

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: Church Street, Widcombe Hill, Widcombe, Bath

PROPOSAL: Raised table speed hump / Zebra crossing / Parking Restrictions

SCHEME REF No: 26-021

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,	X
(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)	

This proposal is also made in accordance with the Road Traffic Regulation Act 1984, which under Section 23 enables local highway authorities to establish crossings for pedestrians.

This proposal is also made in accordance with The Highways Act 1980 Section 90A which permits a highway authority to both construct and remove road humps in a public road, for which they are the highway authority, if the highway is subject to a legal speed limit for motor vehicles of 30 miles per hour or less or the road humps are specially authorised by the Secretary of State.

3. **PROPOSAL**

Introduce a Raised Table Speed Hump on Church Street at the junction with Widcombe Hill.

Revoke Resident Parking Bays and implement No Waiting At Any Time restrictions on Church Street at the junction of Widcombe Hill on the southwest side.

Introduce a Zebra Crossing on Widcombe Hill, west of its junction with Church Street.

The proposals are shown on the attached drawing **Appendix 1**.

4. **REASON**

Please refer to the separate Statement of Reasons.

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 a new raised table speed hump, a Zebra Pedestrian Crossing and associated No Waiting at Any Time parking

restrictions on Church Street and Widcombe Hill. Installing the continuous crossing would reduce vehicle speeds in both directions, thus improving safety for pedestrians and cyclists negotiating the junction. It has balanced the various considerations and concluded that it is appropriate to promote these measures. 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 measures within this report 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 the new raised table speed hump, Zebra Pedestrian Crossing and associated No Waiting at Any Time 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

The scheme is being funded through cost code: TLN00063

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 2**.

In total, 22 responses were received. Levels of support for the proposals is summarised in table 1 below.

Respondent category	Support	Partially support	Neutral	Partially object	Object
Resident	3	1	3	6	9

Table 1: Levels of support among respondent groups

All 22 respondents classified themselves as residents.

In total, 15 respondents objected fully (41%) or partially (27%) to the proposals.

3 respondents (14%) were neutral about the proposals.

In total 4 respondents partially or fully supported the proposals.

Respondents were able to select their main reasons for supporting or objecting to the proposals. Categories selected by level of support are shown in table 2 below.

	Support	Partially support	Neutral	Partially object	Object	TOTAL
Access			1	1	4	6
Disturbance				1	1	2
Environmental	2		1		1	4
Finance				4	5	9
Parking				5	6	11
Safety	3	1		5	6	15
Traffic	2	1	2	3	5	13
TOTAL	7	2	4	19	28	

Table 2: Reasons for supporting or objecting to the proposals by levels of support

Parking and safety were the most commonly stated reasons for objecting or partially objecting to the proposals. Finance and traffic were also popular reasons for objecting or partially objecting to the proposals.

Safety, traffic and environment were the most commonly stated reasons for supporting or fully supporting the proposals.

Traffic, access and environment were the reasons stated by those responding neutrally.

In addition to selecting categories relating to individual reasons for level of support, respondents were able to add free text. Free text response themes and how often these were stated are discussed below.

Comments received in objection

In total 36 comments in objection were received during the consultation period. These are shown in table 3 below:

Theme	Number
ACCESS	
Not required as the pavement ends just East of Church St, on the south side of Widcombe Hill	1
ENVIRONMENT	
Will increase air pollution / Is contrary to the Liveable Neighbourhood objectives	1
FINANCE	
Is a waste of money	5
PARKING	
Will add pressure to residents parking availability	9
SAFETY	
Not required because footfall is low on Church St / Crossing Church St is already easy/safe	3
Crossing makes it harder for pedestrians / removal of traffic island makes it harder for pedestrians	2
Not required as there have not been any accidents on Church St	1
TRAFFIC	
There is no problem crossing Widcombe Hill / There is a good line of sight, so crossing is not required	2
Church St crossing not required due to low vehicle numbers using this road	8
Church St crossing not needed as existing measures have slowed traffic	1

Officer response

It is acknowledged that the proposals will result in a reduction of parking in zone 3 and this may mean that local residents have to find alternative parking locally. However, one of the aims of the Liveable Neighbourhood programme is to reduce the dominance of vehicular traffic in residential areas and it is considered that the proposed changes align with this aim.

