

OFFICER DECISION REPORT – TRAFFIC REGULATION ORDER (TRO)

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INFORMAL CONSULTATION

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: Beckford Road, Bath
PROPOSAL: Active Travel Scheme
SCHEME REF No: 21-016

1. DELEGATION

The delegation to be exercised in this report is contained within **Part 3, 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 purpose of this report, the Director of Place Management holds the delegated power to make, amend or revoke any Orders.

2. LEGAL AUTHORITY

This proposal, with regards to parking restrictions and the cycle lane, 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 with an “x” in the right hand column:

(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)	
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This proposal, with regards to the continuous footways, is made in accordance with Section 90A of the Highways Act 1980.

3. **BACKGROUND**

In May 2020 the Department for Transport launched the Active Travel Fund to enable more journeys to be made on foot and by bicycle. This initially supported temporary highway schemes to aid social distancing in response to the Covid-19 pandemic but a next phase of funding (tranche 2) was then launched for permanent schemes, focusing on reallocating road space to promote active travel.

One of the schemes proposed incorporates a lightly segregated cycle lane along the northern side of the A36 Beckford Road, between its junctions with Bathwick Street and Warminster Road. Consultation was carried out between 26 February and 21 March 2021.

On 23 July, at a Cabinet meeting, Cabinet Members agreed that the Beckford Road proposals should proceed to the TRO consultation stage.

This scheme has been separated into two parts, 21-016A (Parking Restrictions) and 21-016B (Mandatory cycle lane).

4. **ISSUES**

21-016A (Parking Restrictions) - This plan is shown on **Appendix 1**.

21-016B (Mandatory cycle lane) - This plan is shown on **Appendix 2 (Part A&B)**

The above are necessary in order to provide segregated cycle infrastructure on Beckford Road, to promote an alternative mode of transport to motor vehicles for road users, to improve safety and accessibility for pedestrians and cyclists in the area, and to enhance the local environment. The new proposals will restrict on-street parking in the area however these restrictions are necessary for the safety of all road users.

Parking Restrictions

In Beckford Road the proposals are to remove the existing parking bay and the unrestricted area of parking and replace them with double yellow lines in order that lightly segregated cycle lanes in both directions can be provided.

It is also proposed that a short section of double yellow lines are removed from Forester Road to provide additional parking for permit holders. In Warminster Road it is proposed that a section of double yellow lines are removed and replaced with a time limited parking bay, to help offset the removal of the time limited parking bay in Beckford Road. In both of these locations it has been assessed that it is safe to

remove the yellow line restrictions for this purpose.

Mandatory cycle lane

This is proposed on the north-west and northern side of Beckford Road in order to provide dedicated space for cyclists which motor vehicles must not enter, other than to cross into or from a private access /driveway/car park or a side road.

Continuous footways

It is proposed that 'continuous footways' (also known as 'blended crossings') which raise the level of side road carriageways to the height of adjacent footways where they meet the major road, are provided at the Beckford Road junctions with Forester Road, Beckford Gardens and Darlington Road. The purpose of these is to slow vehicles approaching when entering and exiting side roads and to give pedestrians priority when crossing.

5. SOURCE OF FINANCE

This proposal is being funded against project code TCL0016 (Active Travel Fund).

6. CONSULTATION REQUIREMENT

The proposal requires informal consultation with the Chief Constable, Ward Members and the Cabinet Members for Transport.

PROPOSALS APPROVED FOR INFORMAL CONSULTATION WITH THE CHIEF CONSTABLE, WARD MEMBERS AND CABINET MEMBERS FOR TRANSPORT.

