

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 Review

PROPOSAL: Parking Restrictions

SCHEME REF No: 26-048

REPORT AUTHOR: Traffic Management Team KG

1. DELEGATION

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

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

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

2. LEGAL AUTHORITY

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

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

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

3. **PROPOSAL**

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

4. **REASON**

Please refer to the separate Statement of Reasons document attached to this report regarding TRO 26-048.

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 (DYL) restrictions on Stanway Close, Oolite Road, Chantry Mead Road, Wellsway Close, Beckhampton Road, Kingsway, Englishcombe Lane, Hazel Grove, Padleigh Hill, Old Fosse Road, Upper Bloomfield Road, Shaws Way, Mount Road, Landseer Road, The Oval, How Hill, Newton Road, Boyce Close, Newton Road, Hensley Road, Highland Road, Shophouse Road, Upper Bloomfield Road, Roundhill Grove, Odins Road, Wansdyke Road, Eastover Grove, Colbourne Road, Vernham Grove, Shickle Grove, Barrow Road, Frome Road, Cynthia Road, Lower Bristol Road, Bath.
- Removal of No Parking At Any Time restrictions on Shophouse Road, Bath.
- No Parking Between 8am – 6pm on Lower Oldfield Park, Bath.
- Bus Stop Clearway on Newton Road and Sladebrook Road, Bath.
- No Parking / No Loading At Any Time on Wellsway, Bath.
- Zone 18 Permit Holder parking bay on Bloomfield Avenue, Bath.
- Blue Badge Holder Only parking bays on Wedgwood Road, Bath.

It has balanced the various considerations and concluded that it is appropriate to promote these proposed restriction amendments to prevent obstruction of the highway, improve visibility splays at junctions and provide additional on-street parking provision. The Council has also considered and discharged its network management duty under section 16 of the Traffic Management Act 2004. It has concluded that the proposed restrictions are consistent with that duty, having regard to its other policies and objectives.

5. IMPACT ON EQUALITIES

An Equality Impact Assessment has been undertaken in relation to proposed restrictions outlined above, which is available upon request. The Council has had due regard to the needs set out in section 149(1) of the Equality Act 2010. It considers that the proposed Order is consistent with the section 149 public sector equality duty, which it has discharged.

6. IMPACT ON HUMAN RIGHTS

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

7. SOURCE OF FINANCE

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

8. CONSULTATION REQUIREMENT

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

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

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

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

Plan 1 – Oolite Road / Stanway Close, Bath

1 Objection / 2 Support

Main points of objection raised:

- This application to make dozens of roads around residential areas in Bath would be catastrophic to my small independent business. My business currently depends on parking for short periods of time on majority of the roads affected. It would leave me no choice but to let my clients go which in turn will sink my small business, which will likely be the case for a lot of self-employed workers.

Officer Response: The proposed restrictions were requested by the local Ward Councillor to prevent obstruction of the highway due to parked vehicles and improve visibility splays around junctions. The primary purpose of the highway is for the safe passage and re-passage of vehicles; parking is an obstruction of that right and can therefore only be condoned where it is safe to do so. It is therefore the recommendation of this report that the proposed restrictions are implemented on-site and sealed as advertised.

Plan 3 – Wellsway Close, Bath

1 Objection / 2 Support

Main points of objection raised:

- This application to make dozens of roads around residential areas in Bath would be catastrophic to my small independent business. My business currently depends on parking for short periods of time on majority of the roads affected. It would leave me no choice but to let my clients go which in turn will sink my small business, which will likely be the case for a lot of self-employed workers.

Officer Response: The proposed restrictions were requested by the local Ward Councillor to prevent obstruction of the highway due to parked vehicles and improve visibility splays around junctions. The primary purpose of the highway is for the safe passage and re-passage of vehicles; parking is an obstruction of that right and can therefore only be condoned where it is safe to do so. It is therefore the recommendation of this report that the proposed restrictions are implemented on-site and sealed as advertised.

Plan 8 – Hazel Grove, Bath

1 Objection / 1 Partial Objection / 1 Neutral

Main points of objections raised:

- I regularly visit and socially support a resident living in Hazel Grove. My duties include assisting this person with essential day-to-day activities. These include taking them to medical and dental appointments, weekly food shops and essential social outings that support their wellbeing and independence. Implementing the proposed parking restrictions would create a severe barrier to delivering this vital care.
- An individual with support needs, who is registered as disabled needs direct access to a vehicle from their home. Walking long distances to an alternative parking spot, or not being able to find one at all, is out of the question.
- Transporting equipment and shopping also requires parking nearby. Having a vehicle parked streets away renders these essential transitions impractical-and probably totally impossible.
- I do believe that this area has quite a few elderly and/or vulnerable residents who are regularly visited by carers and/or relatives. They also need space to park their own cars on Hazel Grove, as the official residents' parking car park is often full.
- Tradesmen and delivery drivers also need the option to park on this street.

- In the case of my own client, their own parents frequently visit -carrying items like heavy garden equipment. As they are elderly themselves, this ban would also limit their visits. Taking public transport from the other side of Bath or parking several streets away are not viable options for them.
- My wife and I own a flat on Hazel Grove. We do not live there but we purchased the flat as a place for our Autistic daughter. Our daughter needs our help or "support" for something most days of the week, so we routinely drive across the city from our home in Lansdown.
- The Council's Statement Of Reasons and brief summary "description of the proposals" includes that the objective is to "protect the amenity of the street" but if this TRO is put into effect, it will have a very serious depletory effect on the amenity currently enjoyed by our daughter.
- For our daughter, and for many other disabled people, it is already very difficult for them to carry out many of the everyday tasks that able-bodied people may achieve by walking from place to place; your TRO proposal as presented to us would make life impossible.

