

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: Bear Flat Mobility Hub CRSTS Scheme

PROPOSAL: Parking Restrictions

SCHEME REF No: 26-043b

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**

The Council proposes to provide a travel hub at Bear Flat, giving greater opportunities for interchange between transport options, improved bus journey quality, and improvements to the street to improve the ambience / amenity of the street for pedestrians. The proposed travel hub includes wider pavements, which means the bus stops need to be relocated. Two loading bays are also being added to improve access to local businesses.

The two proposed loading bays on the A367 Wellsway are required to facilitate loading operations.

The relocation of the existing Bus Stops and Bus Cages with additional No Parking At Any Time restrictions on A367 Wellsway, Bloomfield Avenue and Shakespeare Avenue are required to facilitate traffic movements and prevent obstruction of the highway.

The proposals are shown on the attached Appendix 1 drawing.

4. **REASON**

Please refer to the 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 Loading Bays, Bus Stops and No Parking At Any Time restrictions. It has balanced the various considerations and concluded that it is appropriate to promote these restrictions. 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 Loading Bays, Bus Stops and No Parking At Any Time restrictions is 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 Loading Bays, Bus Stops and No Parking 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

This proposal is being funded through cost code: TCSVL004S

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**.

Response Summary

Support	1
Partly Support	3
Partly object	2
Object	7

Summary of objections and partial objections

Responses in relation to the proposed parking restrictions (this TRO)

Comment	Response
The proposed loading bay outside majestic will impede and delay bus movements in the bus lane.	The loading bay and bus lane operate at different times. The loading bay will operate after 10am only, when there is no congestion on the road and the bus lane provides no benefit to the buses. The arrangement has been designed with input from local bus operators.
The Council has not presented data on parking demand/occupancy, displacement into surrounding streets, impact on businesses and visitors.	The proposed scheme does not significantly reduce parking availability or change any exiting parking restrictions. The parking bay on Hayes Place is reduced by a couple of metres to facilitate the wider pedestrian crossing.
The Council has not presented data on visibility at junctions.	The proposed design provides sufficient visibility in line with current design guidance – this has been assessed as part of the normal design process but is not usually published.
I'm concerned the impacts on the historical character / townscape of Wellsway have not been considered. Less intrusive options could have been considered.	These are considered though the Business Case process, not the TRO.
I object to No Waiting at Any Time restrictions.	No waiting at any time (double yellow line) restrictions are only included around junctions and locations where they are required for safety reasons.
I would like to see more free parking in the area.	No parking spaces have been lost as part of the scheme.
The loading bay outside coop should not be used at peak times to prevent hindering traffic flow at the busiest times.	The proposed loading bay is next to the carriageway so when occupied won't obstruct the traffic lane.
There are no measures to prevent parking on the wider pavements.	The proposed parking restrictions apply to the back of the footway (pavements) – therefore the proposed restrictions do not permit parking on the wider pavements.
Removing the northern-most south-bound bus stop means bus passengers need to walk further from the pedestrian crossing on Wellsway.	The southbound bus stops have been consolidated to reduce confusion amongst passengers at the request of the bus operator - the southern-most stop has a slightly greater waiting area for passengers.
Visibility when crossing Bruton Avenue is obscured due to the proximity of parking – particularly outside the coop.	Pedestrians do have right-of way under the Highway Code and the scheme is designed to reinforce that through the on-ground infrastructure. The design includes a dedicated loading bay outside the coop. The need to reduce the extent of the parking will be considered- subject to findings of the Road Safety Audit.

