

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:	Copseland and Claverton Down Road, Claverton Down, Bath
PROPOSAL:	Zebra Pedestrian Crossing and raised table speed hump – Scholars Way
SCHEME REF No:	26-019
REPORT AUTHOR:	Gina West / Connor O'Neill

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 23 enables local highway authorities to establish crossings for pedestrians.

This proposal is 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

To introduce a new zebra pedestrian crossing on Claverton Down Road, Claverton Down, Bath just east of its junction of Copseland.

To introduce a new raised table speed hump in Copseland, at the junction with Claverton Down Road / Widcombe Hill.

The proposals are shown on the attached 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 a zebra pedestrian crossing and raised table speed hump. 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 zebra pedestrian crossing and raised table speed hump 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 introduction of pedestrian crossing facilities, 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 the Scholars Way active travel scheme.

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 comments received have been recorded below with the technical responses in italics underneath.

13 Support / 9 Objection

- I would definitely support the proposal, on the basis that it would enhance safety on this important route into the city. As local residents, my wife and I frequently witness vehicles of all types breaking the 20 mph speed limit on this road. The zebra crossing would be an encouragement to motorists to proceed with greater caution. This is especially important for vehicles heading towards Bath, as the road very quickly narrows after the position of the proposed crossing, due to parked cars on the left hand side of the road.

It is also a position where many cyclists and pedestrians, coming towards/emerging from Copseland, are seeking to cross the road – so it is a natural and helpful place at which to instal a crossing.

Officer response:

The supportive comments are noted and welcomed, particularly the recognition that the proposed crossing will help reduce vehicle speeds and improve safety at a point where the road narrows and pedestrian movements are common.

- I am writing to add my support for the above proposed TRO on Copseland and Claverton Down Road.

As a regular user of the pedestrian/cycle route from Combe Down to this area, I believe that these interventions will have a very positive impact on the safety of this crossing. This is a very well used route to and from the University, as well as to local schools and to the wider local area, including throughout the winter when the light can be poor at key times of the day - as a result, I believe that such an

enhancement to improve pedestrian safety and accessibility is an excellent development.

Officer response:

The supportive comments are noted and welcomed, particularly the recognition of the scheme's benefits in improving safety and accessibility for pedestrians and cyclists using this route.

- I wish to formally object to Traffic Proposal Reference 26-019.

I am a resident of Claverton Down Road, living only a short distance from the proposed location, and have observed traffic conditions in this area daily for more than ten years.

My objection is not to pedestrian safety in principle, but to the **necessity, proportionality, and siting** of this specific proposal.

Having lived here for more than ten years, I have not observed recurring safety issues for pedestrians or cyclists at the proposed point, and traffic volumes are generally modest in normal day-to-day conditions. The consultation materials do not clearly set out the evidence supporting the introduction of a raised table speed hump and zebra crossing at this location. On that basis, the scale of the proposed intervention appears disproportionate unless supported by clear evidence.

By contrast, the more immediate road safety concern lies at the Claverton Down Road / Oakley junction, where this residential stretch begins. Vehicles approach from a long 40mph section, briefly reduce to 30mph, and then enter the 20mph zone before turning into this road. Visibility from our direction is also limited, compounding the risk. Indeed, there was a vehicle collision at this junction this morning, which my wife witnessed. Fortunately, no serious injury resulted, but it reinforces my concern that, if road safety intervention is considered necessary, this is the more appropriate location.

Given this, the rationale for selecting the proposed location is not clear from the consultation materials.

The proposed location already benefits from existing traffic-calming characteristics. Vehicle speeds are already naturally moderated by the existing road layout and surrounding conditions, including parked vehicles, which constrain driver behaviour. This further weakens the case for additional physical traffic calming at this exact point.

The proposed scheme is also likely to create unnecessary stop-start traffic close to residential properties, with increased braking noise, acceleration noise, engine revving, and vibration disturbance. Given my proximity to the proposed site, this is a direct residential concern.

I am also concerned about the gradual urbanisation of what is fundamentally a residential and semi-rural road environment through additional hard traffic infrastructure, without a clearly demonstrated practical need.

In summary, I object because:

1. the necessity for the proposal has not been clearly evidenced;
2. I have not observed a recurring pedestrian or cyclist crossing problem at the proposed location;
3. the more immediate road safety concern lies at the Claverton Down Road / Oakley junction;
4. the chosen location already contains existing traffic-calming characteristics;
5. the proposal risks creating direct residential nuisance through increased traffic noise and vibration;
6. the intervention does not appear proportionate to the circumstances. I ask that the Council reconsider this proposal and either withdraw it or provide a clear evidence-based justification for both the need and the chosen location.

