

## Bath & North East Somerset Council

DECISION MAKER:	Cllr Anthony Clarke, Cabinet Member for Transport		
DECISION DATE:	On or after 1 <sup>st</sup> August 2016	EXECUTIVE FORWARD PLAN REFERENCE:	
		E	2894
TITLE:	Traffic Regulation Order ( <b><u>VARIOUS ROADS, SOUTH WEST OUTER AREA, BATH</u></b> ) ( <b><u>PROHIBITION AND RESTRICTION OF PARKING AND LOADING</u></b> ) ( <b><u>NO STOPPING ON ENTRANCE MARKINGS</u></b> ) ( <b><u>AUTHORISED AND DESIGNATED PARKING PLACES</u></b> ) ( <b><u>VARIATION NO. 2) ORDER 201*</u></b> Consideration of responses to public consultations		
WARD:	Twerton, Westmoreland, Oldfield, Odd Down, Lyncombe, Southdown		
<b>AN OPEN PUBLIC ITEM</b>			
<b>List of attachments to this report:</b> Appendix 1 – Plan of proposals Appendix 2 – Comments received in response to public consultation			

### 1 THE ISSUE

This report considers comments received in response to public advertisement of the Traffic Regulation Order: (**VARIOUS ROADS, SOUTH WEST OUTER AREA, BATH**) (**PROHIBITION AND RESTRICTION OF PARKING AND LOADING**) (**NO STOPPING ON ENTRANCE MARKINGS**) (**AUTHORISED AND DESIGNATED PARKING PLACES**) (**VARIATION NO. 2) ORDER 201\*** (“TRO”)

### 2 RECOMMENDATION

The Cabinet Member is asked to agree that the advertised proposals are implemented, modified or withdrawn as below:

#### 2.1 Restrictions as detailed on plan A11 and A12.

**Roads affected: Sheridan Road, Poolemead Road, Shaws Way, and Cameley Green**

**Restriction:** Proposed No Waiting At Any Time markings

**Recommendation:** That the proposals are **implemented** as the Council received no objections to the implementation of these restrictions. These restrictions have been requested by the local Councillors, as parking in these locations obstructs

visibility and access. It is therefore recommended that these proposed No Waiting At Any Time markings are implemented.

## 2.2 Restrictions as detailed on plan B11.

### **Roads affected: Cleeve Green**

**Restriction:** Proposed No Waiting At Any Time markings

**Recommendation:** That the proposals are **implemented** as the Council received no objections to the implementation of these restrictions. These restrictions have been requested by the local Councillors, as parking in these locations obstructs visibility and access. It is therefore recommended that these proposed No Waiting At Any Time markings are implemented

## 2.3 Restrictions as detailed on plan D12.

### **Roads affected: Millmead Road, South Avenue, and Mayfield Road**

**Restriction:** Proposed No Waiting At Any Time markings

**Recommendation:** That the proposals are **implemented** as the Council received no objections to the implementation of these restrictions. These restrictions have been requested by the local Councillors, as parking in these locations obstructs visibility and access. It is therefore recommended that these proposed No Waiting At Any Time markings are implemented

## 2.4 Restrictions as detailed on plan D13.

### **Roads affected: Victoria Close, Dartmouth Avenue, and Lymore Gardens**

**Restriction:** Proposed No Waiting At Any Time markings

**Recommendation:** That the proposals are **implemented** as the Council received no objections to the implementation of these restrictions. These restrictions have been requested by the local Councillors, as parking in these locations obstructs visibility and access. It is therefore recommended that these proposed No Waiting At Any Time markings are implemented

## 2.5 Restrictions as detailed on plan D18.

### **Roads affected: Barrow Road and Frome Road.**

**Restriction:** Proposed No Waiting At Any Time markings

**Recommendation:** That the proposals are **implemented** as the Council received no objections to the implementation of these restrictions. These restrictions have been requested by the local Councillors, as parking in these locations obstructs visibility and access. It is therefore recommended that these proposed No Waiting At Any Time markings are implemented

