

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: North West Outer Bath Area

PROPOSAL: Parking Restrictions

SCHEME REF No: 25-024

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. **PROPOSAL**

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

4. **REASON**

Please refer to the separate Statement of Reasons document attached to this report regarding TRO 25-024.

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 the High Street - Weston, Cedric Road, Roseberry Place, Cranwells Park, and Old Newbridge Hill, Bath and imposing Zone 26 Permit Holder parking on Hungerford Road, Bath and imposing a Disabled Parking Bay on Roseberry Place, Bath within the North West 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 Area Parking Review budget, project code TCJ0009S.

8. CONSULTATION REQUIREMENT

The proposal requires consultation with the Chief Constable, Emergency Services, Road Haulage Association, Freight Transport Association (Logistics UK), Parking Services, Waste Services, Ward Members and the Cabinet Member for Sustainable Transport Delivery.

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

8. CONSULTATION REQUIREMENT

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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 – High Street, Weston, Bath – Removal of Limited Waiting Bay with No parking At Any time

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

Objection main points raised:

- Already there is nowhere to park in the village. People drive round and round which surely increases pollution. We are desperate for more parking places not fewer. Perhaps what is needed is an actual paying car park. Centre 69 is rarely used. And any placement of a bike store should be opposite the old Kings head pub. High pavement there is huge. Please stop trying to destroy local businesses for ideology.
- As the new renter of No.3 I am going to open my own Japanese Diner on the premises in September, however, this proposal risks sabotaging my new business venture. As noted in proposal "25-024", section "G", directly outside my business "free parking" will be removed. Without it, where can I park when transporting supplies to and from the premises? Where will my daily ingredient delivery drivers park? Where will my to-be customers park? Weston Village is already low on options for places for visitors to park, and you are going to remove another? For what reason should this parking space be removed, to accommodate more space in what is already a wide one-way street? There are no pedestrian crossings being blocked, nor the space for vehicles to drive by. As mentioned, a reason for this proposal is pedestrian safety, however if this proposal was to go ahead as stated, by removing this parking space I would actually be put in more danger by having to cross the street with heavy and plentiful deliveries every morning, whilst oncoming morning traffic attempts to merge with the main road out of Weston, instead of safely carrying supplies from a parked vehicle directly outside the premises. The surrounding businesses each have a parking space. I will not. Not only will I lose a parking space, but I will have to inevitably occupy another business's instead - where else can my deliveries possibly park? The Tesco Car park? Resident's Only Parking? I fear that losing this parking space squashes my business before it even starts. I urge you to reconsider this proposal and amend this section to return the parking space, as without it both my and any surrounding business will be damaged.
- I object to the removal of free parking as outlined in note G. There are many businesses there that benefit from free parking whether it is their own vehicles or customers stimulating the local economy.

Support main points raised:

- The pavement at the junction of High St and Weston Lane in Weston village has for too long been used for impromptu parking by the Weston Garage to the detriment and danger to pedestrians: they often have no clear way to use the pavement to access the new zebra crossing on Weston Lane.

Response: The proposed removal of the Limited Waiting Bay on the High Street, Weston was requested by the Traffic Management Team to ensure that the legal Order and map-based TRO accurately reflects what is currently on-site. The Limited Waiting Bay in question is no longer on-site and was removed when the footway in this location was widened. Vehicles parking adjacent to this widened section of footway now causes an obstruction to the free flow of traffic on the highway. Therefore, as no appropriate existing on-street parking is being removed as part of this proposal and these Double Yellow Lines are being put forward on safety grounds, it is the recommendation of this report that the proposed restrictions are implemented on-site as advertised and sealed within this Order.

Plan 2 – Cedric Road, Bath – No parking At Any time

Wholly Object– 0, Partially Object– 0, Neither– 0, Partially Support– 2, Wholly Support– 4,

Wholly Support main points raised:

- Living on Cedric Road, I wholly support the proposals to Cedric Road. It is very hard to come out of the drives for some of the residents. Given how large the driveways are for most residents, there is no need for these permit areas.
- Cedric Road is narrow so that a car parked opposite a driveway opening makes it difficult / impossible to exit or access. This particular parking space has always made entering or exiting the two driveways opposite extremely difficult. The loss of this one car parking space on the street is unlikely to affect residents who as park in driveways or on paved over front gardens.
- The parking spaces in Cedric Road make accessing two elderly residents drives extremely difficult which has resulted in inability to access or leave properties on occasions when cars or tradesmen are parked in the space. All residents in this area have adequate parking on their drives and spaces are almost always taken by either hospital staff or visitors.
- I wholly support this proposal. Access to some houses on the west side of the road is restricted by cars parks opposite driveways. Taxis often park on Cedric Road with their engines running waiting to pick up from the hospital. This proposal will go a good way to helping such matters at our end of Cedric Road.