Officer response:

The concerns raised regarding the necessity, proportionality and siting of the proposal are acknowledged. The Council recognises that local residents have valuable insight into day-to-day conditions, and the experience described in relation to general traffic volumes and observed safety issues is noted.

The need for the proposed zebra crossing and raised table has been identified based on a combination of factors, rather than reliance on a single source of evidence. These include the presence of a clear pedestrian routing between Copseland and Quarry Farm / the Scholars Way route, observed and anticipated pedestrian and cycle movements associated with the University, local schools and recreational users, and recorded vehicle speeds along Claverton Down Road. The absence of a high recorded collision history at a specific point does not preclude the need for intervention where there is evidence of risk, particularly on routes with significant existing and future pedestrian demand. The Council has a duty under Section 122 of the Road Traffic Regulation Act 1984 to secure the safe and convenient movement of all users and to act proactively where opportunities exist to improve safety and accessibility.

In relation to the siting of the crossing, the proposed location has been selected to align with the primary desired routing, linking Copseland with Quarry Farm and the wider Scholars Way corridor. While alternative locations, including the Claverton Down Road / Oakley junction and the Community Hall gateway, have been identified as areas of concern, these fall outside the scope of the current scheme, which is focused on addressing a specific crossing movement within the active travel network. The comments regarding these locations, including the incident referenced, are acknowledged and will be passed to the relevant teams for consideration as part of future scheme development and prioritisation processes.

The point raised regarding existing traffic-calming characteristics is noted. While elements such as parked vehicles and road geometry may have a moderating effect on vehicle speeds at certain times, these features do not provide a consistent or formalised level of protection for pedestrians seeking to cross the

carriageway. The introduction of a zebra crossing on Claverton Down Road and a raised table on Copseland, is intended to provide a clear, recognisable and enforceable priority for pedestrians, particularly the most vulnerable, together with a more consistent reduction in vehicle speeds at the crossing point.

Concerns relating to increased braking, acceleration, noise and vibration are acknowledged, particularly for properties in close proximity to the scheme. The proposed measures are expected to result in some localised changes in driver behaviour; however, these are considered to be limited in extent and proportionate when balanced against the safety benefits associated with reduced vehicle speeds and improved pedestrian crossing facilities. The zebra crossing operates on demand and does not introduce continuous stopping, while the raised table is designed in accordance with current standards and forms part of a “continuous footway” arrangement to reinforce pedestrian priority and encourage lower vehicle speeds at the side-road junction. The design is not intended to require vehicles to stop unnecessarily, but rather to maintain a smooth, low-speed movement through the junction.

The comments relating to the character of the area and the potential for urbanisation are also recognised. The design of the scheme has sought to balance the need for safety improvements with the existing residential and semi-rural context, using appropriate materials and a layout that integrates with the surrounding environment where practicable. The Council considers that the introduction of formal crossing infrastructure at this location represents a proportionate response to the identified need and is justified in terms of improving safety and accessibility for a wide range of users.

Overall, while the points raised in relation to necessity, location and impact are acknowledged, the Council considers that the proposed measures represent an appropriate and proportionate intervention, aligned with the objectives of improving pedestrian safety and supporting sustainable travel along the Scholars Way route.

- As a local resident, I am writing to object to the above planning proposal on the following grounds:
 - priority over limited resources and budgets for traffic improvements and pedestrian/cyclist safety should be given to where it is most required.
 - in this area, the most dangerous area to address first and foremost is the Claverton Down Road and Oakley junction where traffic is heavy, constant and always challenging to negotiate and where several accidents have already happened and continue to happen. This pinch-point has been directly and formally raised as a high priority area of concern by locals and visitors alike, on several occasions previously.
 - these current proposed plans place priority however on an area which is far less of a concern, if at all. I have observed pedestrians and cyclists crossing the road at this point throughout the day, over many years, without any significant concerns or inconvenience and the traffic is not unduly heavy.

- A raised table here will needlessly result in increased brake noise and acceleration noise in a residential area.

-A zebra crossing will result in (flashing) / continuous lights directly impacting nearby dwellings with consequent direct visual and night disturbance.

- such levels of urbanisation in an area of natural beauty, at the gateway to the protected heritage skyline, when not required, will have an adverse impact on the wellbeing of the people who live, enjoy and travel in the area rather than improve it.

I am completely all for 'all road- user' safety and strongly support sensible safety measures where genuinely needed, in this area most notably at the Oakley-Claverton Down junction to prevent further accidents, however I do not believe that this current proposal is required or a justifiable use of limited resources.

