

# OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

4

## OUTCOME OF TRO PROCESS

PREPARED BY: Traffic Management Team, Highways and Traffic Group

**TITLE OF REPORT: Old Newbridge Hill, Bath**

**PROPOSAL: 7.5t Heavy Goods Vehicle weight limit**

**SCHEME REF No: 23-013**

**REPORT AUTHOR: Gina West**

### 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:

<b>Section A</b>	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility...."
<b>Section B</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.
<b>Section D9</b>	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	
(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	
(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	
(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 introduce a 7.5t weight limit restriction on Old Newbridge Hill, Bath from its junction with Newbridge Hill heading in a south westerly direction to its junction with Newbridge Road.

### 4. **BACKGROUND**

Old Newbridge Hill is a residential road with one business (Newbridge Auto Centre) at the southern end. There is currently a 7.5 Heavy Goods Vehicle weight limit restriction on Old Newbridge Hill which only applies to traffic travelling in a north easterly direction, from Newbridge Road to Newbridge Hill. It is considered appropriate that the weight limit is operational in both directions, having due regard for the nature of the road.

### 5. **SOURCE OF FINANCE**

The proposal is included in the 2023/24 Transport Improvement Programme.

### 6. **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 2.

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

#### **Support – 4**

1. As a resident of Old Newbridge Hill, I am in support of prohibiting motor vehicles of a weight exceeding 7.5 tonnes on the length of Old Newbridge Hill (both ways). However, I would like to emphasize that prohibiting the access of vehicles over 7.5t doesn't help if it is not enforced. Currently, it is prohibited to drive a vehicle over 7.5t up the road but this restriction is not respected. The signage needs to be more visible and physical restriction is necessary (chicanes).

2. I am writing to express my support for the additional weight restriction on Old Newbridge Hill, meaning that the 7.5 tonne limit will be enforceable in both directions. Large vehicles using Old Newbridge Hill are a daily safety concern for residents and we would welcome strong enforcement of this weight limit from the police.

We would also welcome further action to reduce speeding vehicles on the hill (e.g., traffic calming measures) and action to address the dangerous turn at the top of the hill (e.g., making Old Newbridge Hill one-way). Traffic (cars, vans, lorries) turning left at the top of Old Newbridge Hill onto the Kelston Road cannot do so without encroaching onto the right-hand side of the road, and larger vehicles turning right to come down Old Newbridge Hill often take several attempts to make the turn, reversing back onto/across the Kelston Road. It is so dangerous, particularly during rush hour when so many children use the road to walk to Oldfield School (both local children and those travelling by bus from the bus stops at the bottom of Old Newbridge Hill).

3. I am writing as a resident of Old Newbridge Hill (No 15) and in response to the proposal to impose a weight restriction on vehicles of 7.5 over tonnes travelling both ways on this road.

Residents on this road have been in correspondence with the Council and the Police now for approximately 2 years. A history of correspondence can be forwarded for perusal if required. We have noted significant concerns regarding regular damage to parked vehicles, injury caused to resident being struck by a vehicle that failed to stop and the daily large freight vehicles that travel up and down the road.

A weight restriction already exists, however, as it is not policed or monitored this is ignored by trucks and heavy vehicles.

I am fully in support of the weight restriction. At the top of the road there is a secondary school and children cross this road in volume to travel to school. The hill has a blind bend and is highly unsuitable for large freight over the 7.5 tonnes limit. We feel that the situation of haulage travelling on the road as a short cut is an accident waiting to happen and have notified Council and Police of this.

Whilst I am fully in support of the proposal, I urge you to consider how this restriction will be monitored for adherence. Chicanes would be welcomed to physically prevent heavy traffic using the road or a one-way system.

I would also ask for clear signage of the restriction and the removal of a signpost which directs vehicles down the road to "A4".

In summary, I fully support the proposal, but the restriction needs to be clearly visible and monitored (chicanes / camera) to be effective. The current blatant ignoring of the current downhill restriction demonstrates that without the monitoring, there is no impact.

Thank you in advance for your consideration of these comments and your consideration of the issues presenting on Old Newbridge Hill.

4. I would like to have my approval for this change to the road noted. It is a very good idea.

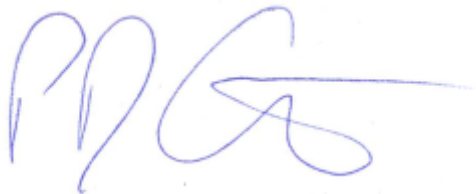
**Officer response**

*The enforcement of weight limits primarily lies with the police. However, the council's Trading Standards team is able to undertake some enforcement of these. Members of the public can report issues of HGVs contravening weight limit to the council by searching for "weight limits" on our main web page [www.bathnes.gov.uk](http://www.bathnes.gov.uk)*

**Objections – 0**

**8. RECOMMENDATION**

That the Traffic Regulation Order as advertised is sealed.



Paul Garrod

Date: 7<sup>th</sup> September 2023

Traffic Management & Network Manager

**9. DECISION**

As the Officer holding the above delegation, I have decided that the Order as advertised be sealed.

In taking this decision, I confirm that due regard has been given to the Council's public sector equality duty, which requires it to consider and think about how its policies or decisions may affect people who are protected under the Equality Act.

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 flourish at the end.

Chris Major  
Director for Place Management

Date: 28/09/23