Partially Support main points raised:

- Although we support the removal of the parking bay opposite Nrs 81 & 83 Cedric Road, we would ask that only 1 parking bay is removed (rather than the two that is indicated by the notice), which would be the bay outside of Nr 80. With the bay outside of Nr 78 remaining, as this is

not directly opposite the driveways of Nr 81 & 83. There is limited parking at the north end of Cedric Road and if both bays are removed there would be just two bays remaining to cover the houses from Nr 72 / 73 which is 25 houses. Although all houses have private drives the houses were built in the Fifties therefore, they are tight and would leave very limited parking on street for all visitors. We are aware that when two bays were requested to be removed at the south end of the road (opposite nr 21), only one bay was after consultation feedback.

- The parking changes in Cedric Road should be reconsidered. Can it please retain parking outside 78 Cedric Road but remove outside 80 Cedric Road. This will allow driveway access without unnecessarily removing parking.

Response: The proposed removal of the Permit Holder parking bay on Cedric Road was requested by a local resident and supported by the local Ward Member. The requests above are to remove only one on-street parking space opposite number 81 and to retain the other space in front of number 78, due to lack of available on-street parking provision. It is the recommendation of this report that this compromise helps to improve property access for number 81 allowing them to turn out and travel in a northwards direction un-obstructed but retain one valuable on-street parking space and this reduced proposal be implemented on-site and sealed within this Order.

Plan 4 – Cranwells Park, Bath – No parking At Any time

Wholly Object– 5, Partially Object– 5, Neither– 0, Partially Support– 3, Wholly Support– 3,

Objection main points raised:

- I object to this proposal. It will cause more danger, allow drivers to drive faster, making it unsafe, unsuitable to the existing character of the road. It will push more traffic to adjacent side roads, causing more danger to residents and children playing on the streets, congestion, having driveways blocked, amenity vehicles not being able to manoeuvre. Instead of the proposed; We request and support Residents or Restricted Parking to help ,avoiding following points; Stop commuters parking, Stop airport bus users parking, Stop increased dumping of cars for weeks a time by irresponsible drivers, Stop cars parking to avoid clean air zone parking Residents parking only will allow residents to have additional parking space when having visitors, especially if they have limited driveways. Whilst we all welcome street parking here by residents, friends, traders and visitors, some may feel that our neighbourhood should not be a parking lot for people with no business locally.
- Specifically in relation to the Cranwells Park section. The proposal may increase accessibility and improve the flow of traffic on the specific section of road to which it applies, however it will simply push the problem to other parts of the wider cul-de-sac. Commuters, bus users, long-term airport bus users and others will simply park further along the cul-de-sac, blocking access there. The problem will not be solved but will be exacerbated as the same

vehicles attempt to cram into a smaller area. It is always the case that residents and their guests, where needed, park appropriately- we have an investment in doing so and making our community safe for everyone. The whole area cannot be prohibited as that would prevent guests, traders etc. It seems the obvious solution is to implement resident permit parking. This would limit the number of vehicles, reduce traffic as prospective parkers circle looking for spaces, and ensure parking is limited only to appropriate locations within the cul-de-sac. I feel the issue needs to look at as a whole, otherwise a longer-term solution will not be achieved. On a personal note, as a resident, the regular stream of cars into the cul-de-sac and the haphazard parking is a minor inconvenience but it is persistent, and my driveway is occasionally partially blocked.

- We feel that no parking on the left side of the road will cause increased speed up the road and is not a good solution for Cranwells park. Permit parking or two-hour free parking with an overall reduction in spaces would be better. I assume the no parking on the left is to help vehicles (ambulances and bin lorry's) up the road and an overall reduction in parking should do also do this keeping the traffic calming that parking on both sides gives us. Most people on the road have ample space on drives so moving to reduction of spaces on the road should not affect anyone living on the road if permits can be bought.
- There are no access problems, all large vehicles can easily access all roads in Cranwells Park. The removal of parking will encourage speeding vehicles which will increase the danger to pedestrians and other vehicles. Currently parked vehicles create a chicane that slows down the traffic. The current speed limit is already ignored by many drivers. We already have illegal parking, especially in the cul-de-sacs; cars park on the pavements, across dropped kerbs and on double yellow lines, and this will get worse. I have lived here for a number of years and have never seen a traffic warden in CP. Surely the introduction of Residents' Parking Permits would be a much better idea. There are now several young children in our cul-de-sac, and the constant flow of non-residents' cars reduce their safety as they often play outside. It would also create income for BANES. And who was consulted about this project? No-one that I have spoken to here in CP knew anything about it until the notices went up. In my opinion specifications (a), (c) and (f) totally contradict what you are proposing.
- I do not object to the double yellow lines on some of the roadway as it will make absolutely clear where parking is not allowed. However, to put double yellow lines ALL the way up the left-hand side of the road will create a clear runway for speeding motorists, which is what used to happen before the revised parking layout was implemented after the road was resurfaced. Cars, vans and lorries regularly used to travel at great speed both up and down the road, causing a danger to everyone, especially the many elderly residents and children who live in the road. The 'racing' was also noisy! The creation of a small parking area outside No.2 Cranwells Park has meant that traffic has had to slow down as it doesn't have a clear line of sight along the road - a simple, yet very effective traffic-calming measure. I would be very grateful if my

comments could be seriously considered before the proposed parking plans are implemented. Thank you

- With the growing number of non-residents parking in Cranwells Park, it is already difficult for our family members to find parking during the day. The proposed additional parking restrictions outside our home will make this problem even worse and cause significant inconvenience. Furthermore, parked cars currently help slow traffic by narrowing the road. If these restrictions remove those cars, drivers will be able to speed up and down the hill more easily, often exceeding the 20-mph limit. Could you please consider allowing loading or timed parking instead?
- The road has become a car park for local workers and holiday makers as neighbouring roads have all adopted residents parking zones. This has resulted in potentially dangerous parking and lack of space for residents and guests. There seems to be a majority view among neighbours that we should also have a RPZ rather than continuing as a de facto car park for those living elsewhere. The proposal as it stands could potentially just exacerbate the current problem.
- It has been brought to my notice that the maps used on all the lamp posts to state changes the council wish to make are wrong. The map used was from before the road was resurfaced, when without consultation the parking places opposite numbers 2 and 3, Cranwells Park were removed ie. double yellow lines added (These are not shown on the map). I'm sure this was illegal. It has caused people to park on our side of the road and has had the effect of slowing traffic. However, if you wish to put double yellow lines all up our side of Cranwells Park, the parking places opposite should be re-instated to prevent considerable speeding by some, particularly delivery drivers. Is this consultation legal when wrong information has been posted?
- I do not agree with the plan to make Cranwells Park no waiting at any time along the main road, this should be local permit holder only. By restricting parking on this part of the road there would be consequences for parking in other parts of the road, this restriction would simply move the problem along and make life more difficult for residents on the road and their visitors. I do not agree that it would bring additional safety benefits, as cars parked along the main section of the road have the effect of slowing cars down currently.

Support main points raised:

- I feel it would be helpful to stop cars being able to park on one side of the lower park of Cranwells Park as, since the road was resurfaced, there have been just two parking spaces on the left-hand side driving up, and lots of other cars parked on the right. This has made it harder to drive up and down as you are required to drive around these two parked cars, though a tight space. While I appreciate some people may have concerns as to cars driving faster if this proposal is introduced, I do not feel cars tend to drive too fast in the road, and it would mean that sight lines are clearer in both directions for drivers. My

comments only relate to Cranwells Park and not the other roads which are being consulted on.

- The Cranwells Park Parking Group is pleased to see and support this long-overdue proposal for Double Yellow Lines on the west side of the only access road into the Cranwells Park Estate, (a) to prevent both physical and visual obstruction, from inconsiderate parking, to all drivers entering and leaving the estate, and (b) to prevent partial footway parking which reduces the passageway width and which impedes not only pedestrian and disabled access on the footway, but also access for vehicles along the only access road. These justifications and benefits arise from the fact that the east side of the road already has permitted parking spaces along its length, which is usually fully occupied, with space allowance for passing. This designed provision of passing spaces on the east side becomes dysfunctional if the west side is used for parking opposite them.
- I agree to the proposed double yellow lines being added to Cranwells Park, BUT with the exception of keeping the on-street parking outside No.2 Cranwells Park. If the owners of No.2 have no objection. Because the parking outside No. 2 has created a chicane effect which has slowed speeding traffic, making the street safer. Before this despite the 20 speed limit signs and the fact it was often people that lived in the street, traffic would speed up and down the hill.
- Whilst I support the left hand side of the trunk of the road to be a non-parking/waiting zone so that emergency vehicles and waste disposal vehicles can access all branches, I wish you to consider a speed restriction for vehicles for the safe passage of pedestrians and animals also replacing the dropped curb so that vehicles do not mount the pavement for same. I also wish you to consider that commuters will seek to park (already noted when trunk is full, often blocking the road to service vehicles) on both sides on the branches including the steepest ascent which has been blocked recently to access by the fire service and waste disposal vans.
- Our neighbourhood is being affected by commuter parking, we are surrounded by RPZs, and probably the closest road to the centre of Bath with no restrictions at all. As such, we have vans parking here just outside the Clean Air Zone, rather than pay the charge. We have cars left here for weeks, with people getting the bus to go to the airport. Whilst I'm all for leaving the car at home and using public transport, we have been left dealing with problems caused by restrictions. WE have a Park and Ride that could be used more, but at the moment our road is a better option. Please, can we have an RPZ to bring us in line with our neighbouring roads.

Response: The proposed No Parking At Any Time restrictions on Cranwells Park were requested by the local Ward Member and Traffic Management Team on behalf of local residents. This section of Cranwells Park is narrow and when vehicles park on both sides of the highway pinch points can be created obstructing larger vehicles. Cars already tend to park on the eastern side, so these proposed restrictions are simply formalising the current parking arrangements in place along this section of

Cranwells Park. The primary purpose of the highway is for the safe and unobstructed passage of vehicles. Parking is an obstruction of that right and can only be condoned where it is safe to do so. It is the recommendation of this report, therefore, that the proposed restrictions are implemented on-site and sealed within this Order as advertised. If the Ward Members believe that vehicle speeds along Cranwells Park are becoming an issue, they can submit a formal request via the TM Team for the introduction of traffic calming measures, which would need to be prioritised for possible inclusion on a future Local Active Travel and Safety Programme. The request for a Resident Parking Zone sits outside the scope and remit of this TRO consultation and will need to be raised with the local Ward Member.

No objections raised to:

- **Plan 3 – Roseberry Place, Bath**
- **Plan 5 – Old Newbridge Hill, Bath**
- **Plan 6 – Hungerford Road, Bath**

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

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

Ward Members

Newbridge:

Cllr Samantha Kelly – No comment.

Cllr Michelle O'Doherty – No comment.

Weston:

Cllr Ruth Malloy – No comment.

Cllr Malcolm Treby – No comment.

Lansdown:

Cllr Mark Elliott – No comment.

Cllr Lucy Hodge – No comment.

Kingsmead:

Cllr Paul Roper – No comment.

Cllr George Tomlin - No comment.

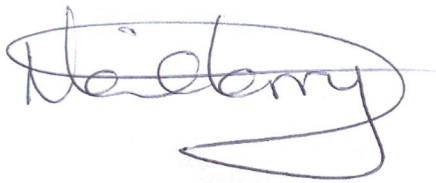
Cabinet Member for Sustainable Transport Delivery (Councillor Lucy Hodge)

Cllr Lucy Hodge – With respect to plan 4, No parking at any time restrictions on Cranwells Park, having carefully considered objections and comments in support, I recommend that this proposal is not taken forward within the TRO. On balance, it is not clear that the proposal is the right approach to the challenging parking situation in Cranwells Park which experiences significant levels of non-resident parking. I recommend that future consideration of a residents' parking zone would be beneficial when resources for this process, which includes extensive resident engagement, can be identified.

Response: Plan 4 will be removed from this Order as requested above by the Cabinet Member for Sustainable Transport Delivery.

11. RECOMMENDATION

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



Neil Terry
Traffic Management & Network Manager

Date: 05/08/2025

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 2 – Cedric Road, Bath – No parking At Any time**

The requests above are to remove only one on-street parking space opposite number 81 and to retain the other space in front of number 78, due to lack of available on-street parking provision. It is the recommendation of this report that this compromise helps to improve property access for number 81 allowing them to turn out and travel in a northwards direction un-obstructed but retain one valuable on-street parking space and this reduced proposal be implemented on-site and sealed within this Order.

- **Plan 4 – Cranwells Park, Bath – No parking At Any time**

Plan 4 will be removed from this Order as requested above by the Cabinet Member for Sustainable Transport Delivery.

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: 05/08/25