Officer response:

The comments raised regarding the prioritisation of limited resources and the relative need for intervention at this location are acknowledged. The Council recognises the importance of ensuring that investment in traffic and road safety schemes is appropriately targeted and proportionate.

The proposed scheme forms part of the Scholars Way active travel project, which is funded through the City Region Sustainable Transport Settlement (CRSTS). This funding is allocated to deliver specific improvements to walking and cycling infrastructure along identified strategic routes and cannot be reallocated to unrelated highway schemes or alternative locations outside the approved scope. The current proposal is therefore not in competition with other potential interventions but is intended to address a specific need within the wider active travel network.

In relation to the location of the scheme, the proposed crossing has been identified at a point where there is a clear and established pedestrian route between Copseland and Quarry Farm, linking into the wider Scholars Way route.

The observation that existing conditions may not currently give rise to significant inconvenience or conflict is recognised. However, the Council's approach is to provide formal, accessible crossing infrastructure where there is an identified demand, rather than relying solely on informal crossing movements and variable traffic conditions. The introduction of a zebra crossing and raised table is intended to provide a consistent and recognisable level of pedestrian priority, particularly for more vulnerable users, including school children, students, and those with mobility impairments.

Concerns regarding potential noise and disturbance arising from braking and acceleration are acknowledged. The raised table and crossing are designed in accordance with current standards to moderate vehicle speeds in a controlled manner, and while some localised changes in driver behaviour may occur, these

are expected to be limited and proportionate to the safety benefits provided. The zebra crossing operates on pedestrian demand and does not result in continuous stopping of traffic.

With regard to the visual impact and the potential for increased urbanisation, the Council has sought to balance safety improvements with the character of the surrounding area, including its setting at the edge of the city and within the context of the wider landscape. The design has been developed to integrate as far as practicable with the existing environment. To minimise any impact on nearby residential properties, the beacons will be fitted with shields to prevent light being directed towards adjacent dwellings. The introduction of crossing infrastructure is considered to represent a proportionate intervention in response to identified safety and accessibility needs.

- With regards to TCS0013/COP/TRO, I believe the proposed solution will be largely in-effective.

I live at Walden Lodge on Widcombe Hill, just downhill from Copseland. I often see speeding down the hill, past Copseland past the rows of parked cars outside Clarence Terrace.

My observations are that

1. The pedestrian crossing will be largely unused by pedestrians as it would force them to walk up the hill from the private road opposite Copseland for about 10-15 metres, before crossing and walking back down to get to Copseland. The crossing needs to be MUCH nearer where people want to walk - ie. between Copseland and the private road.
2. The crossing will NOT slow traffic without any other speed controls - especially late at night when I hear traffic come past my house at speeds well in excess of 30 MPH - probably nearer 50mph. A student walking home late at night, will probably not use the crossing for the reason mentioned above and will not benefit from calmed traffic without any speed bumps.
3. A safer solution would be to put something practical in place to ensure traffic slows down past Copseland and past the parked cars opposite the terrace. Speed bumps that span the entire road (not the singular bumps that cars can easily straddle at high speed).
4. I would also suggest a bollard opposite no.1 Clarence Terrace, ensuring downhill traffic is clear that they are on the wrong side of the road and DO NOT have right of way going downhill. Ideally with the pavement extended and widened at that point such that the parked cars are "in the shadow" of the bollard/pavement in a downhill perspective.

Having lived right next to this crossing for over 20 years, I believe I can provide some insights as to overall traffic and pedestrian/cyclist behaviour at this crossing. Behaviour probably not observed during the research phase of this proposal.

I am happy and indeed would like to discuss verbally rather than writing extensive notes on this.

I also would note that the similar proposal for the other end of Copseland - opposite Soldier Down Lane also has some major shortcomings that would be easier to address verbally rather than writing extensive emails.

Officer response:

The comments raised regarding the effectiveness of the proposed solution and the observations of local traffic and pedestrian behaviour are acknowledged. The Council recognises the value of local knowledge gained over a long period of residency and the insight this provides into day-to-day conditions at this location. In relation to the siting of the zebra crossing, the proposed location has been selected to align as closely as practicable with the primary pedestrian desire line between Copseland and Quarry Farm / the Scholars Way route, whilst also taking into account highway constraints, visibility requirements, and safety standards. It is acknowledged that some users may currently cross at slightly different points; however, the provision of a formal crossing facility is intended to offer a safe, accessible and clearly identifiable location for crossing, particularly for more vulnerable users. Whilst some deviation from the exact desire line may be required, this is a common and necessary aspect of balancing safety, geometry and operational constraints within highway design.

