

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: Central Bath Area TRO Review

PROPOSAL: Parking Restrictions

SCHEME REF No: 25-063

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 hold the delegated power to make, amend or revoke any Orders.

2. LEGAL AUTHORITY

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

(a)	for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or	X
(b)	for preventing damage to the road or to any building on or near the road, or	
(c)	for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or	X
(d)	for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property,	

(e)	(without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or	
(f)	for preserving or improving the amenities of the area through which the road runs, or	X
(g)	for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)	

3. **PROPOSAL**

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

4. **REASON**

Please refer to the separate Statement of Reasons document attached to this report regarding TRO 25-063.

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 No Parking At Any Time (Double Yellow Line restrictions) on Norfolk Buildings, Kingsmead Square, High Street, Bridge Street, Monmouth Place, Bath.
- Loading Only Bay 7.30am – 9am and 4.30pm – 7pm / Disabled Parking Bay 9am – 4.30pm and 7pm – 7.30am on James Street West, Bath.
- 30-minute Coach Parking Only Bay on James Street West, Bath.
- Extension of Resident Parking Zone 4 boundary to cover Angel Place on Lower Bristol Road, Bath.
- 1-hour Limited Waiting Bay, 8am – 7pm, no return within 1 hour on Bathwick Street, Bath.
- Removal of dual use Central Permit / 2 Hour Pay & Display Bay on London Street, Bath.
- No Stopping 6am – 11.30pm except buses / No Stopping 11.30pm – 6am except taxis on St James's Parade / Southgate Street, 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 parking restrictions, which is available upon request. The Council has had due regard to the needs set out in section 149(1) of the Equality Act 2010. It considers that the proposed Order is consistent with the section 149 public sector equality duty, which it has discharged.

6. IMPACT ON HUMAN RIGHTS

The proposals are considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property). However, the Council is entitled to affect these rights where it is in accordance with the law, necessary (in the interests of public safety or economic well-being, to prevent disorder and crime, to protect health, or to protect the rights and freedoms of others), in pursuit of a legitimate aim and proportionate to do so. The proposal(s) within this report are considered to be in accordance with the law, necessary, in pursuit of a legitimate aim and proportionate.

7. SOURCE OF FINANCE

This proposal is being funded by the capital Area Parking Review budget, project code TCJ0009S.

8. CONSULTATION REQUIREMENT

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

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

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

The objections received have been summarised below with the technical responses in italics underneath each one.

Additional Proposal Plan – Orange Grove, Bath – 3 Hour Disabled Parking bays:

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

Objection main points raised:

- Objection to 3-Hour Restriction on Disabled Bays – Inadequacy of Equality Impact Assessment Objection to this order on the following grounds: The report showing this change does not give a reason other than it was not included in an earlier order. The Bath Echo (18 December 2025) reports: "... Requested by the council's traffic

management team on behalf of councillor Paul Roper cabinet member for Economic and Cultural Sustainable Development, to provide a turn round of vehicles and allow the bays to be utilised by more blue badge holders.” I strongly oppose the proposed introduction of a 3-hour time restriction on the disabled bays in front of Bath Abbey at Orange Grove. This measure does not benefit blue badge holders; it actively disadvantages them. Accessibility Needs Ignored: The very reason people are granted blue badges is because walking long distances is difficult or impossible. Disabled people need more time, not less. Imposing a 3-hour limit fails to recognise the reality of living with mobility challenges. Insufficient Provision: Bath already suffers from a shortage of accessible parking. Spaces around the Guildhall, High Street, and Orange Grove are severely limited. Restricting existing bays only worsens the situation. We all recognise the difficulties with public transport in the North East Somerset area, using a car may be the only option for some Disabled people. Unfair Comparison with Loading Bays: Loading bays around the Guildhall are supposed to be for those who are continually loading. In my experience this is largely not the case as many vans are parked with no sign of the driver. In fact, they often use the accessible bays. Restricting access to blue badge holders. This demonstrates a lack of understanding of disabled people’s needs. Practical Difficulties: The disabled bays in the Orange Grove, by the entrance to the council car park, were cordoned off, leaving no options available for the duration of the Christmas market. Even double yellow lines on Grand Parade are often blocked by delivery vans. Restricting the time limit does nothing to address this misuse. I cannot find the Equality Impact Assessment is on the B&NES website. Having requested a copy and looked through it I believe it fails to account for the wider impact on accessibility and inclusion in Bath. See separate attachment, What the city needs is more disabled bays, not fewer, and certainly not restrictions that undermine their purpose This restriction risks isolating Disabled residents and visitors, making Bath less accessible and less welcoming. I urge the council to reconsider and instead invest in expanding accessible parking provision.