Officer Response: The proposed restrictions were requested by the local Ward Councillor to prevent obstruction of the highway due to parked vehicles. The No Parking At Any Time restrictions (Double Yellow Lines) will prevent parking in an area where vehicles should not currently be parked as to do so causes an obstruction to the surrounding parked vehicles (blocking them in) The primary purpose of the highway is for the safe passage and re-passage of vehicles; parking is an obstruction of that right and can therefore only be condoned where it is safe to do so. It is not considered that the removal of one illegitimate parking space would have a detrimental impact on the lives of local residents. It is therefore the recommendation of this report that the proposed restrictions are implemented on-site and sealed as advertised.

Plan 9 – Padleigh Hill, Bath

1 Objection / 3 Support

Main points of objection raised:

- Firstly, the road there is never obstructed by parked cars on the corner where the single-track road widens.
- The road is a single-track road with a national speed limit of 60mph. My reason for objecting, is that when cars are parked in the lay-by it makes cars slow down for the bend - over the years speeding cars have crashed into the wall of my property.
- This proposal has not been thought through - parked cars do NOT obstruct the road but work as a traffic calming /speed reduction.

Officer Response: The proposed restrictions were requested by the local Parish Council to prevent obstruction and improve visibility around the bend on Padleigh Hill. The No Parking At Any Time restrictions will prevent parking in an area where parked vehicles are forcing drivers to enter the centre of the carriageway as they navigate the bend in the road, leading to a potential confrontation with vehicles traveling in the opposite direction. The primary

purpose of the highway is for the safe passage and re-passage of vehicles; parking is an obstruction of that right and can therefore only be condoned where it is safe to do so. It is therefore the recommendation of this report as the proposals have the support of the local Parish and received 3 comments of support from local residents that the proposed restrictions are implemented on-site and sealed as advertised.

Plan 13 – Mount Road, Bath

2 Objections / 1 Neutral

Main points of objection raised:

- Parking spaces for houses/residents along Mount Road are very limited with yellow zigzags for Round Hill school, traffic calming islands and a zebra crossing.
- While I understand the Council's intent to manage traffic flow, the current proposals will have a severe, disproportionate impact on my family's daily life, safety, and well-being.
- Our family relies heavily on the ability to park closely and safely near our property to support both young children and elderly relatives. Our house is directly opposite the existing traffic calming bollards, so we rely on parking opposite no 12 & 14 Mount Rd.
- Navigating young grandchildren across a busy road from further away significantly escalates roadside hazards and accident risks. Clear, close parking is vital to transferring young children safely from vehicles to our home.
- Elderly Relatives: Our elderly family members suffer from reduced mobility. Removing parking spaces directly outside forces them to walk extended distances, creating an immediate physical strain and an unacceptable slip and fall hazard.
- Mount Road is already heavily congested due to non-residential commuter parking. As a two-vehicle household, we already face immense difficulty securing space near our home. We frequently have to shuffle or move our own vehicles simply to secure a safe spot when family members visit, because commuter vehicles displace residents.
- Removing the existing spaces opposite numbers 12 and 14 will permanently reduce the available parking stock.

Officer Response: The proposed restrictions were requested by the Round Hill School and supported by the local Ward Councillor to prevent obstruction and access to the school field gates for maintenance vehicles. The proposed No Parking At Any Time restrictions will prevent parking in an area where vehicles are obstructing access. Parking can only be condoned where it is safe to do so and does not cause an obstruction to property access. It is therefore the recommendation of this report that despite the objections raised above that the proposed restrictions are implemented on-site and sealed as advertised.