With regard to concerns that the crossing will not be effective in reducing vehicle speeds, we anticipate that it will encourage lower vehicle speeds through driver anticipation and increased awareness of pedestrian activity. Drivers approaching a zebra crossing are required to be prepared to give way to pedestrians and, as a result, adjust their speed accordingly. In addition, the associated road markings and Belisha beacons increase the prominence of the crossing location and create a visual narrowing effect, helping to focus driver attention and reinforce the need for caution at the point of pedestrian interaction. While vehicle speeds may vary depending on traffic conditions and time of day, the crossing infrastructure is expected to positively influence driver behaviour and support safer pedestrian movements across the carriageway.

The suggestions relating to alternative traffic calming measures, including full-width speed bumps, additional physical features and changes to highway priority arrangements, are noted. Traffic calming is typically considered where there is evidence that vehicle speeds are significantly above the posted speed limit and where there is a history of injury collisions. Based on the available traffic data, a raised table is not considered necessary at this location however, the comments provided will be passed to the relevant teams for consideration as part of any future review of traffic management arrangements in the wider area.

- I wish to support the changes proposed in Traffic Regulation Order 26-019.

A zebra crossing on Claverton Down Road will much improve pedestrian safety in crossing from Copseland to Quarry Farm and reaching the Combe Down footpath beyond. This crossing is currently hazardous with traffic approaching at speed in both directions. A safer crossing will encourage use of the path for cycling and walking.

Officer response:

The supportive comments are noted and welcomed, particularly the recognition that the proposed crossing will improve safety for pedestrians crossing between Copseland and Quarry Farm and accessing the wider walking and cycling network.

- I object to this proposal as it will not work and will have no effect - cyclists and pedestrians will continue to take the straight line from Copseland across the road into the lane towards rainbow woods. They will not deviate up the road to cross on a pedestrian crossing. So, the project will be pointless.

A direct line solution needs to be made.

Officer response:

The concern that the proposed crossing will not be used due to existing direct crossing movements is acknowledged. The Council recognises that pedestrians and cyclists may currently follow a straight-line route in the absence of formal crossing infrastructure.

The proposed crossing location has been selected to align as closely as practicable with this desire line, whilst also meeting necessary safety requirements, including visibility and road geometry. It is not always possible to locate a crossing exactly on the informal route without compromising safety standards.

While it is accepted that some users may continue to cross informally, the provision of a clearly defined zebra crossing is intended to encourage safer crossing behaviour, particularly for more vulnerable users. Within the constraints of the site, the current proposal represents a balanced approach between aligning with desire lines and delivering a safe and compliant crossing facility.

- I support the proposed zebra crossing and make the following additional comments;
 1. SLOW road marking should be placed on the east bound carriageway on Widcombe Hill before Clarence Terrace (to warn drivers),
 2. Resident parking should be reinstated outside 6 Copseland in the form of one or two spaces (to reduce speed of cars on Copseland).

Officer response:

The supportive comments are noted and welcomed. The suggestions regarding additional "SLOW" road markings on Widcombe Hill and the reinstatement of resident parking in Copseland are also acknowledged.

However, it is not considered necessary or justified to introduce an additional SLOW carriageway marking at this location.

The section of road is already subject to a 20mph speed limit, with existing 20mph roundel markings provided on the carriageway. In addition, the presence of on-street parking outside Clarence Terrace naturally reduces the available carriageway width, effectively creating a single-lane environment which encourages lower vehicle speeds and increased driver caution.

Given these existing traffic-calming characteristics and the current signing and road marking provision, it is not considered that an additional SLOW marking would provide any significant safety or operational benefit. Accordingly, no change to the proposed scheme is recommended.

With regard to the reinstatement of resident parking as a means of influencing vehicle speeds, this falls outside the scope of the current scheme, which is focused on the delivery of a pedestrian crossing associated with the Scholars Way route. However, the comment will be passed to the relevant Parking and Traffic Management teams for consideration as part of any future review of parking provision in the area.

- Comment/ objection to Copseland/Claverton Down Road, Bath – Scholars Way Raised table speed hump / Zebra pedestrian crossing.

As residents of this area; we live directly opposite Copseland, so know this junction very well.

We do not believe this new near-by crossing will be used.

The biggest problem is motorists speeding up Widcombe Hill and also down Widcombe Hill, from the direction of Bath University.

The junction, outside the community hall is a site of many near misses of both car and pedestrian accidents. I know this as I regularly cross from the community hall to Oakley/ Bathwick Hill and on more than one occasion have had angry words with drivers taking this junction at speeds well over 30mph.

The drivers approaching this junction do not slow down and are not encouraged to as the pavement was lowered some years ago. It is very easy for them to continue driving at unreasonable and dangerous speeds.

