

OUTCOME OF TRO PROCESS – OBJECTIONS RECEIVED

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: CENTRAL BATH AREA REVIEW**PROPOSAL:** Parking Restrictions**SCHEME REF No:** 24-025**REPORT AUTHOR:** Kris Gardom**1. DELEGATION**

The delegation to be exercised in this report is contained within **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 holds the delegated power to make, amend or revoke any Orders.

2. LEGAL AUTHORITY

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

(a)	for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or	X
(b)	for preventing damage to the road or to any building on or near the road, or	
(c)	for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or	X
(d)	for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property,	
(e)	(without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or	
(f)	for preserving or improving the amenities of the area through which the road runs, or	
(g)	for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)	

3. PROPOSAL

To implement various parking / waiting restrictions around the Central Bath area, as shown on the attached drawings.

4. BACKGROUND

A number of proposals for: No Parking At Any Time restrictions, No Loading / Unloading At Any Time, No Loading / Unloading between 8am – 9.30am and 4pm – 6.30pm, Disabled Parking, Bus Stop Clearway 6am – 9.45pm and Taxi Rank 9.45pm – 6am, Bus Stop Clearway 9am – 6.30pm and Loading Only 6.30pm – 9am, No Parking At Any Time on School Keep Clear Markings, No Parking Between 8am – 7pm, and Bus Stop Clearways were submitted to the Council at various locations around the central Bath area by local residents, Ward Members and the Bath & North East Somerset Councils Traffic Management and Transport Planning Engineers. The reason behind these requests was to improve visibility and access for emergency and refuse vehicles, to allow for the safe passage and re-passage of vehicles and to provide limited on-street parking provision.

5. SOURCE OF FINANCE

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

6. INFORMAL CONSULTATION REQUIREMENT

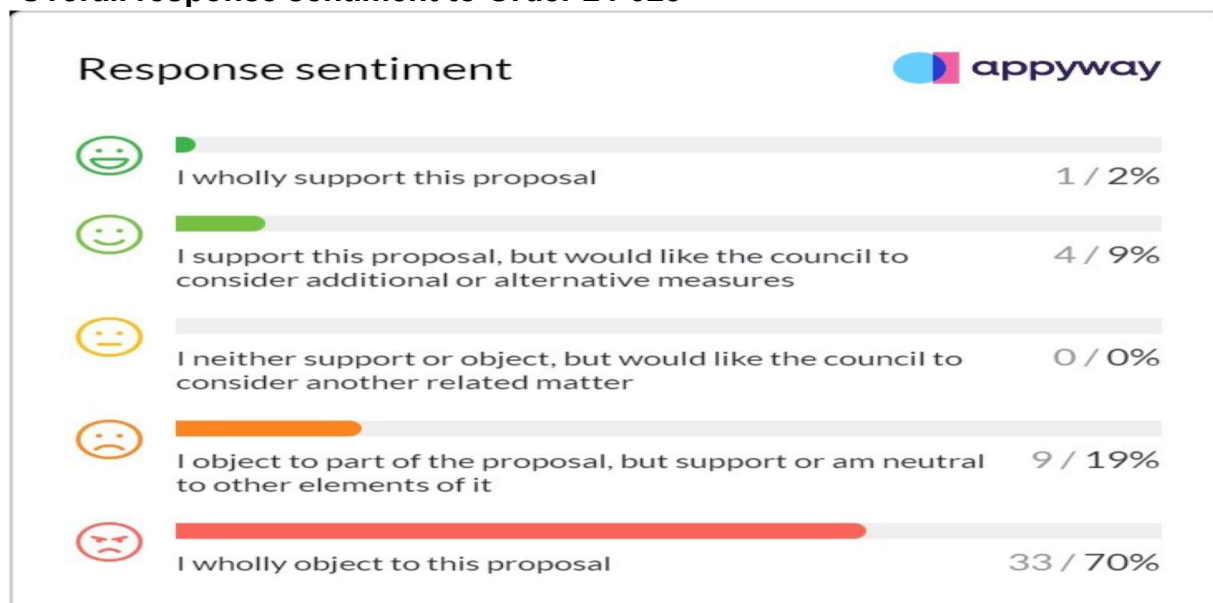
Informal consultation was carried out with the Chief Constable, Ward Members, and the Cabinet Member for Highways.