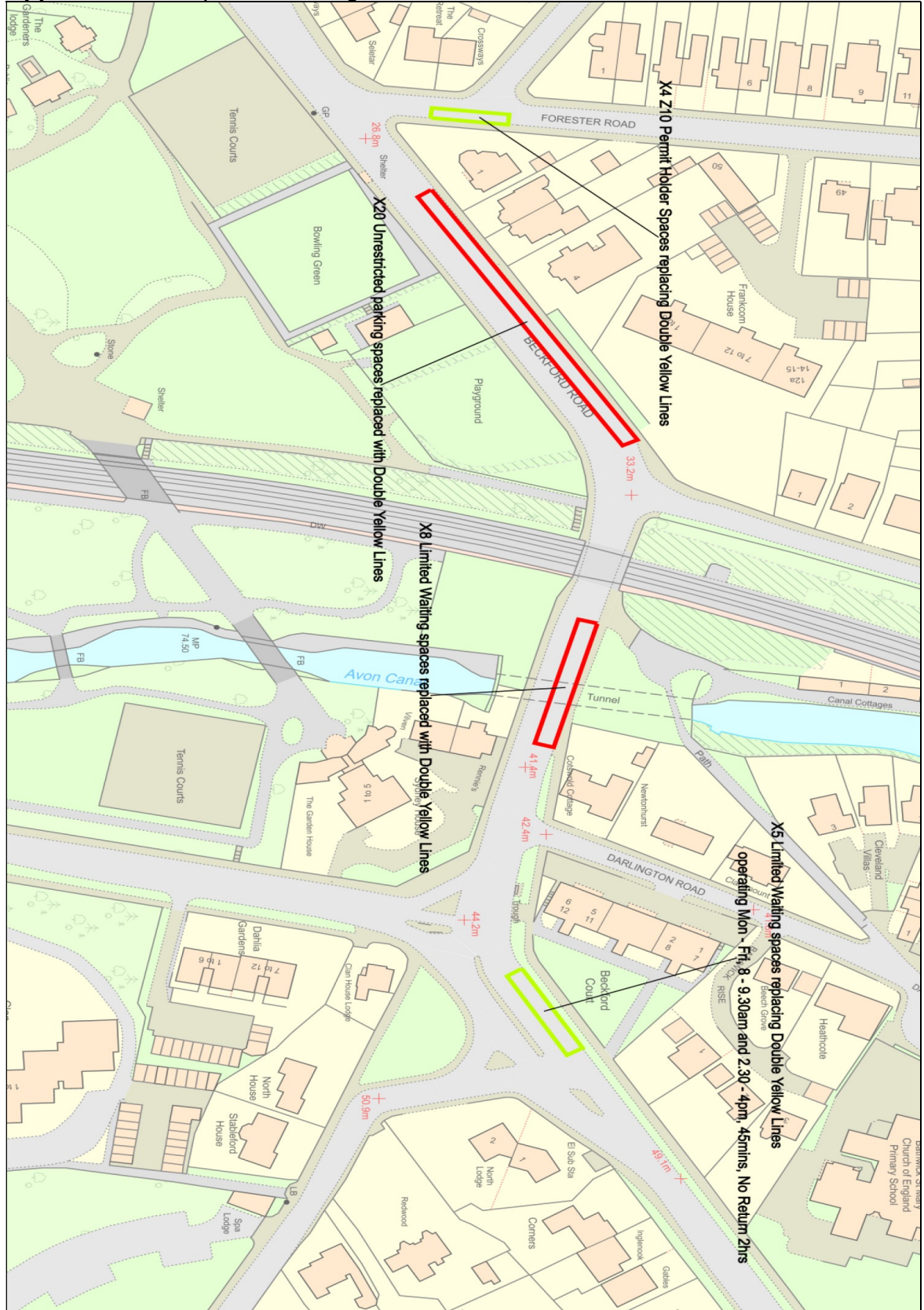
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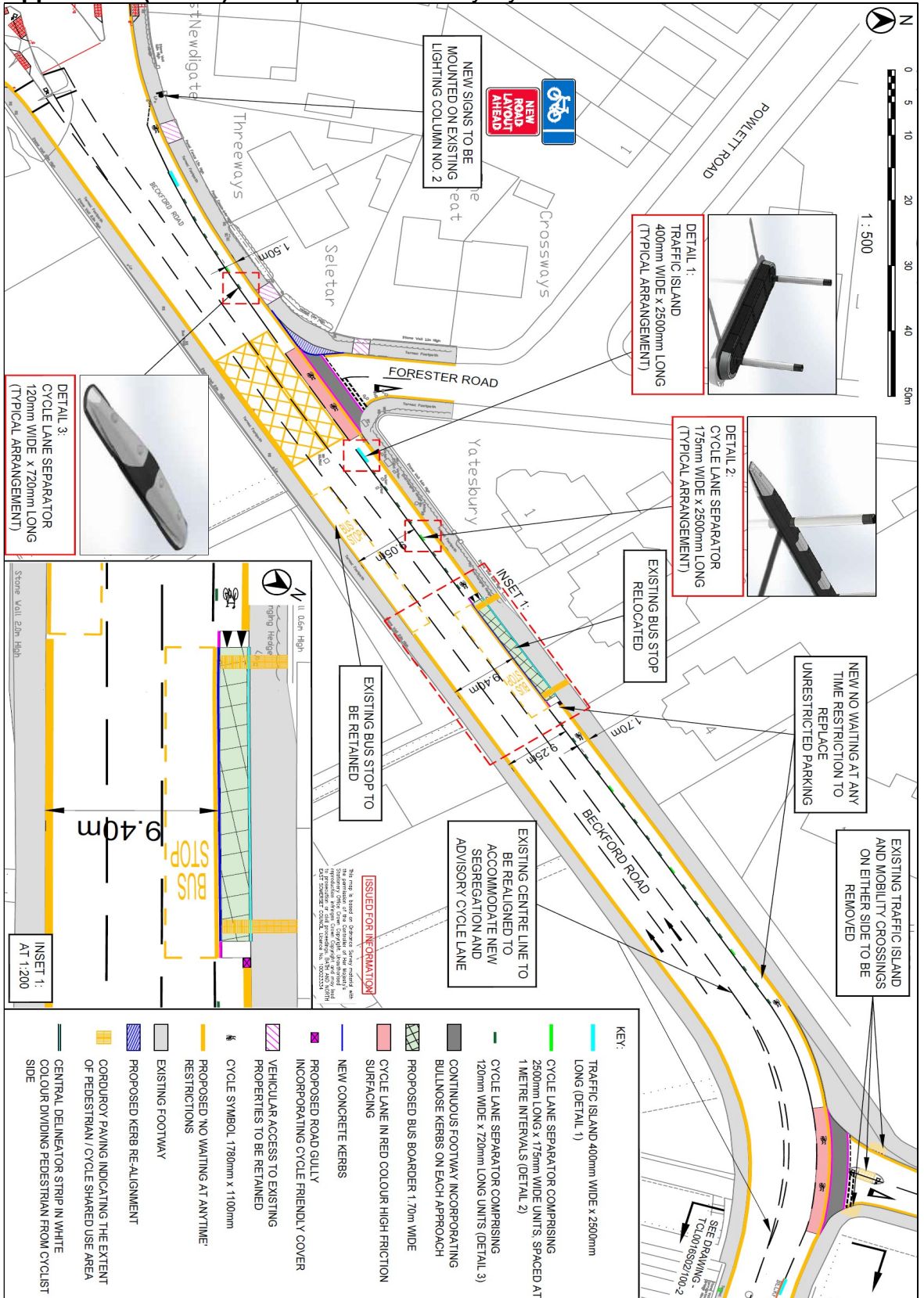
Date: 26th August 2021

Paul Garrod
Traffic Management and Network Manager

Appendix 1 – Proposed Parking Restrictions – Added and Removed



Appendix 2 (Part A) – Proposed Mandatory Cycle Lane:



Appendix 2 (Part B) – Proposed Mandatory Cycle Lane:

