenience. This demonstrates that the core issue is not a lack of parking spaces, but rather a lack of enforcement. I accept that living on a High Street means parking can be limited, but I find the proposed restrictions particularly unfair as they would prevent me from parking near my home between the hours of 8:00 AM and 4:00 PM, Monday to Saturday. This would have a significant impact on me and my family, while doing little to resolve the actual parking problems unless enforcement is significantly increased, such as by having a traffic warden present regularly. If the proposal does proceed, I strongly urge that the restricted times be reconsidered to reflect the Bakery's actual busy periods, which are primarily between 11:00 AM and 1:00 PM. The Bakery also closes at 2:30 PM, making the proposed 8:00 AM to 4:00 PM restrictions excessive and disproportionate. I hope you will take these concerns into account and reconsider the proposal in its current form.

Response: The proposed 20-minute Limited Waiting parking bay operating Mon - Sat, between 8am – 4pm was requested by the local Ward Member to provide more short term on-street parking availability near commercial properties. Due to the number of objections raised above from local residents, it is the recommendation of this report that the proposed restrictions are not implemented on-site at this time and are not sealed within this Order, and that further assessment is required.

*Please see support comments in the attached **Appendix 1***

Amended Plan 36 – Monksdale Road, Bath – dual use 3 Hour Limited Waiting / Zone 28 Permit Holder parking bays operating 8am – 6pm

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

Neutral main points raised:

- This response is targeted at the Monksdale Road element and close surrounding areas. I've been keeping data since the RPZ was implemented around lower Oldfield Park, a minimum of 99% of the vehicles now parked are Monksdale Road belong to the student population - all of which live within different areas of Oldfield Park. Of the 99%, approximately 60% of these vehicles are left there for the entire term time i.e. the students drive to Bath from their hometown, leave their vehicle on Monksdale Road permanently until the end of the term when they return to their hometown. On an average day there is 40-50 student vehicles on Monksdale Road, when I was collecting data, I drove around different areas of Lower Oldfield Park and would consistently count a minimum of 60 empty car park spaces (this was done between 6am-7am). This implies that the RPZ for Lower Oldfield Park areas has only served to displace the vehicles and not deter them, this in turn raises the question of the value of the PRZ as its questionable that it has delivered the desired outcome. Please could I encourage the Council to be innovative and rather than continue to displace the problem, deal with it. I believe the Council could collaborate with the University and find a redundant or derelict areas of land that could be utilised as a term time student parking area - somewhere the students can park their vehicles safely where they won't impact on the wider community. Alternatively, could a subsidised permit fee be created for the students so they can return to parking their vehicles on the streets where they live? If only something silly like £20, multiple that by the number of vehicles that will be a tidy sum that the Council can use for good. If the Council continue to displace vehicles, they will soon reach areas with high volumes of social housing, where people are likely to be lesser affluent and not able to afford RPZ (should that then reach them), equally, this will give rise to frustration towards the University people. As mentioned above, with some innovative and creative thinking, better solutions can be implemented that would be fit for purpose for all involved. Can I please take the opportunity to raise a query over the decision to place a zebra crossing on lower Monksdale Road, directly under a bridge? Seems a bizarre choice of location on the road and, as a 40+ resident of this road, I could've told anyone that this was a useless place for a zebra crossing. The footfall of people to the park comes from the Moorlands school, who enter via the main entrance to the park so would see no value from this new crossing. I can't understand why it was not placed close the main entrance, not only would it be better utilised, but it would

be brilliantly placed for traffic calming - as presently people must put their lives at risk crossing between cars.

Response: The proposed dual use 3 Hour Limited Waiting / Zone 28 Permit Holder parking bays operating 8am – 6pm were requested by the Traffic Management Team and neighbouring Ward Members and approved by the local Ward Members to provide additional short term on-street parking provision within the local area. The comments above relate to the previous introduction of Resident Parking Zone 28 in general and therefore sit outside the scope and remit of this TRO consultation. As no formal objections were raised to this proposal and they have the support of the local Ward Members. It is the recommendation of this report that the proposed restrictions are implemented on-site as advertised and sealed within this Order.

Plan 40 – King George’s Road / Lansdown View / Shophouse Road, Bath – No Parking At Any Time

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

Cllr Dine Romero – I request that a pause is placed on plans 40 and 41 at this time.

Response: The proposed restrictions requested by the local Ward Members along King George’s Road, Lansdown View and Shophouse Road will be paused as requested above and not sealed within this Order.

Plan 41 – Dartmouth Avenue, Bath - No Parking At Any Time restrictions and the 2 hour Limited Waiting parking bays operating 8am – 6pm

Wholly Object– 8, Partially Object– 6, Neither– 1, Partially Support– 3, Wholly Support– 0,

Cllr Dine Romero – I request that a pause is placed on plans 40 and 41 at this time.

Response: The proposed restrictions requested by the local Ward Members along Dartmouth Avenue will be paused as requested above and not sealed within this Order.

Plan 42 – Monksdale Road, Bath – No Parking At Any Time

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

*Please see neutral comments in the attached **Appendix 1***

Plan 43 – St Kildas Road, Bath - No Parking At Any Time restrictions and shortening of the existing dual use Permit Holder / Limited Waiting parking bay

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

Objection main points raised:

- I object to the Additional Double Yellow Line restrictions on St Kildas Road. Parking is already of a great premium on St Kildas Road for which the residents have to pay an extortionate fee each year. To remove a valuable space on this road is quite frankly insulting. Residents' cars already suffer damage when people pull into empty spaces to allow cars travelling in the opposite direction to pass. The removal of the space will only add to that problem.
- I object to an extension of space outside 84a as it is proven to be sufficient. I am distressed that my car has been damaged by using it as it is when lengthening will only make it more likely that I will be hit if unlucky enough to find this is only space available. Allegedly we are a 20mph zone, but you wouldn't know it to observe it. Drivers from Domino's and Deliveroo collections on Moorland Rd bomb down and skid into this space. Consequently, am aware of 2 cars being written off and I have had my car damaged. Really don't understand why Chinese needs a drop kerb as no way of car parking. They park on pavement anyway which is why it is so damaged. Finally, the last thing we need is to lose another space. If 84a are losing access it is an enforcement issue with loads of evidence where people over park against marked lines
- Summary: We don't want to lose a parking space / We don't want an informal passing place to be created / We don't want more cars to be hit as a result of your work / We don't want to encourage traffic to use this road southwards / Problem for 84a is enforcement / See tracking drawing / Attached photos and drawings. Complaint about the advertising. The TRO changes were buried in the order. I had to read it twice to even find St Kildas Road. There's no indication on the nature of the proposed changes. No Plan, No measurements. It's designed to be the same bit of paper for multiple sites and provide no tangible information at each site. You must provide a drawing extract to accompany the order on site. Currently the off-street parking has occasional use by the owner. Dropped kerbs match the opening (3 kerbs) Dropped kerbs are extended to aid access to the adjacent back access lane. Full length of DYL is therefore 5.06m. There should be no problem for 84a to access their car crossing, taking advantage of the additional width to the south. Easiest manoeuvre is always to the south, whether reversing in or nose first. See Tracking sketch. Available width has never changed. Enforcement. Problems are sometimes caused by inconsiderate motorists at the southern end of the 2hr limited waiting parking bay overhanging the northern car crossing taper. This is an enforcement issue. History. Originally there were no markings between 83, 84a. and 84. A sign has always been on the wall of 84a indicating that 24 access is required for the cars, to the Upholstery Workshop. KEEP CLEAR markings were added from southern end of ped dropped kerbs, in line with edge of building no.83