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

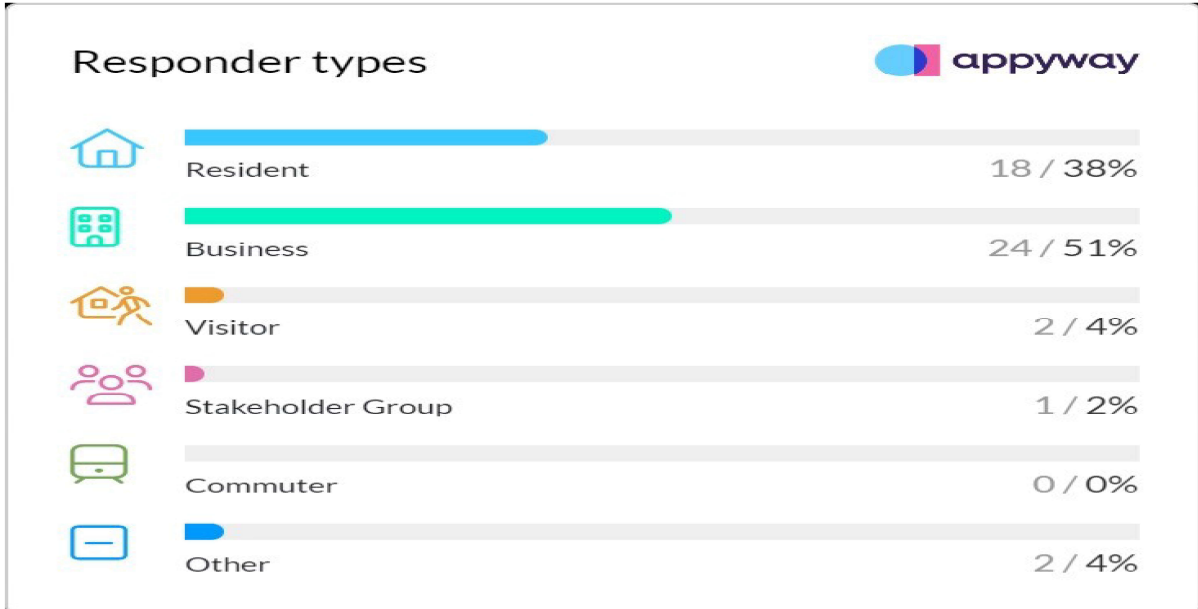
7. OBJECTIONS / COMMENTS RECEIVED (following the public advertisement of the proposal(s))

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

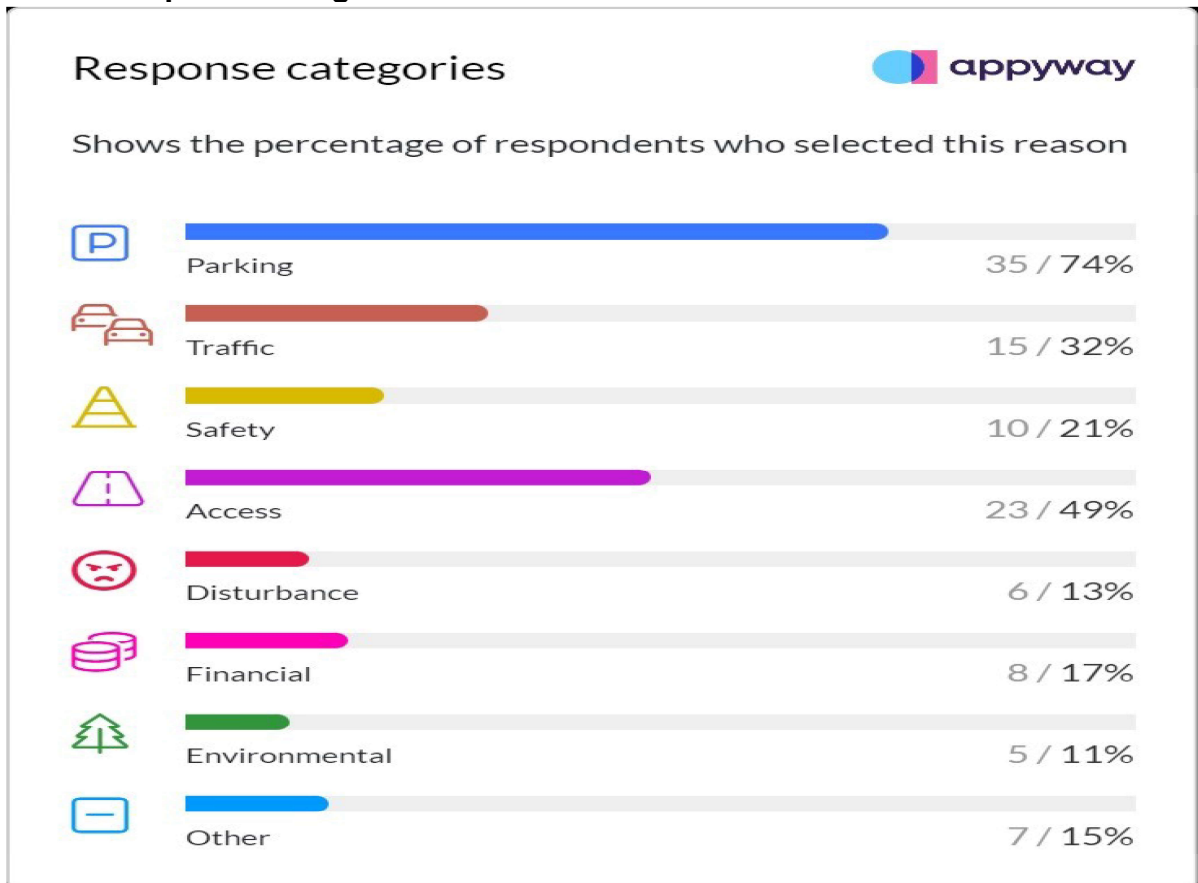
Overall response sentiment to Order 24-025