Plan 18 – Newton Road / Boyce Close, Bath

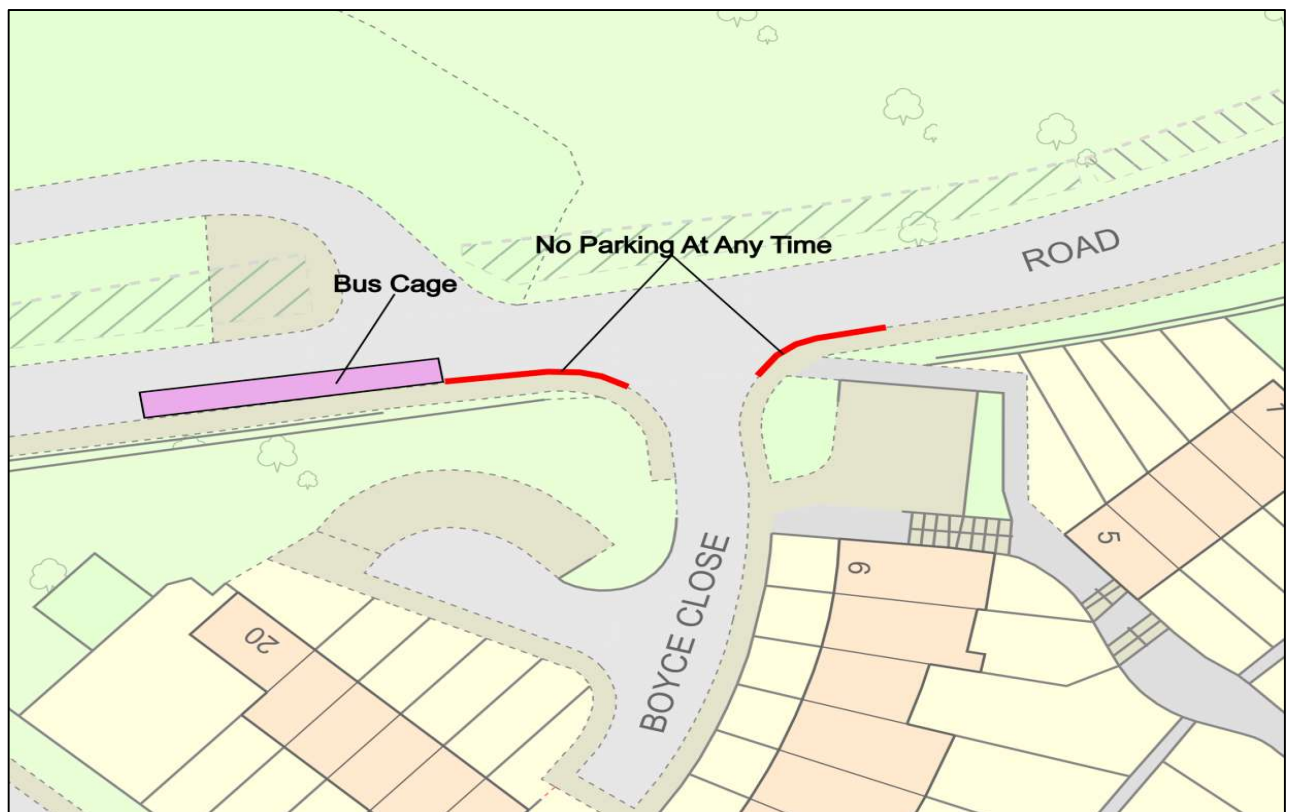
1 Partial Objection

Main points of objection raised:

- We have looked at the proposal and we understand about the safety around the junction of Boyce close but we disagree we the double yellow lines going right into Boyce as this will make parking a 100 times more problematic, we have been in contact with Sarah Moore who has told us the yellow lines into the street will not happen so as long as this is true then everything else will be ok BUT NOT THE YELLOW LINES IN BOYCE CLOSE.

Officer Response: The proposed restrictions were requested by the local Ward Councillor to prevent obstruction of the highway due to parked vehicles. After discussing these proposed restrictions with local residents the local Ward Councillor has asked that they be reduced and do not extend into Boyce Close. It is therefore the recommendation of this report that the proposed restrictions are reduced and only the restrictions on Newton Road are implemented on-site and sealed within this Order. An amended proposal plan is shown below.

Amended Plan 18 – Newton Road / Boyce Close, Bath



Plan 22 and Plan 26 – Shophouse Road, Bath

2 Objections / 1 Partial Objection

Main points of objections raised:

- Parking on Shophouse Road is already very limited for residents, due to commuters and students.
- These restrictions will make it hard to deliver and visit elderly residents.
- These additional parking restrictions combined with the RPZ at Priddy Close will make it even harder to park and lead to double parking.

Officer Response: The proposed restrictions were requested by the Design Team to extend the Double Yellow Line's to help cars negotiate the new speed cushions recently installed along Shophouse Road. There is no legal right to park on the highway, the primary purpose of the highway is for the safe passage and re-passage of vehicles, parking is an obstruction of that right and can therefore only be condoned where it is safe to do so. Loading and unloading can still take place on Double Yellow Lines as long as you are seen to be coming to and from your vehicle. It is therefore the recommendation of this report that despite the objections raised above that the proposed restrictions are implemented on-site and sealed within this Order as advertised.

Plan 28 – Oolite Road, Bath

3 Objections / 2 Support

Main points of objections raised:

- This is going to remove a lot of on-street parking for local residents and their visitors and carers.
- All this will do is push this traffic into Banwell Road Estate, Oolite Grove & Mendip Gardens.
- Big impact on small local businesses.
- Failure to demonstrate statutory necessity.
- Failure to demonstrate proportionality.
- Failure to demonstrate compliance with S122 of the Road Traffic Regulation Act 1984.
- Parking displacement has not been assessed.
- Insufficient evidence supporting Additional Plan 28.
- Inconsistency between the Council's stated objectives and the evidence presented.
- Consultation cannot be meaningful without disclosure of the supporting evidence.

Officer Response: The proposed restrictions were requested by the local Ward Councillor to prevent obstruction of the highway due to parked vehicles. Due to the objections raised above however and the fact that the existing Double Yellow Lines already extend into Oolite Road by a distance of 10 metres preventing parking near to the junction with Wellsway, coupled with the issue that on-street parking provision for residents and local businesses in this area is already at a premium, it is the recommendation of this report that the proposed restrictions are not included within this Order and are not implemented on-site.

Plan 29 – Odins Road / Upper Bloomfield Road, Bath

2 Objections / 2 Support

Main points of objections raised:

- This is going to remove a lot of on-street parking for local residents and their visitors and carers.
- All this will do is push this traffic into Banwell Road Estate, Oolite Grove & Mendip Gardens.
- People need to be able to drop off their kids near to the school as they work and don't have the time to walk them.
- Big impact on small local businesses.