northwards to top of taper at the car crossing 84a. An "I-bar" provided a gap of 5.06m. Aecom Original Residents Parking Design. TRO for DYL was drafted incorrectly, attempting to extend the DYL southwards beyond the keep clear markings. I brought this to your attention during the 2 rounds of public consultation, plus email and objection in writing during the written consultation process. I was assured that the TRO would match the extent of the KEEP CLEAR markings. The DYL have been correctly laid to match the KEEP CLEAR markings, but the TRO was draughted incorrectly. I also pointed out that TRO for the DYL between 84 and 84a would cause problems as its requirements were questionable. There is a defunct car crossing at this location, used only to place a commercial bin on-street once a week. I suggested that the DYL were laid to match the dropped kerbs only (3 kerbs). This was more important on the southern side, as the proposed 2hr/ residents bay was big enough for 2 medium cars only. Again, I made this point to you, during the original consultation process and said you would likely cause access issues for 84a, if 2 larger cars tried parking here. Any such parking is beyond the extents of the bay, which is a DYL enforcement issue. If only you had listened and extended the bay outside 84a in a northerly direction by 915mm, you would never have received a complaint from 84a. Instead, you ignored my comments, which has given me a lot of extra work. 84a BANES Current Proposal Instead, you propose to extend the DYL outside 84a in a northerly direction, which will cause this street to lose a parking space. WE DON'T WANT TO LOSE ANY PARKING SPACES. Through Traffic In addition your proposal will cause more vehicles to be damaged in the street. Let me explain. Our request for this road to be considered a liveable neighbourhood (closed off to traffic in Cynthia Rd) was rejected. This road is heavily used by through traffic, most ignoring the 20mph signs. Traffic southwards, waits on the corner outside 84, until northbound traffic clears. Unfamiliar southbound drivers try it, anyway, imagining that northbound traffic will magically disappear. They often dive into the space created by the DYL outside 84a (5.06m). My car has been hit twice, a white car and red car have also been hit, righting them both off. Bumpers. I have evidence. This is simply because people cannot drive properly and cannot do a hill start. By lengthening the DYL you will be encouraging traffic to use this road by providing an informal passing place. In fact, the white Vauxhall Insignia written off by a Sainsbury delivery van had space in front almost identical to your proposed extended DYL's. More parked cars will be hit as a direct result. It's inevitable. Driving standards don't improve. We don't want more traffic using this road, we don't want our cars hit. We want the road to be less desirable to through traffic. Counterproposal. My original proposal hasn't changed. Extend the parking bay outside 84a in a northerly direction by 915mm, as I originally suggested. There is still ample room for the once a week on-street bin. Attached. Tracking Drawing, showing a large 4x4 vehicle can get in with no trouble Layout Drawing showing the 2hr parking bay extended. Also, all the dims. 2 x pics of written off cars. I can send you pics of the damage to mine too if you like. 1 pic showing 2 medium cars parked o/s 84a. 1 pic showing a

long Audi parked. Resident parked as best he could. Best situation possible for long and medium car.

Response: The proposed extension of the existing No Parking At Any Time restrictions and shortening of the existing dual use Permit Holder / Limited Waiting parking bay was requested by the local Ward Members to improve property access. However, due to the 3 objections raised above regarding the lack of available on-street parking provision for local residents, it is the recommendation of this report that the proposed restrictions are not implemented on-site at this time and are not sealed within this Order.

All Plans within TRO Consultation 25-005

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

- Below is a picture from before the RPZ..... maybe it's time you left your desks and visit Cotswold Road now! Essentially all the RPZ has done is make Moorfields one big overspill carpark. To add further insult there is now a proposal to push yet more traffic onto the Moorfields estate. It can only be described as a joke. Did the planners not have the basic foresight to see what would happen with the introduction of the RPZ? We have people now parking on the pavements along Cotswold Road Parents with buggies and wheelchair users forced into the road People now double park from the Monksdale road junction to the junction of Ashford Road. Regular road rage incidents now occur due to the road narrowing Daily Mexican standoffs with bus drivers, delivery vans and residents refusing or unable to give way Driveways being obstructed. All banes have done is Annex the Moorfields and I'm not quite sure what the residents have done to have their needs disregarded with no thought whatsoever to how it may impact them. Has a risk and impact assessment even been done? Are people who make these decisions even doing a site visit? It's all well and good expecting people like me to fill out a form but is it even being taken seriously or just like what happened with the RPZ consultation the planning committee and councillors alike have already made up their minds. I've read the response from Jess David, not one mention of Moorfields and the obvious impact. To say I'm disappointed with her response is an understatement. If this passes, this mess will be on her watch One can only surmise that this will ultimately lead to another cash grab and yet another RPZ covering the Moorfields. you must think we are all stupid, it's obvious where this is heading. With regards to Monksdale Road, it's laughable. As soon as the RPZ initiated what happened, you turn Monksdale Road into a single-track road and now two years on you've finally decided to try and remedy it. How about you think ahead, evaluate potential knock-on effects and try to mitigate it at the planning stages, rather than ignore the consultation, crack on, cause havoc and then scratch your heads for two years. It's actually quite worrying from my perspective we have all these schoolboy errors and what seems like a planning department pulling ideas from their arses. You've made

such a mess with the initial RPZ impact on the immediate zones outside of it I wouldn't know where to start to unravel it. It's what's known as an absolute cock up.