Overall responder types to Order 24-025



Overall response categories to Order 24-025



Plan 1 / Plan 3 – Walcot Street, Bath – No Parking No Loading At Any Time / Disabled Parking / dual use Bus Stop Clearway and Taxi Rank

Wholly Object– 30, Partially Object– 8, Neither– 0, Partially Support– 2, Wholly Support– 0,

Objections main points raised:

- We had a WAQ [Walcot Artisan Quarter] meeting last night which was dominated by the proposals to restrict loading in Walcot Street. It seems the council wants to facilitate busses and taxis at the expense of local traders. The ability to load and unload for shops that have heavy items is absolutely crucial to many of our businesses.
- In a time where business is struggling with the soaring costs of the last few years, the impact of not being able to receive goods or deliveries outside early morning hours will hit hard. As a company we are totally reliant on couriers being able to freely make deliveries any time of day. In the case of shipping goods, we have to be able to arrange afternoon collections, which would be in contradiction of the above proposals. Gone are the days where businesses can survive on footfall alone; online trade and shipping is something all independent retailers have to do to stay afloat; collections are part of this.
- Bath council has already approved historic planning applications for carparks, specifically those associated with large retailers (I refer to a Sainsbury's carpark built in a listed building at Green Park Station). This encourages locals who drive to use their vehicles. To actively make proposals that counter this again impact the independent traders and smaller retailers disproportionately. If the council were serious about reducing the number of vehicles on the road, they wouldn't have a 2-tier system of approvals.
- Drivers looking to drive into the city already complying with the clean air zone stipulations will still continue to drive into Bath. They will use and park in different areas that will be unnecessarily affected by traffic and pollution. In the case of Walcot Street, we will see more traffic on the Paragon and Cleveland Bridge Rd.
- I hope for the sake of all the incredibly hard-working independents that are relying on these carparking and loading spaces around the city centre you reject this proposal. If you do go ahead with the proposal, it is my sincere belief that you will put people who pay your commercial rents out of business.
- If the council looked closely, they could see the problem is the queued of traffic trying to get into the car park by the Hilton it backs up and completely blocks the road. They need to be addressing that. There are many businesses along Walcot Street who will incur loss due to the fact they will be unable to take delivery of any stock due to the new regulations that you want to put in place.
- Walcot Street has a brilliant Saturday Market which has been in business for so many years, it attracts many visitors to that area of town and the businesses reap the benefits from that market being there on one of the busiest days of the week. If traders are unable to unload their goods in the early hours of the morning, and then efficiently load at the end of the day what do you think will happen? Yes, no market! Loss of livelihoods for those traders, businesses in turn will suffer and Walcot St will be a ghost town.
- What is the issue with unloading in the early hours when no traffic around and efficiently loading at the end of the day and allowing businesses to continue trading! Surely this can be worked around.
- I fully understand the traffic/loading issues but a blanket ban on any unloading seems a very heavy-handed way forward. The Walcot Street area of Bath provides a varied, independent range of businesses. Areas like this provide a unique part of the city, unlike the usual chains/brands that seem to be taking over. Surely, it's essential to retain these businesses and the Council should be looking to help, rather than hinder.