It is also acknowledged that vehicular traffic entering and exiting Church Street has reduced since the introduction of a modal filter in 2022. However, this is a popular route for both local and visiting pedestrians, so the proposals would provide a number of benefits for vulnerable road users and make these journeys safer and more pleasant.

Widcombe Hill is an important route into and out of the City Centre and to and from the University of Bath. The proposed crossing on Widcombe Hill would greatly benefit pedestrians by helping to reduce vehicle speeds and giving pedestrians priority when crossing the road.

Comments received in support

In total 13 comments in support were received during the consultation period. These are shown in table 4 below:

Theme	Number
ACCESS	
Footfall along Church St is high, so will be beneficial	1
SAFETY	
Will narrow the width of Church St, so make it safer to cross	1
Will make pedestrians using Widcombe Hill safer / will make it safer for pedestrians using the area	2
Benefits both pedestrians and drivers	1
TRAFFIC	
Will calm traffic	1
Traffic moves too fast / Will slow traffic	2
Removing the traffic island on Church St will benefit drivers	2

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

Councillor Alison Born – No comment.

Councillor Stuart Bridge – Many of the comments submitted during the TRO consultation relate to the proposed raised table speed hump on Church Street and its impact on resident parking availability.

We had expected objections to this aspect of the proposals, for example that it is unnecessary given the low volume of traffic using Church Street, or that it serves little purpose as the footway terminates immediately to the east of the proposed crossing. It is therefore disappointing that the scheme progressed to the TRO stage with the raised crossing still included in the design.

We arranged two site visits with senior council officers and the relevant Cabinet Member to highlight our concerns and explain why we believe this element of the scheme is unnecessary. Unfortunately, these concerns do not appear to have been reflected in the proposals, and the officer response in TRO Report 4 does not address the specific objections relating to the raised table.

While we are supportive of the crossing on Widcombe Hill and agree with the comments that a crossing is also essential at the other end of Church Street on Prior Park Road, we are concerned that the loss of resident parking spaces resulting from this proposal is particularly significant at this location. As it is situated at the eastern end of Resident Parking Zone 3, adjacent to the

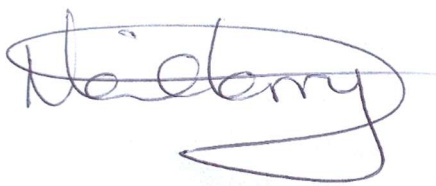
boundary with Zone 2, there is very limited opportunity for residents to relocate their vehicles within the permit area to compensate for the lost spaces. If this element of the scheme proceeds, every effort should be made to minimise the loss of parking and this issue should be considered as part of a wider review of the Resident Parking Zone boundaries to ensure parking provision remains appropriate for local residents.

Cabinet Member for Sustainable Transport Delivery

Councillor Lucy Hodge – I am supportive of the proposals outlined in this report which I am confident will bring benefits for the many pedestrians using this important route connecting to the city centre and University, by helping to reduce vehicle speeds and giving pedestrians priority when they cross the road. It is anticipated this new infrastructure will make journeys safer and more pleasant, enabling active travel.

11. RECOMMENDATION

That the Traffic Regulation Order as advertised should be implemented.

A handwritten signature in blue ink, appearing to read 'Neil Terry', with a large, stylized flourish at the end.

Neil Terry
Traffic Management & Network Manager

Date: 20/07/2026

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 implemented.

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 flourish at the end.

Chris Major
Director for Place Management

Date: 23/07/2026