- I wish to register an objection to Traffic Regulation Order 25-063 which proposes to limit disabled parking behind Bath Abbey in Orange Grove to a maximum of three hours. I am a Disabled Badge Holder and use this parking area regularly when I attend services in Bath Abbey. Although I generally park for less than three hours, there are occasions when I park for longer periods such as when I attend concerts in the Abbey or go for coffee or lunch in nearby restaurants after the Abbey service. Placing a three-hour limit in this particular area would prevent me from doing so.
- I am writing because I have just heard that Bath & North East Somerset Council has proposed a new Traffic Regulation Order (25-063) that would impose a 3-hour time restriction on the Disabled Bays behind the Abbey at Orange Grove. Although I do not hold a blue badge. I am 80 years old and have R.A. but more importantly I have several disabled friends who make use of this facility and would from time to time require longer than 3 hours in order to access The Abbey etc etc the other bays around the Guildhall already have shorter times. I feel this measure risks excluding disabled worshippers, visitors, and community members from full participation in Abbey life. Bath Abbey is a central part of the city’s spiritual and cultural life. I am hoping that by submitting a formal complaint, the Abbey can ensure that the voices of disabled worshippers and visitors are heard. This restriction risks isolating disabled residents and visitors, making Bath less accessible and less welcoming. Indeed, I would advocate investment in expanding accessible parking provision, rather than supporting measures that disadvantage disabled people.

Partial Objection main points raised:

- Whilst I understand the desire to be more accessible for more people - the restriction of 3hrs is restrictive in and of itself. For many people who are physically disabled, 3 hours will not be enough time to park, exit the vehicle, make their way around an old city - that is not wheelchair/physical disability friendly (not deliberately but just because cobbled streets/inclines etc) - this will take time and be slow going, more so when Bath is busy - if they then wish to attend a venue to peruse/eat or simply to relax and enjoy then they are likely to be limited and rushed within 3 hours. The same will be true for parents of children with disabilities - they will struggle to do much of anything in 3 hours - their days are stressful enough. The Wider issue I believe is public transport - whilst better this requires further improvement and to cost less - it is currently cheaper to drive and park than it is to visit by train from close distances such as Bristol, Bradford on Avon. If more people who are able to access public transport, then there would be more spaces to have disabled parking in and around Bath and then there would be less need to restrict what is a necessity for disabled people. As a society/city and people we need to deal with the wider issues rather than putting a sticking plaster over a scab that is annoying.

Response: The proposed 3-hour time restriction on the existing Blue Badge Holder bays in front of the Bath Abbey were requested by Cllr Paul Roper as the Cabinet Member for Economic and Cultural Sustainable Development to provide a turnaround of vehicles to allow more disabled parking provision for more visitors to Central Bath. Blue Badge Holders are permitted to park on Double Yellow Lines for up to 3 hours when displaying a permit. This 3-hour time limit matches that restriction. The bays are also located in a very central location providing users with easy access to all the amenities. It is the recommendation of this report that the proposed restriction is approved and sealed within this Order.

No Objections received to:

Plan 1 – James Street West, Bath
Plan 2 – Norfolk Buildings, Bath
Plan 3 – Kingsmead Square, Bath
Plan 4 - James Street West, Bath
Plan 5 – Lower Bristol Road, Bath
Plan 6 – Bathwick Street, Bath
Plan 7 – High Street / Bridge Street, Bath
Plan 8 – London Street, Bath
Plan 9 – Monmouth Place, Bath
Plan 10 – St James’s Parade / Southgate Street, 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:

Kingsmead:

Cllr Paul Roper – No comment.

Cllr George Tomlin – No comment.

Oldfield Park:

Cllr Ian Halsall – No comment.

Widcombe / Lyncombe:

Cllr Alison Born – No comment.

Cllr Stuart Bridge – No comment.

Walcot:

Cllr Oli Henman – No comment.

Cllr John Leach – No comment.

Bathwick:

Cllr Manda Rigby – No comment.

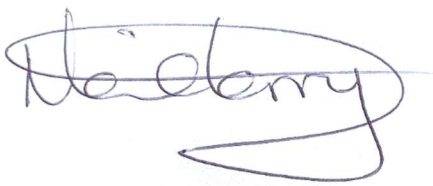
Cllr Toby Simon – No comment.

Cabinet Member for Sustainable Transport Delivery (Councillor Lucy Hodge)

Cllr Lucy Hodge – No comment.

11. RECOMMENDATION

That the Traffic Regulation Order as advertised is sealed.



Neil Terry
Traffic Management & Network Manager

Date: 15/01/2026

12. DECISION

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

The Council's policy framework has been used as the basis to develop the scheme with full engagement with stakeholders across the area.

I further note that the issue of deciding whether to implement any scheme is a matter of broad judgement, taking into account the wider transport and climate aims of the Council rather than a purely mathematical analysis on the numbers of positive or negative responses.

The arguments both for and against the scheme were clearly identified and were considered fully as part of the decision-making process before I made the final decision as set out above.

A handwritten signature in black ink, appearing to read 'Chris Major', with a stylized, cursive script.

Chris Major
Director for Place Management

Date:29/01/26