- We are seriously concerned that Walcot St from Beehive Yard to Waitrose could be turned into a red zone. This would make deliveries to the wonderful independent shops and the vibrant Friday & Saturday markets impossible & this would mean they could no longer trade. We have lived in Bath for many years and the independent shops in the Bath's 'Artisan Quarter' make living here a delight and the visitors love them too.
- Well, here we are again with a piecemeal proposal just like the bus-gate, if Bath wants to be a slow city it needs to research the cause and effects on all elements which affect all users of the city. Not piecemeal projects which disrupt the independent traders, the residents and tourists.
- As independently businesses we are deeply affected by our customers trouble with parking and going to free towns i.e. Corsham, to do their shopping. As for the parking ban throughout Bath, this affects disabled customers in particular through indirect discrimination as some have extremely limited mobility. The lack of parking, with the loss of much of Avon Street carpark is increasing demand as the council looks to make it harder to access our city. As a business who pays rents to our council, will we end up paying more if these 'temporary' measures are then ripped out at cost to the council as other such councils have had to do?
- We would like to make a suggestion, that you contact slow cities such as Copenhagen and other European cities who have successfully kept their independent shops and appeased residents on their consultation processes so we can adopt a more holistic approach to stop this piecemeal destruction to residents, businesses and tourists and actually go out and be a customer shopping in bath as though you are not a councillor with access to free parking behind the guildhall.
- Before you make these changes, you need to consider a working transport infrastructure which incorporates delivery, visitors to the city, residents so people are not inconvenienced so this should be your first port of call before you start making changes which are ill thought out.
- We must support Walcot Street local businesses and shops and encourage customers to visit the many independent retailers Walcot Street is famous for, if people can't park, they won't shop there, if you can't stop to load a large purchase you'll buy online. The beauty of Walcot Street is the atmosphere, the retail community. Which you are planning to destroy, by making it inaccessible and inconvenient to visit.
- It will be impossible to stock any of the small businesses on Walcot Street if there is no off loading at any time. Walcot Street is an artisan business quarter with many small, privately owned businesses. They contribute to the thriving and individual nature of this area of Bath. They do not have the infrastructure and staffing levels to allow them to stock their shops if they cannot deliver to them at any time.
- The Bath high street is already bleak why impose more restrictions that will negatively impact local businesses.
- It is a terrible idea to essentially cut Walcot Street off from customers and make it 1000 times harder for businesses to trade, as it stands, not enough effort is put in to encourage people to explore the city further than Waitrose and now you are trying to drive away the customers we do have from the area. How is a customer who needs to pick up furniture or

something large from Graham and Green supposed to do that if they aren't even aloud to stop their car? They just won't bother.

- How are the pubs, restaurants and shops supposed to receive their deliveries? They won't, they will be forced to move their business elsewhere. This seems to be a narrowminded idea that is creating change purely for the sake of it rather than trying to solve an actual problem and hasn't considered the real-world repercussions, like business' having to close down or move out of the city, and in the economic climate we are currently in, this could be the straw that broke the camel's back.
- When our proud hostel is in season, we receive groups of guests via busses, which they drop off directly where the proposal is. What's more is that some of these groups that arrive are children. With nowhere close to park to the hostel, this will add further complications to the task of managing a large group of children. We are proud to be situated across the road from the flea market at Cattle Market, which, too will be affected as they will not be able to load or unload goods to set their stop up.
- I wholly object to access via parking / loading/unloading being restricted in Walcot St Bath. I regularly use these options to be able to function as a business & customer of the independent shops / fitness facilities in this street. You are taking away freedom of choice & attempting to turn Bath into a Smart City which is wholly inappropriate.
- Car parks are expensive and full. There are not enough good, reasonably priced or efficient alternatives. It's like you just want to ruin the city for the people that live and work in it! Hiding behind the excuse you care for the environment as a reason to do these things! If that were the case, you wouldn't continue to slow the traffic creating standing traffic everywhere in fact raising emissions! Businesses are struggling more and more, and it's a lot to do with parking and traffic. You are making it worse and worse. Listen to the people that are struggling to keep business and their work alive!