I would suggest that to make it safer for pedestrians and cyclists to cross from Quarry Farm (Scholar's way route) to Copseland; calming/ raised table speed humps be placed at the following areas:

1. The community hall junction, vital.
2. The top of Widcombe Hill (outside 1 Clarence Terrace).
3. On entering Copseland.

Rather than altering the countryside beauty of the area and installing a zebra crossing and associated pavement works, which is totally out of keeping with the green and country feel of this part of Bath, it would surely be better to slow the traffic down by other means, rather than defacing this wonderful area at the top of Widcombe Hill.

Your proposals are making the area urban and not at all in keeping with the surroundings.

I would ask the design team to consider placing physical calming measures (such as a raised speed table) immediately at the Community Hall gateway as a priority. By forcefully arresting vehicle speeds as they enter Claverton Down Road, you would successfully self-enforce the 20mph corridor. This would naturally lower the approach speeds, simultaneously solving the severe safety hazard at the Community hall junction. This would also reduce the speed on Claverton Down road, thereby making it safer for both pedestrians & cyclists to cross from Scholar's way into Copseland.

We see this unnecessary zebra crossing and associated works as a total waste of money and one that will not be of any benefit to the users of Scholars' way. This can only be detrimental to the residents living here.

If we wanted zebra crossings, signage, flashing belisha beacons, etc; we would live in central Bath and not on the edge of the city surrounded by woodland and greenery.

Officer response:

The comments regarding the effectiveness of the proposed scheme and concerns about its potential use are acknowledged, as are the observations relating to traffic speeds on Widcombe Hill and at the Community Hall junction.

In relation to the use of the proposed crossing, the scheme has been positioned to align with an established pedestrian and cyclist desire line associated with the Scholars Way route. While it is recognised that some users may continue to cross at informal locations, the provision of a formal zebra crossing is intended to offer a safer and more accessible alternative, particularly for more vulnerable users, and to encourage safer crossing behaviour over time.

The concerns raised regarding vehicle speeds, particularly on Widcombe Hill and at the Community Hall junction, are noted. These locations have been identified by a number of respondents as areas of concern; however, they fall outside the scope of the current scheme, which is focused on the provision of a crossing facility at Copseland. The suggested measures, including additional raised tables at alternative locations, will be passed to the relevant teams for consideration as part of future scheme development and prioritisation. I would also like to reference your third suggestion of a raised table at the entrance of Copseland; this currently does form part of our proposals as the continuous footway across this junction will be raised.

The comments regarding the character of the area and the perceived level of urbanisation are also recognised. The design has sought to balance the need for safety improvements with the existing setting, and the proposed infrastructure is considered to represent a proportionate intervention to improve pedestrian safety and accessibility along this section of the route.

Overall, while the concerns raised in relation to effectiveness, location and visual impact are acknowledged, the Council considers that the proposed scheme represents an appropriate and proportionate response to improving safety for pedestrians and cyclists at this location.

- We note that the provision of a zebra crossing at this location with high student pedestrian footfall aligns with FoBRA's longstanding priorities of improving school travel arrangements and improving walking and cycling, as well as enhancing pedestrian safety for students. Accordingly, we are writing to express FoBRA's support for this zebra crossing.

Officer response:

The supportive comments from FoBRA are noted and welcomed, particularly the recognition of the scheme's alignment with objectives to improve school travel, walking and cycling, and pedestrian safety.

- I heartily approve the above plans as proposed. Traffic often speeds past our house at 1, Margarets Buildings, BA2 6DU and these measures should help to slow the traffic and create a safer environment for pedestrians.

I also think it would be a good idea if there could be an extra 'slow' sign on the tarmac surface of Claverton Down Road higher up the hill, as well as where currently proposed. Perhaps there could be signage on the road outside the flats that are a little way down from the community hall. Cars currently take very little notice of the small 20mph signage.

Officer response:

The supportive comments in relation to the proposed scheme are noted and welcomed, particularly the recognition of its potential to reduce vehicle speeds and improve pedestrian safety.

The suggestion for additional "SLOW" road markings and signage further along Claverton Down Road is acknowledged. The section of road is already subject to a 20mph speed limit, with existing 20mph roundel markings provided on the carriageway. In addition, the presence of on-street parking outside Clarence Terrace naturally reduces the available carriageway width, effectively creating a single-lane environment which encourages lower vehicle speeds and increased driver caution.

Given these existing traffic-calming characteristics and the current signing and road marking provision, it is not considered that an additional SLOW marking

would provide any significant safety or operational benefit. Accordingly, no change to the proposed scheme is recommended.