## 2.6 Restrictions as detailed on plan D16.

**Roads affected: Stirtingale Road.**

**Restriction:** Proposed No Waiting At Any Time markings

**Recommendation:** That the proposals are **implemented** as the Council received no objections to the implementation of these restrictions. These restrictions have been requested by the local Councillors, as parking in these locations obstructs visibility and access. It is therefore recommended that these proposed No Waiting At Any Time markings are implemented

**2.7 Restrictions as detailed on plan E14.**

**Roads affected: Cotswold Road**

**Restriction:** Proposed No Waiting At Any Time markings

**Recommendation:** That the proposals are **implemented** as the Council received no objections to the implementation of these restrictions. These restrictions have been requested by the local Councillors, as parking in these locations obstructs visibility and access. It is therefore recommended that these proposed No Waiting At Any Time markings are implemented

**2.8 Restrictions as detailed on plan E14.**

**Roads affected: Oldfield Lane.**

**Restriction:** Proposed No Stopping, Mon – Fri, 8am – 6pm on School Entrance Markings.

**Recommendation:** That the proposals are **implemented** as the Council received no objections to the implementation of these restrictions. These restrictions have been requested by the local Councillors, as parking in these locations obstructs visibility and creates a safety concern for children leaving and arriving at the school entrance. The current No Parking Between 8am – 6pm restriction still allows people to drop off and pick up in this location. This is considered to be unsafe. It is therefore recommended that these proposed No Stopping, Mon – Fri, 8am – 6pm on School Entrance Markings are implemented.

**2.9 Restrictions as detailed on plan F16.**

**Roads affected: Bloomfield Road and Englishcombe Lane**

**Restriction:** Proposed No Waiting At Any Time markings.

**Recommendation:** That the proposals are **implemented** as the Council received no objections to the implementation of these restrictions and 1 comment of support. These restrictions have been requested by the local Councillors, as parking in these locations obstructs visibility and access. It is therefore recommended that these proposed No Waiting At Any Time markings are implemented

**2.10 Restrictions as detailed on plan D11.**

**Roads affected: Burnham Road and Lower Bristol Road**

**Restriction:** Proposed No Waiting At Any Time markings.

**Recommendation:** That the proposals are **implemented** as the Council received no objections to the implementation of these restrictions. These restrictions have been requested by the local Councillors, as parking in these locations obstructs visibility and access. It is therefore recommended that these proposed No Waiting At Any Time markings are implemented.

**2.11 Restrictions as detailed on plan D11.**

**Roads affected: Bellotts Road.**

**Restriction:** Proposed No Waiting At Any Time markings and No Waiting Between Mon – Sat, 7am – 6pm markings

**Recommendation:** That the proposals are **implemented** as the Council received no objections to the implementation of these restrictions. These restrictions have been requested by the local Councillors, as parking in these locations obstructs access. It is therefore recommended that these proposed restrictions are implemented.

**2.12 Restrictions as detailed on plan E11.**

**Roads affected: South View Road, Caledonian Road, Denmark Road, and Stuart Place**

**Restriction:** Proposed No Waiting At Any Time markings.

**Recommendation:** That the proposals are **implemented** as the Council received only 1 objection to the implementation of these restrictions and 1 comment of support in part. It was felt that the additional No Waiting At Any Time markings would further restrict the valuable and limited on-street parking availability in the area and lead to the migration of parking issues. These restrictions have been requested by the local Councillors, and approved by the area safety engineer as parking in these locations obstructs visibility and access. It is therefore recommended that these proposed No Waiting At Any Time markings are implemented.

**2.13 Restrictions as detailed on plan E13.**

**Roads affected: Third Avenue and Second Avenue**

**Restriction:** Proposed No Waiting At Any Time markings

**Recommendation:** That the proposals are **implemented**. The Council received 2 objections to the implementation of these restrictions based on the limited available on-street parking stock and the pressures on local residents and the lack of current enforcement. These restrictions have been requested however by the local Councillors and agreed by the area safety engineer, as parking in these locations obstructs access. It is therefore recommended that these proposed restrictions are implemented.