Responses relating to other aspects of the proposed scheme

Comment	Response
<i>Road humps</i> / side road junction design.	Refer to 26-043a
I object to road being narrowed resulting in unsafe traffic lane widths and layout for cycles.	The revised road layout is subject to a Road Safety Audit and any concerns highlighted are addressed in the final design. Lane widths are aligned with relevant design guidance.
I object to the road being narrowed due to the impact on buried utilities and drainage.	As for any scheme of this nature, surveys of underground utilities and drainage have been undertaken throughout the design process and the scheme designed to minimise diversions, and impacts on drainage connections.
The narrower road will increase congestion.	Traffic modelling of the scheme shows congestion to be reduced overall as the shorter pedestrian crossing results in shorter red-signal durations for vehicles on Wellsway.
The scheme will have a negative impact on air quality – not neutral as stated.	The 'neutral' assessment is a qualitative assessment based on the modelled impacts indicating a reduction in congestion but traffic levels to remain. It is acknowledged there will be some impact during the construction phase - these will be minimised by construction industry standard processes.
The placement of speed humps on a hill will create drainage issues and be unsafe to traverse. No drainage assessment has been published.	The profile of the humps has been designed to take account of the underlying gradient, and drainage considered in the design to prevent pooling. Technical surveys / assessments have been undertaken but are not routinely published.
Speed Humps on Bloomfield Avenue, and Hayes Place are not required.	The proposed speed hump is expected to improve pedestrians' ability and safety to cross the side roads and help to reduce vehicle speeds at the junctions, as stated in the Statement of Reasons.
I request the right-turn lane and yellow box marking are retained into Hayes Place.	There is not space for a formal right-turn pocket into Hayes Place due to the needs to extend the bus stop. At times when there isn't a bus in the bus stop, an informal right-turn arrangement will be practical, with other vehicles able to pass.
I request the right-turn lane and yellow box marking are provided into Bloomfield Avenue and Bruton Avenue.	There is not space for a formal right-turn pocket into Bloomfield Avenue/Bruton Avenue as much of the scheme benefits depend on a shorter pedestrian crossing adjacent. 'Keep clear' markings are to be retained where they comply with current lining design guidance.
Coloured surfacing on speed humps may give pedestrians an unrealistic sense of security.	It is not proposed to provide coloured surfacing on the road humps.

Comment	Response
The raised table crossings will increase congestion as vehicles on Wellsway wait for people crossing the side roads.	Existing right-turn lanes are retained except Hayes Place, so waiting vehicles will not obstruct northbound traffic.
The proposed 'continuous footways' are not aligned with design guidance.	The proposed design does not provide 'continuous footways' – the side road treatments are standard uncontrolled crossings on raised tables.
<i>Speed limit / bus lanes:</i>	Refer to 26-043c
I object to the lower a speed limit as current traffic speeds are acceptable.	Traffic speed survey data shows existing speeds slightly exceed 20mph – the proposed speed limit is appropriate for this location, supported by the revised road layout.
The proposed 20mph limit should be extended south to the junction with Hatfield Road.	The extent has been agreed with the Police based on survey data and their request that speed limits are self-enforcing.
<i>Other</i>	
There should be more effort to reduce car travel through improving bus frequency/reliability, reducing ticket costs, and improving cycle parking.	The scheme is expected to reduce bus journey times and improve reliability. Additional cycle parking and interchange facilities are part of the wider scheme.
I don't believe the scheme will make buses more reliable.	One expected benefit of the scheme is to reduce congestion on the Wellsway in the peak times.
Narrowing the road will hinder emergency services.	The scheme is expected to reduce congestion. Two lane single carriageways are a standard road layout.

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

Councillor Alison Born and Councillor Stuart Bridge - Having reviewed the comments and officer responses for these reports we support these proposals.

Following our previous feedback, we are pleased to see that **KEEP CLEAR** markings have been added at the junction of Wellsway and Bloomfield Avenue, bringing the proposals into line with the current situation.

We note the comments regarding right turns into Hayes Place and the officers' response that there is insufficient space to provide a dedicated right-turn pocket, although the cyclist provision is helpful. We also note that it is anticipated an informal right-turn arrangement will operate in practice. We appreciate that this will be monitored as part of the post-implementation road safety audit.

We would have liked to see the proposed 20mph zone cover the road from the bottom of Wells Road to the Devonshire Arms. However, we respect the comments made by the police but hope this can be revisited in the future as we

believe that a more consistent 20mph speed limit is more likely to achieve positive behaviour change.

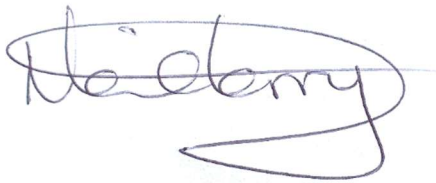
Concerns were also raised about the impact of the proposals on the historic character of Wellsway. We note the officer response that this is a matter considered through the business case rather than the Traffic Regulation Order, and we understand that a separate response will be provided to the resident who raised this issue.

Cabinet Member for Sustainable Transport Delivery

Councillor Lucy Hodge - Having reviewed the comments and Officer responses in this report, I am confident that all the concerns raised have been responded to. I support this proposal for a travel hub, with wider pavements, two additional loading bays to benefit businesses and relocation of existing bus stops as part of the scheme of improvements at Bear Flat. These measures will both improve this important location for interchange between transport modes and also enhance the public realm for pedestrians.

11. RECOMMENDATION

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



Neil Terry
Traffic Management & Network Manager

Date: 23/07/2026

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:

- *The double yellows have been extended on Bruton Avenue due to safety and the dual use Permit Holder / 4-hour Limited Waiting parking reduced.*

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

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

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

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

Chris Major
Director for Place Management

Date: 23/07/2026