- We live directly by this Claverton Down Road and Copseland junction, we see this junction every single day.

We are also elderly and cyclists, exactly the sort of citizens these proposed changes are here 'to save'.

We make the following points:-

1. There are occasions when groups of walkers cross the road but most of the time (& during night time) the usage is not by large groups of citizens, it is modest
2. Bath Council's stated reason for this Proposal is to improve pedestrian safely (& accessibility).
3. We have lived here for over thirty years and are not aware of any single accident where a walker or cyclist was hurt. **Not one.**
4. How would Bath Council measure a success if this proposal was completed.
5. We do not believe this new near-by crossing will be used.
6. As UK tax payers we see this as gross wastage at the very time our country is becoming more impoverished by such Government schemes.
7. Widcombe Hill at its summit already has only one way traffic (at a time) and traffic turning from or into Copseland already has to move very slowly. By making the entrance into Copseland narrower there will be no room for any car waiting to turn in. This proposal will surely create traffic jams that do not exist now. It is not difficult to see situations where all of Copseland is blocked
7. Those who seek accessibility, fellow walkers and cyclists frequently appreciate the rural-like qualities of this area of Bath, the result of this Bath Council proposal would remove much grass and replace it with yet more urban sprawl.

In conclusion:-

8. It is worth noting that the **Arc de Triumph** in Paris is on a traffic island with ELEVEN roads coming it and about five lanes going around it...**AND NO LINES PAINTED ON THE ROAD** and it works just fine. Bath Council could learn much from Paris Council.

Just do nothing and leave the citizens to use common sense.

Officer response:

The comments raised regarding the perceived need for the scheme, its effectiveness, and the existing operation of the junction are acknowledged. The Council recognises the value of long-term local knowledge and the insight provided by residents who regularly observe conditions at this location.

The observation that pedestrian usage may be modest at certain times, including during off-peak and night-time periods, is noted. The scheme, however, is intended to provide a safe and accessible crossing facility for all users throughout the day, including periods of higher demand associated with school movements,

university activity and recreational use. The level of existing recorded incidents at a specific point does not necessarily reflect the level of risk, particularly where informal crossing movements take place without protection. The Council's approach is to act proactively to improve safety and accessibility where a clear crossing demand has been identified.

In relation to how success would be measured, the scheme is intended to improve safety and accessibility by providing a formal crossing point with defined pedestrian priority and reduced vehicle speeds. Outcomes are typically considered in terms of improved user confidence, increased formal crossing use, reduced vehicle speeds at the crossing point, and overall improvement in the interaction between pedestrians and vehicles.

The concern that the crossing may not be used is acknowledged. While some users may continue to cross informally, the provision of a clearly defined zebra crossing is intended to encourage safer crossing behaviour over time, particularly for more vulnerable users. The scheme has been located to align as closely as practicable with the established pedestrian desire line, whilst also satisfying safety requirements such as visibility and road geometry.

Concerns regarding the use of public funding are noted.

The scheme forms part of the Scholars Way active travel project and is funded through the City Region Sustainable Transport Settlement, which is allocated to deliver specific improvements to walking and cycling infrastructure. This funding cannot be reallocated to alternative uses, and the scheme contributes to wider policy objectives including improving road safety and promoting sustainable travel.

With regard to the potential impact on traffic movement and the concern that the junction may become constrained, the design has been developed to maintain safe and effective operation of the highway. Vehicle movements at the junction have been considered as part of the design process, and while minor changes in behaviour may occur, these are not expected to result in significant congestion or blockage under normal operating conditions.

The comments regarding the character of the area and the desire to retain its rural qualities are also recognised. The Council has sought to balance the need for safety improvements with the existing setting. The introduction of formal crossing infrastructure is considered to be a proportionate intervention to improve safety and accessibility, notwithstanding the change in visual character.

- Having lived here since 1977 and seen immense changes to the volume of traffic generated by the University, this proposal seems more designed for those studying at the university and as semesters total something like 30 weeks of the year it does seem a waste of money. With high demand usage for only part of the year. Those who cycle along Copseland are still likely to cross at the junction rather than walk the short distance to the crossing outside Widgates. If this proposal is being financed by the Ratepayer then a more important issue is the junction by Claverton Down Community Hall, something which seems to be

ignored yet is far more important for local residents. Double decker buses cannot pass on that corner and even with only one bus, when I walk on the pavement facing down Oakley towards Bathwick I have to pin myself and the dog against the wall. as the bus wheels are right on the pavement. Having personally seen a car driving far too fast on that section coming from the University, mounting the pavement bursting its front near side tyre and rattling past me with a punctured tyre on the rim, jaggging to a halt by me.. Unfortunately, that way is the quickest way for me to access The Avenue and pleasant sheep free dog walking Please do something about this. As regards the proposal if **1**, it should hopefully slow down traffic on the Claverton Down/ Widcombe Hill section, this is to be desired, but it is more likely to cause frustration for cars accessing the University via Bathwick Hill. even though as I assume that the proposed lay bye for the bus stop is part of this scheme. **2**.. If this scheme is not being financed by the Ratepayers, then obviously my comments are obsolete.

Officer response:

The comments regarding the long-term changes in traffic associated with the University, and the perception that the scheme primarily benefits students, are acknowledged. The Scholars Way route is used by a range of users including students, school children, residents and recreational walkers, and the proposed crossing is intended to improve safety and accessibility for all users of the route throughout the year. While levels of demand may vary seasonally, the route forms part of a strategic active travel corridor and is designed to provide consistent connectivity and safety regardless of time of year.

The concern that cyclists and pedestrians may continue to cross at the Copseland junction rather than use the proposed crossing is recognised. The crossing has been positioned to align as closely as practicable with the established desire line, whilst meeting safety requirements such as visibility and road geometry. Although some informal crossing behaviour may continue, the provision of a clearly defined zebra crossing is intended to encourage safer crossing movements, particularly for more vulnerable users.

With regard to funding, the scheme is being delivered as part of the Scholars Way active travel project and is funded through the City Region Sustainable Transport Settlement (CRSTS). This funding is allocated for specific purposes related to walking and cycling infrastructure and is not drawn from general Council budgets for unrelated highway issues.

The concerns raised regarding the Claverton Down Road / Community Hall junction, including vehicle speeds, bus movements and safety for pedestrians, are acknowledged. These issues have also been highlighted by other respondents; however, they fall outside the scope of the current scheme, which is focused on the provision of a crossing at Copseland. The comments provided will be passed to the relevant teams for consideration as part of future scheme development and prioritisation processes.

The observation that the scheme may slow traffic along Claverton Down Road / Widcombe Hill is noted. We anticipate that the Zebra Crossing will encourage

lower vehicle speeds through driver anticipation and increased awareness of pedestrian activity. Drivers approaching a zebra crossing are required to be prepared to give way to pedestrians and, as a result, adjust their speed accordingly. In addition, the associated road markings and Belisha beacons increase the prominence of the crossing location and create a visual narrowing effect, helping to focus driver attention and reinforce the need for caution at the point of pedestrian interaction. While vehicle speeds may vary depending on traffic conditions and time of day, the crossing infrastructure is expected to positively influence driver behaviour and support safer pedestrian movements across the carriageway.

- I am writing in relation to the public consultation for the proposed zebra crossing on Claverton Down Road, along with the associated raised table speed hump at Copseland and the proposed narrowing of the entrance from Widcombe Hill into Copseland.

As a resident of Copseland, I am concerned that the proposed narrowing will create a significant pinch point on what is already a very tight single-lane road with parking on one side. We regularly experience larger vehicles travelling down Copseland, which already forces cars to pull tightly to one side. The road is also frequently used as a rat run at speed, which creates safety issues for residents attempting to exit their driveways.

Given these existing pressures, I would like to understand whether the option of making Copseland a one-way system has been considered as part of the proposed plans. A one-way arrangement could help manage traffic flow more safely and reduce the risks caused by opposing traffic movements on such a narrow road.

I would appreciate clarification on whether this has been assessed, and if not, whether it can be reviewed as part of the consultation process.

Officer response:

The concerns raised regarding the proposed narrowing at the junction of Widcombe Hill and Copseland, and its potential to create a pinch point, are acknowledged. The Council recognises that Copseland currently operates with constrained widths, including on-street parking and occasional larger vehicle movements, and that this can result in vehicles needing to give way in certain situations.

The design of the proposed scheme, including any localised narrowing, has been developed to support reduced vehicle speeds and improve pedestrian safety at the junction, whilst maintaining safe and workable vehicle movements. Such arrangements are commonly used to encourage more cautious driving behaviour and to reinforce a lower speed environment.

The comments regarding the use of Copseland as a rat run and the associated safety concerns for residents accessing driveways are noted. While the current scheme is not intended to address wider traffic routing behaviours, the proposed

measures are expected to contribute to a reduction in vehicle speeds at the junction, which may provide some localised benefit.

With regard to the suggestion of introducing a one-way system, this has not formed part of the current proposal, which is focused on the delivery of a pedestrian crossing and associated traffic calming measures. The introduction of a one-way arrangement would represent a more significant change to the operation of the local highway network and would require separate assessment, consultation and approval. The suggestion is noted and will be passed to the relevant Traffic Management teams for consideration as part of any future review of the area.