## 2.14 Restrictions as detailed on plan E15.

**Roads affected: Moorfields Road (eastern end)**

**Restriction:** Proposed No Waiting At Any Time markings

**Recommendation:** That the proposals are withdrawn. The Council received 3 objections to the implementation of these restrictions based on the limited available on-street parking stock and the pressures on local residents and no comments of support. It is therefore recommended that these proposed restrictions are not implemented.

## 2.15 Restrictions as detailed on plan D15, D14, and E15.

**Roads affected: The Oval, Oak Avenue, Englishcombe Lane, Acacia Grove, Ash Grove, Chestnut Grove, Cedar Grove, Beech Grove, Moorfield Road, Hazel Grove, and Monksdale Road.**

**Restriction:** Proposed No Waiting At Any Time markings

**Recommendation:** That the proposals are modified. The Council received 4 objections to the implementation of these restrictions based on the limited available on-street parking stock and the pressures on local residents and no comments of support. These restrictions however have been requested by the local Councillors, as parking in these locations obstructs visibility and access. It is therefore recommended that these proposed restrictions are implemented in part around the junctions only of The Oval with Monksdale Road, Hazel Grove, Ash Grove, Chestnut Grove, Acacia Grove, Oak Avenue, Cedar Grove, Moorfield Road, and Beech Grove and Oak Avenue with Englishcombe Lane, to improve access and visibility for emergency and refuse vehicles.

## 2.16 Restrictions as detailed on plan F13 and F14.

**Roads affected: Bloomfield Avenue and Oldfield Road.**

**Restriction:** Proposed No Waiting At Any Time markings and No Waiting Between Mon – Fri, 8am – 6pm.

- 3 RECOMMENDATION: THAT THE PROPOSALS ARE MODIFIED. THE COUNCIL RECEIVED 4 OBJECTIONS TO THE IMPLEMENTATION OF THESE RESTRICTIONS BASED ON THE LIMITED AVAILABLE ON-STREET PARKING STOCK AND THE PRESSURES ON LOCAL RESIDENTS AND 4 COMMENTS OF SUPPORT IN PART. A WISH TO INCLUDE FURTHER RESTRICTIONS ON THE OPPOSITE SIDE OF THE HIGHWAY WAS EXPRESSED BUT ONLY THOSE RESTRICTIONS RECOMMENDED CAN BE CONSIDERED. ADDITIONAL RESTRICTIONS MUST BE CONSIDERED THROUGH A FURTHER CONSULTATION PROCESS. THESE RESTRICTIONS HAVE BEEN REQUESTED BY THE LOCAL COUNCILLORS, AS PARKING IN THESE LOCATIONS OBSTRUCTS VISIBILITY AND ACCESS. IT IS THEREFORE RECOMMENDED THAT THESE PROPOSED RESTRICTIONS ARE IMPLEMENTED IN PART. IT IS RECOMMENDED THAT THE NO WAITING AT ANY TIME MARKINGS AROUND THE JUNCTION OF OLDFIELD ROAD AND BLOOMFIELD AVENUE ARE IMPLEMENTED TO IMPROVE ACCESS AND**