Officer Response: The proposed restrictions were requested by the local Ward Councillor to prevent obstruction of the highway due to parked vehicles. The No Parking At Any Time restrictions (Double Yellow Lines) will prevent parking in an area where vehicles should not currently be parked around the junction of Odins Road and Upper Bloomfield Road, improving visibility splays. The primary purpose of the highway is for the safe passage and re-passage of vehicles; parking is an obstruction of that right and can therefore only be condoned where it is safe to do so. It is not considered that the removal of these illegitimate parking spaces would have a detrimental impact on the lives of local residents. It is therefore the recommendation of this report that the proposed restrictions are implemented on-site and sealed as advertised.

Plan 30 – Wansdyke Road / Upper Bloomfield Road, Bath

2 Objections / 2 Support

Main points of objections raised:

- This is going to remove a lot of on-street parking for local residents and their visitors and carers.
- All this will do is push this traffic into Banwell Road Estate, Oolite Grove & Mendip Gardens.
- People need to be able to drop off their kids near to the school as they work and don't have the time to walk them.
- Big impact on small local businesses.

Officer Response: The proposed restrictions were requested by the local Ward Councillor to prevent obstruction of the highway due to parked vehicles. The No Parking At Any Time restrictions will improve visibility splays when existing Wansdyke Road onto the busy Upper Bloomfield Road. The primary purpose of the highway is for the safe passage and re-passage of vehicles; parking is an obstruction of that right and can therefore only be condoned where it is safe to do so. It is the recommendation of this report that as the proposed restrictions have been put forward on safety grounds the restrictions are

implemented on-site and sealed within this Order as advertised despite the objections raised.

Plan 31 – Eastover Grove / Upper Bloomfield Road, Bath

1 Objection / 1 Partial Objection / 2 Support

Main points of objections raised:

- This is going to remove a lot of on-street parking for local residents and their visitors and carers.
- All this will do is push this traffic into Banwell Road Estate, Oolite Grove & Mendip Gardens.
- People need to be able to drop off their kids near to the school as they work and don't have the time to walk them.
- Big impact on small local businesses.
- This will simply displace residents' vehicles onto surrounding roads.
- Many properties in Odd Down have driveways that are not suitable for modern vehicles. Although some homes have off-street parking, the driveways are often too narrow to allow occupants to park while still opening vehicle doors safely. As a result, many residents have little practical alternative to on-street parking.

Officer Response: The proposed restrictions were requested by the local Ward Councillor to prevent obstruction of the highway due to parked vehicles. The No Parking At Any Time restrictions (Double Yellow Lines) will prevent parking in an area where vehicles should not currently be parked around the junction of Eastover Grove and Upper Bloomfield Road, improving visibility splays. The primary purpose of the highway is for the safe passage and re-passage of vehicles; parking is an obstruction of that right and can therefore only be condoned where it is safe to do so. It is not considered that the removal of these parking spaces would have a detrimental impact on the lives of local residents. It is therefore the recommendation of this report that the proposed restrictions are implemented on-site and sealed as advertised.

Plan 32 – Eastover Grove / Vernham Grove, Bath

1 Objection / 1 Partial Objection / 2 Support

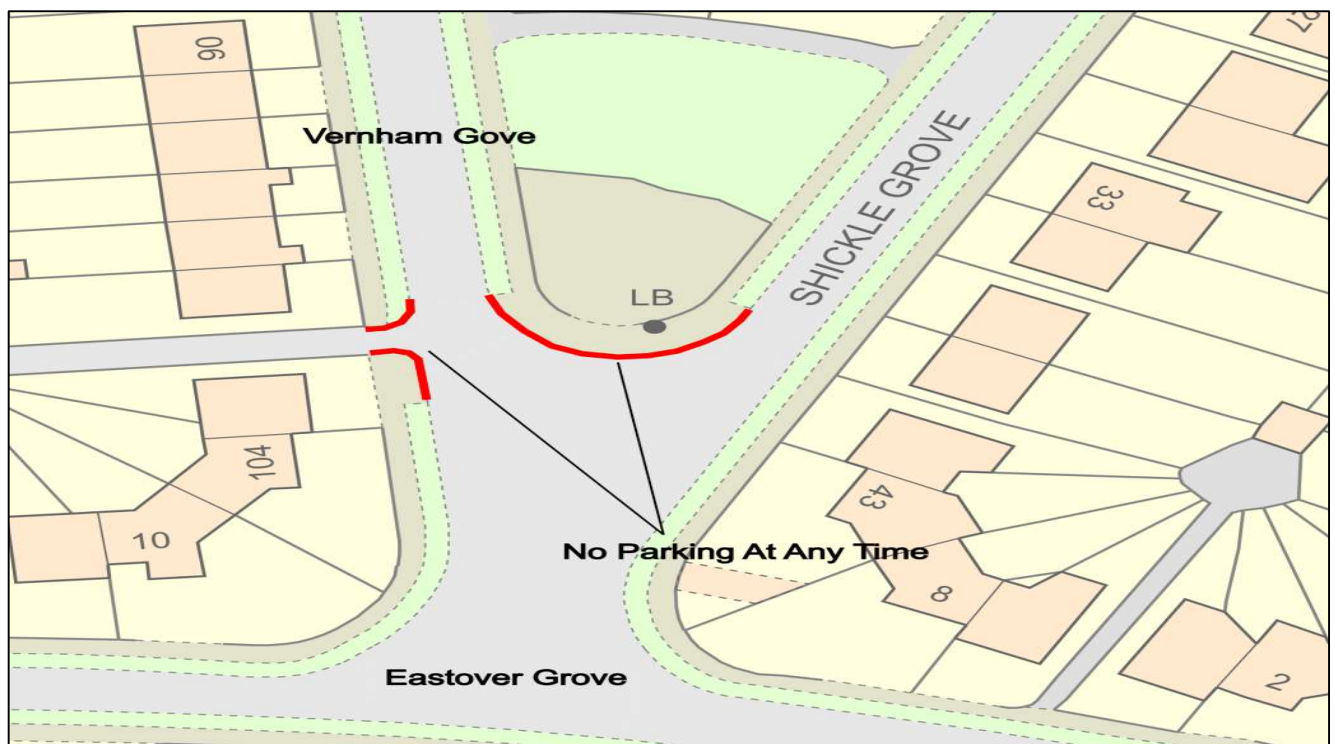
Main points of objections raised:

- This is going to remove a lot of on-street parking for local residents and their visitors and carers.
- All this will do is push this traffic into Banwell Road Estate, Oolite Grove & Mendip Gardens.
- People need to be able to drop off their kids near to the school as they work and don't have the time to walk them.
- Big impact on small local businesses.

- This will simply displace residents' vehicles onto surrounding roads.
- Many properties in Odd Down have driveways that are not suitable for modern vehicles. Although some homes have off-street parking, the driveways are often too narrow to allow occupants to park while still opening vehicle doors safely. As a result, many residents have little practical alternative to on-street parking.

Officer Response: The proposed restrictions were requested by the local Ward Councillor to prevent obstruction of the highway due to parked vehicles. However, due to the objections raised and the fact that this section of highway is particularly wide, it is the recommendation of this report that the proposed restrictions are reduced to only cover the northern bend and around the junction of the rear lane to improve visibility splays and allow access. An amended proposal plan is shown below. This will retain valuable on-street parking provision for local residents and their visitors.

Amended Plan 32 – Eastover Grove / Vernham Grove, Bath



Plan 33 – Shickle Grove / Odins Road, Bath

2 Objections / 2 Support

Main points of objections raised:

- Parking around the Green does not cause an obstruction.
- The restrictions run across a resident's driveway.
- This on-street parking is needed by residents.
- This will make the parking situation worse on Shickle Grove

- Big impact on small local businesses.

Officer Response: The proposed restrictions were requested by the local Ward Councillor to prevent obstruction of the highway due to parked vehicles. The No Parking At Any Time restrictions will prevent parking around the junction of Shickle Grove and Odins Road, improving visibility splays and preventing parking on the grass verges. Due to the objections raised it is the recommendation of this report that the proposed restrictions are reduced to provide more on-street parking provision for local residents as shown on the amended plan below and that these reduced restrictions are implemented on-site and sealed within this Order.

Amended Plan 33 – Shickle Grove / Odins Road, Bath



Plan 34 – Vernham Grove / Barrow Road, Bath

1 Objection / 2 Support

Main points of objection raised:

- Big impact on small local businesses.

Officer Response: The proposed restrictions were requested by the local Ward Councillor to prevent obstruction of the highway due to parked vehicles. The No Parking At Any Time restrictions will prevent parking around the junction of Vernham Grove and Barrow Road, improving visibility splays. The primary purpose of the highway is for the safe passage and re-passage of vehicles; parking is an obstruction of that right and can therefore only be condoned where it is safe to do so. It is not considered that the removal of these parking spaces would have a detrimental impact on the lives of local residents. It is therefore the

recommendation of this report that the proposed restrictions are implemented on-site and sealed as advertised.

Plan 35 – Old Fosse Way / Barrow Road, Bath

1 Objection / 2 Support

Main points of objection raised:

- Big impact on small local businesses.

Officer Response: The proposed restrictions were requested by the local Ward Councillor to prevent obstruction of the highway due to parked vehicles. The No Parking At Any Time restrictions will prevent parking around the junction of Old Fosse Way and Barrow Road, improving visibility splays. The primary purpose of the highway is for the safe passage and re-passage of vehicles; parking is an obstruction of that right and can therefore only be condoned where it is safe to do so. It is not considered that the removal of these parking spaces would have a detrimental impact on the lives of local residents. It is therefore the recommendation of this report that the proposed restrictions are implemented on-site and sealed as advertised.

Plan 36 – Wansydke Road / Barrow Road, Bath

1 Objection / 2 Support / 1 Partial Support

Main points of objection raised:

- Big impact on small local businesses.

Officer Response: The proposed restrictions were requested by the local Ward Councillor to prevent obstruction of the highway due to parked vehicles. The No Parking At Any Time restrictions will prevent parking around the junction of Wansydke Road and Barrow Road, improving visibility splays. The primary purpose of the highway is for the safe passage and re-passage of vehicles; parking is an obstruction of that right and can therefore only be condoned where it is safe to do so. It is not considered that the removal of these parking spaces would have a detrimental impact on the lives of local residents. It is therefore the recommendation of this report that the proposed restrictions are implemented on-site and sealed as advertised.

Plan 37 – Wedgwood Road, Bath

1 Objection

Main points of objection raised:

- There are 3 blue badge holders in Wedgwood Road - why does there need to be more Blue Badge spaces.
- Already difficult to park due to all the HMOs and student parking in the area. This will make it worse.

- Our council garage was taken away a year ago for so-called social housing- nothing has been built to date.
- Please suggest where we can park. We are pensioners and the stress of finding a place to park at least somewhere in Wedgwood Road is becoming hard to take.

Officer Response: The proposed restrictions were requested by the local Ward Councillor to provide more Blue Badge Holder Disabled Parking provision for local residents who find it difficult to park near to their properties as there are number of elderly residents living within this area. These bays would cater for the vulnerable members of society by providing local on-street parking provision. Blue Badges can be applied for through our Parking Services Team. It is therefore the recommendation of this report that the proposed restrictions are implemented on-site despite the objection raised above and sealed as advertised.