Support in part main points raised:

- Overall, the proposals look good, but there isn't much clarification on loading zones. The one opposite me, by the Hilton, is in regular use by local businesses and sometimes some of my own customers so would like to see a similar provision available.
- It is difficult to understand the logic of this proposal. Specifically, the effect on the lower part of Walcot Street by the Cattle Market car park. This is an area of considerable community involvement, the Friday and Saturday established markets, communal gardens and also very active use of local businesses (all independent). The free use of the roadway is only ever seriously affected by queues for the Podium car park - which this proposal would do nothing to ameliorate. Otherwise, the traffic flows freely and the markets and local (thriving) businesses need to be able to load and unload at times other than those prescribed. Several of these businesses (Fine Cheese, Harvest, Landrace) and the Cattle Market are attractions for visitors and draw people out of the main venues up to crucial business areas. I live overlooking this area and have not seen any serious need for a change to existing arrangements. This is still a vibrant part of Bath's community culture, and I can see no rational reason to add to restrictions on local community and business traffic.

Response: The upgrade of the existing No Parking At Any Time to No Parking / No Loading At Any Time restrictions at the lower end of Walcot Street were requested by the Traffic Management Team on behalf of bus operators due to obstruction issues relating to blue badge holders and vehicles parking on the existing Double Yellow Lines on this narrow section of Walcot Street. The

proposed dual use Bus Stop Clearway and Taxi Rank was requested by the Licensing Team to provide evening and overnight parking provision for Taxi operators.

The proposals put forward in Plan 1 at the lower end of Walcot Street were not fully understood as some of the traders initially thought that they would introduce a clearway restriction throughout Walcot St. An officer from Highways discussed this with representatives of the traders and clarified this was not the case and confirmed the loading bay opposite Saracen Street would remain. It is therefore the recommendation of this report that the proposed restrictions advertised in plan 1 are implemented on-site as advertised and sealed within this Order to prevent obstruction of this narrow section of Walcot Street.

The proposals put forward in Plan 3 received a number of objections from traders of the Saturday market which is held in the Cattle Market Carpark next to the location of the proposed Bus Stop Clearway / Taxi Rank restrictions on Walcot Street. Due to the objections raised the TM Team discussed these issues with the organisers of the market who decided that the traders would need an hour between 7am and 8am to unload in the morning on Saturday and then an hour and a half between 4pm and 5.30pm at the end of the day to pack up within the area of the bus stop / Taxi Rank. As this request does not affect the evening operation of the Taxi Rank the TM Team raised this request with the First Bus operator, who stated that as long as the market traders can leave a bus sized space at the end of the bay for buses to pull on to that would be ok. First Bus confirmed that their buses don't carry hordes of people into Bath that early on a Saturday morning but those they do are probably going to the market in this location. Based on the feedback received from the market traders and First Bus it is the recommendation of this report that a triple use bay be introduced i.e. Mon-Fri & Sun as per the original proposals (a dual use Bus Stop 6am – 9.45pm and a Taxi Rank 9.45pm – 6am). But on Saturdays it is also a loading bay at the times stated above (between 7am – 8am and 4pm – 5.30pm). It is felt that this compromise will suit all involved and help to allow the popular Saturday market to continue to operate as they currently do. The TM Team will ask traders of the market to be considerate of any buses requiring access to this area during the loading times and where possible keep a bus sized space at the end of the bay free.

Plan 2 – Queen Square, Chapel Row, Old King Street, Princess Street, Bath –No Loading At Any Time / No Loading Between 8am – 9.30am & 4pm – 6.30pm.

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

Objections main points raised:

- This is a stupid idea to stop people parking and stopping in these areas. This will make it incredibly difficult for the residents here to park and receive visitors. No consideration for residents at all here.
- Unfair on residents parking. Already paid a year's permit and one of the reasons I rent here was due to the parking availability.
- Awful - we need these parking spaces.
- To take away the disabled bay from Chapel Row would have a direct negative effect on our business, affecting our income but also affecting the welfare of our patients (residents of Bath). We are an osteopathic clinic and treat many patients who require disabled parking to enable them to visit the clinic for their treatment. The loading bay is frequently in use by our neighbours demonstrating its necessity and we use it ourselves when delivering clinical equipment to our business. We strongly object to the no parking and no loading in Chapel Row element of this proposal.