**VISIBILITY FOR EMERGENCY AND REFUSE VEHICLES. IT IS ALSO RECOMMENDED THAT THE PROPOSED NO WAITING AT ANY TIME MARKINGS ON THE NORTH WEST AND NORTH EAST CORNERS OF BLOOMFIELD AVENUE AS INDICATED ON THE PLANS F13 AND F14 ARE IMPLEMENTED TO IMPROVE ACCESS AND VISIBILITY FOR EMERGENCY AND REFUSE VEHICLES. IT IS ALSO RECOMMENDED THAT THE NO WAITING BETWEEN MON-FRI, 8AM-6PM ON THE WESTERN SIDE OF BLOOMFIELD AVENUE OUTSIDE PROPERTY NUMBER 42 IS IMPLEMENTED AS PARKING ON BOTH SIDES OF THIS SECTION OF HIGHWAY DURING PEAK PERIODS CAUSES AN OBSTRUCTION. IT IS RECOMMENDED THAT THE OTHER TWO PROPOSED SECTIONS OF NO WAITING BETWEEN TIMES MARKINGS ARE NOT IMPLEMENTED AT THIS TIME DUE TO THE LIMITED AVAILABLE ON-STREET PARKING STOCK AND OBJECTIONS FROM LOCAL RESIDENTS. FINANCIAL IMPLICATIONS**

- 3.1 The cost of this work is estimated to be £3 - 4k and is funded from within the Transport Improvement Block capital programme, Parking Capital Budget.
- 3.2 Road markings have a life expectancy of between 7 and 10 years. The consultation process included Highways and no concerns were raised regarding on-going maintenance costs as these works can be incorporated within the existing revenue budget. The highways maintenance budget is prioritised for road safety issues in the first instance. However parking restrictions do need to be maintained to ensure enforcement can be undertaken and these will be incorporated in existing budgets as part of those works.
- 3.3 There is no impact to parking income from these changes.

#### **4 CORPORATE OBJECTIVES**

- 4.1 The following corporate objectives apply:
  - Creating neighbourhoods where people are proud to live
  - Building a stronger economy

#### **5 THE REPORT**

- 5.1 The proposals were publicly advertised from 5<sup>th</sup> May 2016 to 26<sup>th</sup> May 2016. The proposals are shown in plan form in Appendix 1. The proposals were developed as the result of the concerns of the Traffic & Safety, Parking and Traffic Management Teams, Ward Councillors and local residents, caused by increasing problems related to parking, which is becoming a greater concern on many streets around Bath due to the increasing volume of vehicles on the roads and the growing number of vehicles parking inappropriately. A total of 19 responses were received during the public consultation. The responses are summarised in Appendix 2.
- 5.2 Consideration needs to be given to the responses received and a decision made on the way forward. Common law has established that a highway is a defined route over which "the public at large" can pass and repass as frequently as they wish, without hindrance and without charge. Consequently any parking on the highway is an obstruction of that right of passage. There are no rights to park on the highway but parking is condoned where the right of passage along the

highway is not impeded. The consideration of objections to the introduction of controls has to be considered in this context.

- 5.3 The TRO is being proposed as it is the duty of every local authority to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities as set out in section 122 Road Traffic Regulation Act 1984.

## **6 RISK MANAGEMENT**

- 6.1 The report author and Cabinet Member have fully reviewed the risk assessment related to the issue and recommendations, in compliance with the Council's decision making risk management guidance.

## **7 RATIONALE**

- 7.1 The proposals are designed to address operational traffic issues and parking capacity issues.

## **8 OTHER OPTIONS CONSIDERED**

- 8.1 None considered.

## **9 CONSULTATION**

- 9.1 Ward Councillors; Cabinet members; Staff; Other B&NES Services; Local Residents; Other Public Sector Bodies; Section 151 Finance Officer; Monitoring Officer
- 9.2 Ward Councillors, Emergency Services and local residents have been consulted via public advertisement. Internal officers have been consulted via circulation of this report.

## **10 ISSUES TO CONSIDER IN REACHING THE DECISION**

- 10.1 Social Inclusion; Customer Focus; Sustainability; Health & Safety.

## **11 ADVICE SOUGHT**

- 11.1 The Council's Monitoring Officer (Head of Legal and Democratic Services) and Section 151 Officer (Divisional Director - Finance) have had the opportunity to input to this report and have cleared it for publication.

<b>Contact person</b>	Kris Gardom, Parking Engineer 01225 395362
<b>Background papers</b>	Road Traffic Regulation Act 1984 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996
<b>Please contact the report author if you need to access this report in an alternative format</b>	