Plan 39 – Cynthia Road, Bath

1 Objection / 1 Partial Objection

Main points of objections raised:

- This would inconvenience all residents on Cynthia Road especially those who are disabled.
- Where are all the residents on Cynthia Road then supposed to park?
- Would this not add pressure to parking on other streets?
- We already struggle to find parking in a regular basis throughout the year, whether that be outside or even in the nearby roads. To remove all of the parking along Cynthia Road entirely would mean pushing any existing residents and their vehicles onto the surrounding roads, which are also already often full of cars.

Officer Response: The proposed restrictions were requested by the local Ward Councillor to prevent obstruction around a driveway and property access. The proposed extension of the existing Double Yellow Lines is around 1.5 metres either side of the entrance to improve visibility splays and prevent obstruction. It is not considered that the removal of these small sections of parking would have a detrimental impact on the lives of local residents. It is therefore the recommendation of this report that the proposed restrictions are implemented on-site and sealed as advertised.

No Objections received to:

Plan 4 – Lower Oldfield Park, Bath
Plan 5 – Beckhampton Road, Bath
Plan 6 – Kingsway / Englishcombe Lane, Bath
Plan 7 – Sladebrook Road, Bath
Plan 10 – Old Fosse Road, Bath
Plan 11 – Upper Bloomfield Road, Bath
Plan 12 – Shaws Way, Bath
Plan 14 – Wellsway, Bath
Plan 15 – Landseer Road, Bath
Plan 16 – The Oval, Bath
Plan 17 – How Hill, Bath

Plan 19 – Hensley Road, Bath
Plan 20 – Bloomfield Avenue, Bath
Plan 21 – Highland Road, Bath
Plan 24 – Roundhill Grove, Bath
Plan 25 – Bloomfield Road, Bath
Additional Plan 27 – Banwell Road, Bath
Additional Plan 38 – Lower Bristol Road, Bath

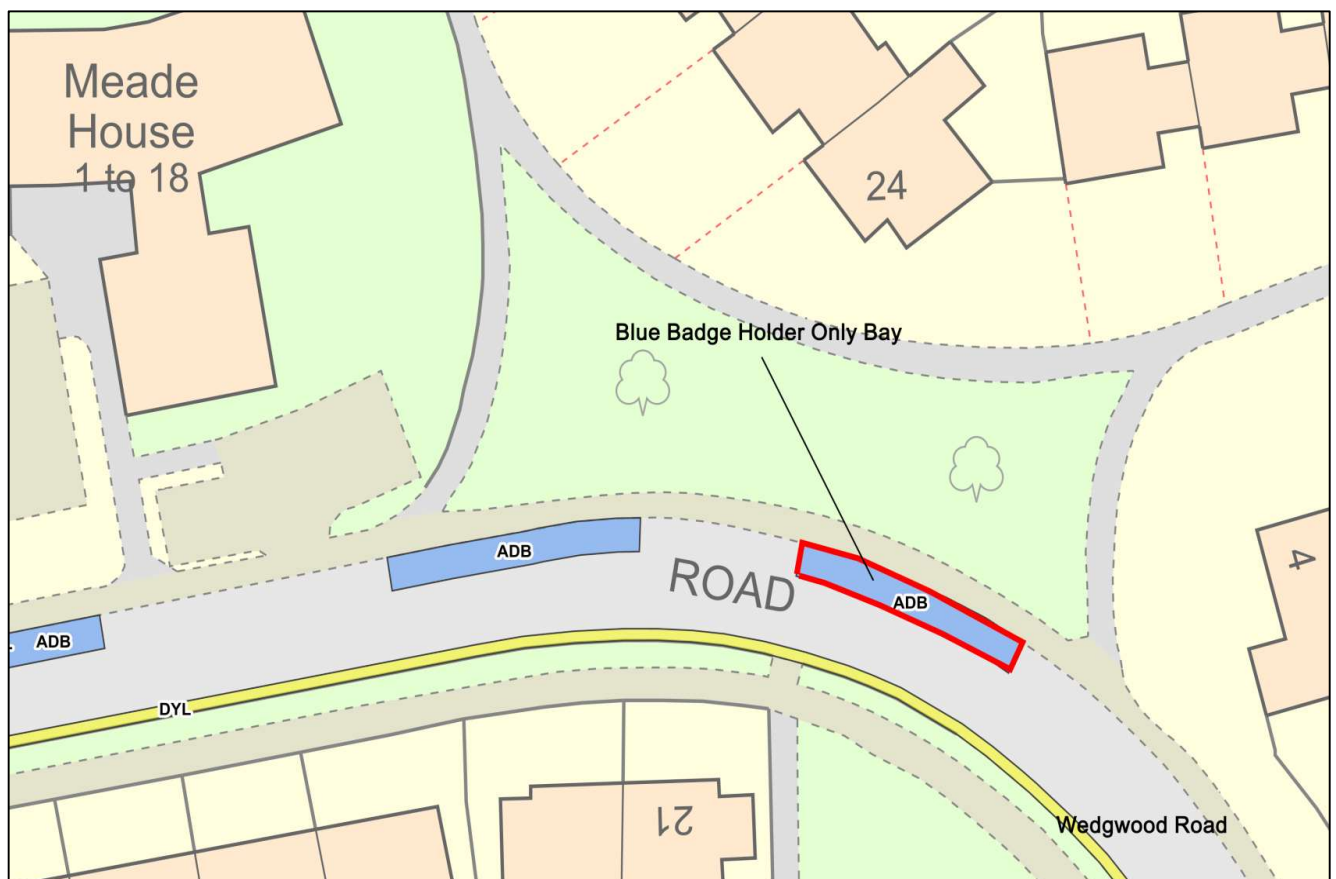
Response: As no objections were received to these proposals it is the recommendation of this report that they are sealed as advertised.