Response: The comments above relate to the introduction of Resident Parking Zone 28 in general and, as such, sit outside the scope and remit of this TRO consultation.

*Please see support comments in the attached **Appendix 1***

No Objections received to:

Plan 3 - Oldfield Road, Bath
Plan 4 - Monksdale Road, Bath
Plan 10 - Upper Bloomfield Road, Bath
Plan 12 - Moorfields Drive, Bath
Plan 14 - Moorland Road, Bath
Plan 15 - Roundhill Grove / Mount Road, Bath
Plan 17 - Dorset Close, Bath
Plan 19 - Bellotts Road, Bath
Plan 20 - Bellotts Road, Bath
Plan 21 - Moorland Road, Bath
Plan 24 - The Oval, Bath
Plan 25 - Kelston View, Bath
Plan 26 - Highland Road, Bath
Plan 28 - Whimster Court, Bath
Plan 29 - Shaws Way, Bath
Plan 30 - Watery Lane, Bath
Plan 32 - East Close, Bath
Plan 33 - Bloomfield Avenue, Bath
Plan 34 - Hatfield Road, Bath
Plan 35 - Clarks Way / Breachwood View / Middlewood Close / Orchid Drive, Bath
Plan 38 - Beckhampton Road, Bath
Additional Plan 44 - Garrick Road, Bath
Additional Plan 45 - Bloomfield Avenue, Bath

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

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

Ward Members

Twerton & Whiteway:

Cllr Tim Ball – Thank you for keeping us updated on the TRO process. I have reviewed the proposals and would like to acknowledge Sarah's objections to

the Newton Road proposals, particularly highlighting the concerns regarding the disabled residents and the current parking limitations. It would be greatly appreciated if these objections could be taken into consideration and the Newton Road proposals removed from the final report.

Additionally, I support the notion of revisiting the High Street proposals. The timed bays are indeed crucial to ensure safe parking options for customers and prevent issues with vehicles parking on double yellow lines. A review of this proposal to find an optimal solution would be beneficial.

Thank you for your attention to these matters. I look forward to the final report and the continued collaboration to improve our area.

Cllr Sarah Moore – I am happy with the proposals in the report with the following exceptions:

Newton Road - the residents either side of this junction are both disabled, and I have raised objections to this proposal both on the phone and in writing. The parking here is limited most of the time and I therefore do not believe these lines should be put in place.

High Street - the timed bays were requested to help prevent the large number of vehicles parking on the double yellow lines as customers have nowhere to park safely. We will need to review this proposal to see if there is anything we can do to help with this issue.

Response: It is the recommendation of this report that proposal Plan 8 for Newton Road is removed from this Order as requested by the Ward Members Cllr Sarah Moore and Cllr Tim Ball above and that further discussions and consideration be given to restrictions outside the bakery on the High Street, Twerton (Plan 27) within a future TRO.

Southdown:

Cllr Paul Crossley – No comment.

Cllr Dino Romero – Thank you for sight of the revised plans - I am pleased to note that various changes I requested have been agreed, however I am concerned that plan18 has not been put forward: this request would allow the cars of the long term residents - I think max 3 households (max 6 residents who have no other parking) to park their cars (max 3) in zone 28, as you know there are many empty spaces in the nearest roads to Claude Terrace within this zone. Please would you reconsider this small amendment?

Response: Proposal Plan 18 to extend Zone 28 to cover the properties on Claude Terrace is supported by the Southdown Ward Members but not the Westmoreland Ward Members. The decision on whether to introduce this proposal and include within this Order or to carry out further investigation will therefore be made by the Cabinet Member for Sustainable Transport Delivery,

the Traffic Management and Network Manager and the Director of Place Management.

Odd Down:

Cllr Steve Hedges – No comment.

Cllr Joel Hirst – No comment.

Moorlands:

Cllr Jess David - The restrictions on Plan 13 are currently marked out on-site and were laid down as an emergency measure shortly after the Resident Parking Zone 28 went in with the road and junction improvements to allow the bus companies to operate.

Response: These markings were placed on-site as an advisory measure. The formal TRO for these lines was never carried out at the time so this has been picked up within this Order to give our CEO's the powers they require to restrict parking around this junction.

Oldfield Park:

Cllr Ian Halsall – No comment.

Westmoreland:

Cllr June Player – Regarding Plan 18 - Claude Terrace - Extension of Zone 28 Boundary - the concerns previously raised by Cllr Blackburn and me still remain and the recommendation that the proposed Zone extension to Zone 28 is not implemented at this time.