Support in Part main points raised:

- Although we support measures to reduce traffic and pollution, the proposal will likely push all loading/unloading traffic onto the road in front of the residential areas of Queen Square (the north side of QS is now 40%, soon to increase to 60% residential). This will cause increased noise, pollution and light reduction for these properties. In addition, 23 Queen Square has Grade 1 vaults that extend out under the road, and these will likely be damaged by increased heavy load parking. We therefore request that either the area directly in front of 23 is made a no loading & waiting zone to protect the Grade 1 heritage or the whole area on the outer roadside of the north side of the square is designated no loading & waiting and an area is created on the inner side of the road (i.e. the Square side).

Response: The additional No Loading / Unloading At Any Time and No Loading 8am – 9.30am and 4pm – 6.30pm restrictions were requested by the Traffic Management Team to prevent obstruction to the flow of traffic around this central area during peak periods. The primary purpose of the highway is for the safe unobstructed 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. There is no legal right to be able to park on the highway near to your property. The Disabled Parking Bay, Loading Bay and Permit Holder / P&D Bay on the southern side of Chapel Row are unaffected by this proposal and will remain in situ to service the businesses in this area. It is therefore the recommendation of this report that the proposed restrictions are implemented on-site and sealed within this Order with one slight amendment. That the proposed No Loading / Unloading At Any Time restrictions on the northern section of Queen Square are extended to run in front of property number 23 to protect the vaults running under the highway as highlighted above. This is considered to be a slight amendment to the Order and what was advertised on safety grounds and is not considered to be a substantial change.

Plan 4 – Orange Grove, Bath – Bus Stand No Stopping Except Buses 9am – 6.30pm & Loading Only 6.30pm – 9am

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

Support in Part main points raised:

- The proposed changes outlined in point 4, which include a Bus Stand operating from 9am – 6.30pm and a Loading Bay from 6.30pm – 9am, could significantly impact the taxi services operating in this area. Currently, Orange Grove is a crucial taxi rank location. However, previous alterations, such as the introduction of a disabled parking bay, have already reduced the available space for taxis, pushing them further out of view from the public, especially those near the Abbey. This reduction in taxi spaces has created a safety concern, particularly during weekends when there is a high volume of pedestrians. Without dedicated taxi marshals, intoxicated individuals often walk into the road, posing a danger at the corner of Orange Grove. If the remaining space for taxis is further reduced, it will exacerbate these safety issues, as taxis will be forced to wait further back, increasing the risk of accidents as passengers may rush across the road.

Response: The proposed dual use Bus Stop Clearway and Loading Bay was requested by the Traffic Management Team to provide more loading provision within the city centre in the evening and early mornings for local businesses and the Abbey but to keep the bus stop area clear during operating hours. As only one objection was raised to these proposals relating to the availability of parking for Taxis on Orange Grove and that these proposals will not be removing any of the existing parking provision for Taxis in this area as the location relating to this proposal is currently

a Bus Stand where Taxis are not permitted to park. Therefore, it is the recommendation of this report that the proposed restrictions are implemented on-site and sealed within this Order.

Plan 6 – Archway Street, Bath – No Parking On School Keep Clear Markings At Any Time

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

Support main points raised:

- I fully support the proposed changes to the parking restriction on Archway Street in Widcombe. This is currently massively congested at school drop off and pick up times with people banding their cars at any location. Causing significant safety risk when children try and cross the road due to poor visibility caused by the inconsiderate parking.

Response: The proposed No Stopping on School Keep Clear Markings At Any Time was requested by the local Ward Members to improve visibility splays around the school entrance. As no objections were raised to these proposals during the public consultation stage and one response in support was received. It is the recommendation of this report that the proposed restrictions are implemented on-site as advertised and sealed within this Order.

No Objections received to:

Plan 5 – Orange Grove, Bath – No Parking At Any Time

Plan 7 – Ambury / Broad Quay, Bath – Bus Stands

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

8. APPROVED FOR CIRCULATION TO WARD MEMBERS AND CABINET MEMBER FOR HIGHWAYS

Please note that this report has been circulated to provide you with an opportunity to consider any comments and/or objections which have been received in response to the public advertisement of the proposal(s), along with the officer response to each.

Any comments which you may have will be added to the report to be considered by the Director for Place Management, Chris Major, prior to his decision regarding the sealing, or otherwise, of this TRO.



Paul Garrod
Traffic Management and Network Manager

Date: 17th October 2024