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

Councillor Sarah Moore - I think proposal 37 was misunderstood, I would like to reduce the proposal to make the bay near number 2 plated only.

Response: The TM Team will reduce the proposal plan to match the new request above from the local Ward Member as below:

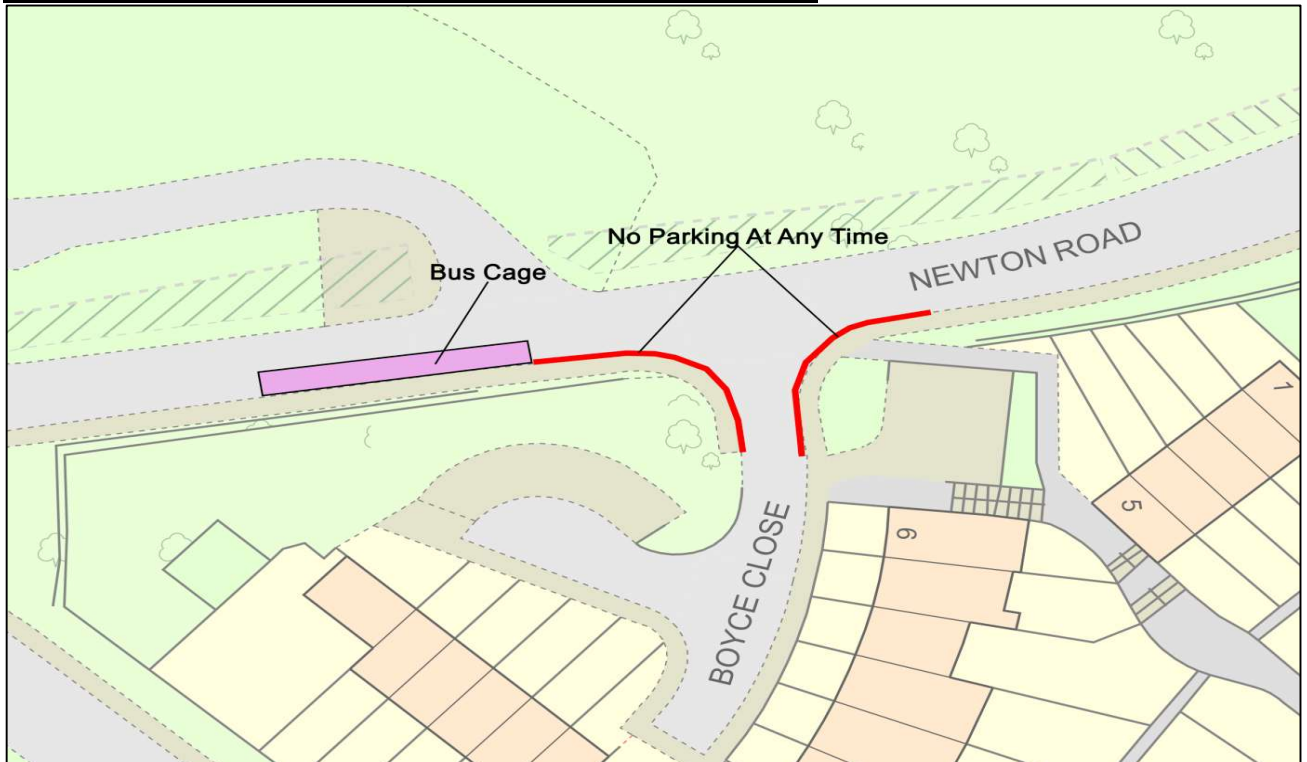
Amended Plan 37 – Wedgwood Road, Bath



Councillor Sarah Moore - I would like Plan 18 amended to extend the No Parking At Any Time markings slightly into Boyce Close as shown below.

Response: The TM Team will amend the proposal plan 18 to show a reduction in the length of the proposed parking restrictions in Boyce Close to match the new request above from the local Ward Member:

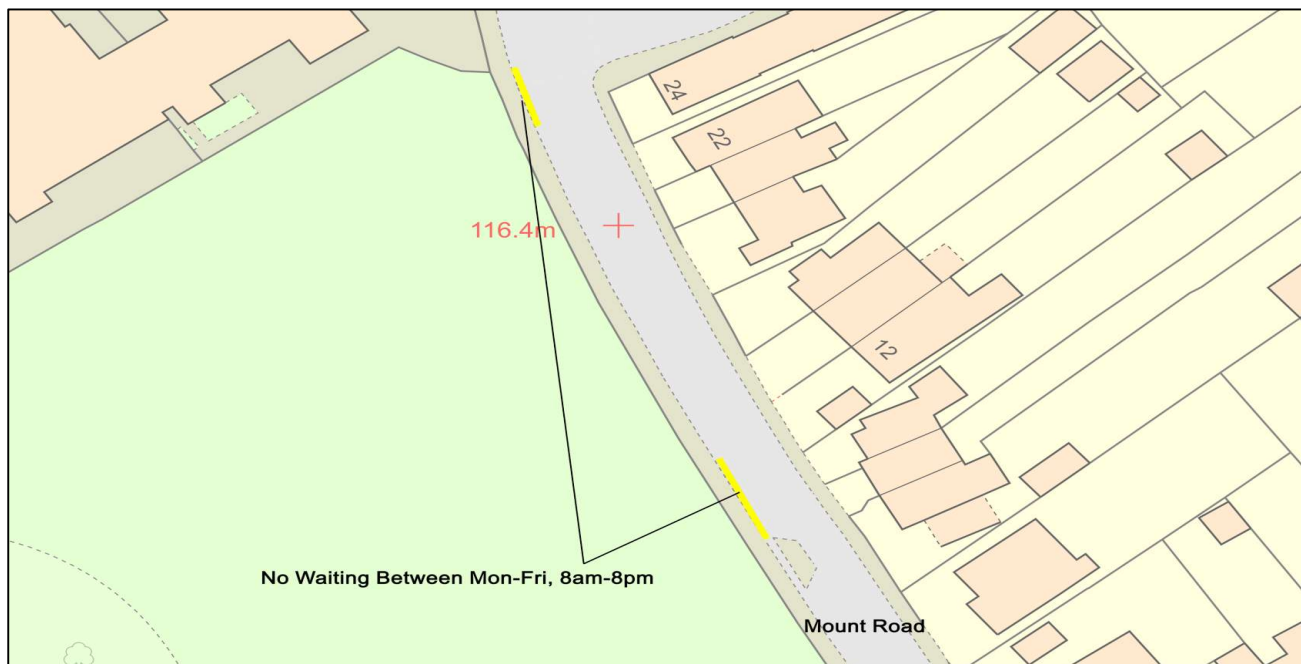
Amended Plan 18 – Newton Road / Boyce Close, Bath



Councillor Dine Romero - Can we reduce the proposed restriction on Plan 13, Mount Road, making these locations single yellow lines rather than doubles with a timed restriction to match the school operating hours?

Response: Yes, we can reduce the proposed restriction to No Waiting Between Mon – Fri, 8am – 8pm as requested above. Please see the amended proposal plan below:

Amended Plan 13 – Mount Road, Bath



Councillor Joel Hirst – Plan 28: Oolite Rd / Wellsway – is there a compromise solution reducing the length of DYL on both side by 50% - also could we consider making this an “exit only” onto Wellsway (with Left only turn) and a no entry for coming into Oolite (maybe with a planter?)? This would help reduce the rat running – appreciate thoughts. Plan 32 Eastover / Vernham – happy with the amended proposal. Plan 33 Shickle / Odins Rd – happy with the amended proposal

Response: After further discussions with Cllr Joel Hirst, it has been agreed that the DYLS on the south west side of the junction will not be extended, but the DYLS on the north east side of the junction will be extended as originally advertised. Banned manoeuvres and physical traffic management measures such as planters sit outside the scope and remit of this TRO consultation and will have to be raised separately so that these can be picked up within a future Transport Improvement Program and funding identified. Please see the amended proposal Plan 28 below:

Amended Plan 28 – Oolite Road, Bath

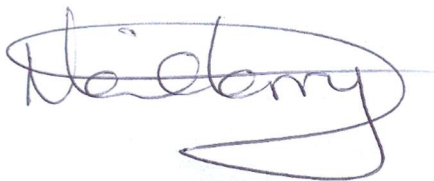


Cabinet Member for Sustainable Transport Delivery

Cllr Lucy Hodge - I have reviewed the Officer responses in the report which have responded to the concerns raised in objections with modification of proposals in a number of instances and have noted the ward councillor feedback. I support proceeding with the Officer recommendations for the proposals within this Area review.

11. RECOMMENDATION

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



Neil Terry
Traffic Management & Network Manager

Date: 27/08/2026

12. DECISION

As the Officer holding the above delegation, I have decided that the objections / comments be acceded to in part and the following adjustments, being of minor significance; be included in the Order to be sealed.

specify minor amendment to Order here:

Plan 18 – Newton Road / Boyce Close, Bath

It is therefore the recommendation of this report that the proposed restrictions are reduced and only the restrictions on Newton Road and those extending into Boyce Close by a distance of 12 metres on either side of the highway are implemented on-site and sealed within this Order.

Plan 28 – Oolite Road, Bath

It has been agreed that the DYLS on the south west side of the junction will not be extended, but the DYLS on the north east side of the junction will be extended as originally advertised.

Plan 32 – Eastover Grove / Vernham Grove, Bath

Due to the objections raised and the fact that this section of highway is particularly wide, it is the recommendation of this report that the proposed restrictions are reduced to only cover the northern bend and around the junction of the rear lane to improve visibility splays and allow access. This will retain valuable on-street parking provision for local residents and their visitors.

Plan 33 – Shickle Grove / Odins Road, Bath

Due to the objections raised it is the recommendation of this report that the proposed

restrictions are reduced to provide more on-street parking provision for local residents as shown on the amended plan above and that these reduced restrictions are implemented on-site and sealed within this Order.

Plan 37 – Wedgwood Road, Bath

The TM Team will reduce the proposal plan to match the new request above from the local Ward Member to only make the one Disabled Bay enforceable for Blue Badge Holders Only near to property number 2.

Plan 13 – Mount Road, Bath

Reduce the proposed restriction to No Waiting Between Mon – Fri, 8am – 8pm as requested above by Ward Councillor.

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: 27/08/2026