Regarding Plan 43, St. Kilda's Road - Cllr Blackburn and I would like this Plan to be re-visited as this owner does require access to and from his off-street parking space for his business. Whilst we appreciate the objections raised, could this situation be thoroughly investigated please because only a small amount of parking length needs to be reduced to allow him full access.

Cllr Colin Blackburn – As above.

Response: It has been recommended that Plan 18 be removed as requested by Cllr Player and Cllr Blackburn at this time and further assessment be carried out, however the Southdown Ward Members would like this plan introduced and sealed within this Order, so the final decision will be made by the Director of Place Management. Due to the number of objections to Plan 43 regarding lack of available on-street parking provision on St Kilda's Road, it is the recommendation of this report that the proposal plan to reduce the parking bay in length is removed from this Order as stated above. The current Double Yellow Line markings extend across the length of the dropped kerb where access has been granted by our Highways Team.

Widcombe & Lyncombe:

Cllr Alison Born – No comment.

Cllr Deborah Collins – No comment.

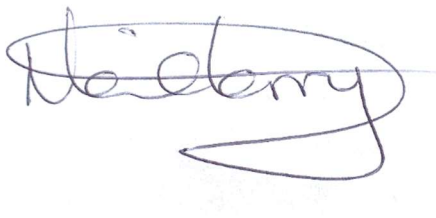
Cabinet Member for Sustainable Transport Delivery:

Cllr Lucy Hodge - I have reviewed the proposals within the report and agree with the amendments to the order proposed. My only comment relates to Plan 18 - Extension of Zone 28 boundary to cover properties on Claude Terrace. Reflecting on the significant impact that implementation of the Zone 28 residents' parking zone has had in terms of displacement parking in nearby streets outside the zone, I support the Southdown ward councillors request and recommend that this proposal is introduced and included within this order.

Response: It is the recommendation of this report that proposal Plan 18 be re-included within this TRO and sealed within this Order as requested by the Cabinet Member for Sustainable Transport Delivery above.

11. RECOMMENDATION

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



Neil Terry
Traffic Management & Network Manager

Date: 18/06/2025

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.

- **Plan 1 - Lymore Terrace, Claude Avenue and Lymore Avenue, Bath – No Stopping At Any time on School Keep Clear Markings**

It is the recommendation of this report that the proposed restrictions operating times are reduced from 24/7 to operate at school drop off and pick up times only, Monday – Friday, between 8am – 9.30am and 2.30pm – 4pm.

- **Plan 7 – Haycombe Drive, Bath – No Parking At Any time restrictions**

It is the recommendation of this report that the proposed restrictions are not introduced at this time and not sealed within this order.

- **Plan 8 – Newton Road, Bath – No Parking At Any time restrictions**

It is the recommendation of this report that proposal Plan 8 for Newton Road is removed from this Order as requested by the Ward Members Cllr Sarah Moore and Cllr Tim Ball

- **Plan 9 – How Hill, Bath – No Parking At Any time restrictions**

It is the recommendation of this report that the proposed restrictions are not implemented at this time and further investigation is required into possible alternative solutions.

- **Plan 27 – High Street, Twerton – 20 minute Limited Waiting parking bay operating Mon - Sat, between 8am – 4pm**

It is the recommendation of this report that the proposed restrictions are not implemented on-site at this time and are not sealed within this Order, and that further assessment is required.

- **Plan 40 – King George's Road / Lansdown View / Shophouse Road, Bath – No Parking At Any Time**

The proposed restrictions requested by the local Ward Members along King George's Road, Lansdown View and Shophouse Road will be paused as requested above and not sealed within this Order.

- **Plan 41 – Dartmouth Avenue, Bath - No Parking At Any Time restrictions and the 2 hour Limited Waiting parking bays operating 8am – 6pm**

The proposed restrictions requested by the local Ward Members along Dartmouth Avenue will be paused as requested above and not sealed within this Order.

- **Plan 43 – St Kildas Road, Bath - No Parking At Any Time restrictions and shortening of the existing dual use Permit Holder / Limited Waiting parking bay**

It is the recommendation of this report that the proposal plan to reduce the parking bay in length is removed from this Order as stated above. The current Double Yellow Line markings extend across the length of the dropped kerb where access has been granted by our Highways Team.

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: 19/06/2025