- I am a resident of 9 Clarence Terrace and am providing a response on TRO 26-019. Firstly, I would like to say that although it was very helpful to receive a letter through the door to notify us about the TRO itself, the letter directs you to go to the website for the TRO which then does not make it clear how to actually provide a response. Even after finally finding the letter within the website (amongst many others) which provided an email address rather than an online consultation, I had to read through several letters to find it. Surely this could have been made more clear in the original letter or on the website for the TRO itself. I can see many of the elderly residents in the area struggling with navigating this process, and it would be an easier process flow if the website provided on the letter also has a link to provide online consultation rather than an email address hidden amongst many documents.

The feedback I would like to provide on this proposal is that I disagree with the location of the raised table on Copseland. People already have to stop there by default to turn right onto Widcombe Hill or left on Claverton Down Rd. The proposed zebra crossing will also force a slower speed at this junction. However, I believe the raised table would be better placed leading up to proposed zebra crossing on Claverton Down Rd. This would be best placed on the western side of the zebra crossing.

The other point of feedback is that this proposal does not address any issues in the area where there is actually more of a pedestrian crossing: the junction of Copseland and Oakley. This is an extremely dangerous crossing point with traffic coming at high speeds from both directions (Bathwick Hill and Oakley). I would propose that a zebra crossing and raised tables be put in on both sides of the crossing in that location to slow traffic down and mitigate a crossing that is awkward due to visibility issues.

Officer response:

The comments regarding the consultation process are acknowledged. Feedback on the clarity of the information provided and the ease of submitting responses has been noted and will be passed to the relevant teams to inform improvements to future consultations.

The concern regarding the location of the raised table within Copseland is also acknowledged. The scheme has been designed as an integrated solution, with

the raised table working in conjunction with the zebra crossing to reinforce reduced vehicle speeds and improve pedestrian safety at the junction. While vehicles may already slow when turning, the raised table provides a consistent and formalised level of traffic calming.

We recognise the concerns that have been raised regarding pedestrian crossing movements at the junction of Copseland and Oakley, particularly in relation to traffic speeds, visibility and the difficulty of crossing at this location.

As part of the Scholars Way scheme, a new toucan crossing is proposed in this area, with construction currently programmed to commence on 23 July. The crossing has been designed to provide a safer, controlled crossing point for pedestrians and cyclists and to address existing crossing challenges along this section of the route. Please note that the TRO for this crossing has already been consulted on and is now closed.

- I am pleased to support the proposed Zebra crossing. I have frequently travelled from Odd Down to the University by bike and this crossing will help make this journey safer and easier. I see the crossing as an important missing link in developing a secure Scholar Way walking/ cycling infrastructure to provide improved travel choices for residents and would like to support its implementation.

Officer response:

The supportive comments in relation to the proposed crossing are noted and welcomed, particularly the recognition of its role in improving safety and connectivity along the Scholars Way route.

- I write to welcome your proposal for a zebra crossing on Claverton Down Road as it will provide a safer place to cross for pedestrians, both students and residents.

However, I wanted to bring your attention to another point that seems to have been missed by your proposal. This is that Copseland is a busy road especially at peak times and that it carries a significant amount of heavy traffic. The pavements are narrow and the cars park close to the curb to avoid being hit by traffic. A large number of pedestrians actually walk in the road and not on the pavement. I have watched one student with headphones on walk down the middle of the road with a car patiently following behind. Dog walkers often use the road as well to give themselves and their pets enough room to walk and to keep them away from other pedestrians. I have also seen an articulated lorry coming down the road. If you want to make it safer for pedestrians then I think you should consider the following as part of your proposals.

1. Reduce traffic along Copseland especially heavy goods vehicles.

I don't know why so much traffic uses this road but I suspect it is because Sat Navs are directing traffic this way. I regularly see people coming up from Widcombe, traversing Copseland and then going down Widcombe hill or possibly North Road. I can only think this is because the Sat Nav is directing them to do

this to avoid traffic on the lower roads. Can you influence the Sat Nav companies to get them to avoid Copseland?

And/Or put signage up at the entrance to Copseland saying unsuitable for HGVs.

2. Remove or Replace 2 Telegraph Poles in Copseland

There are 2 telegraph poles actually in the road which cause drivers problems both as a distraction but also because they see them late and swerve to avoid them.

3. Try to educate the pedestrians to be more road aware

Wearing headphones - looking at mobiles while walking - cycling with no hands on handlebars - using a mobile while cycling with no hands on the handlebars. All these I have seen and could contribute to a dangerous situation.

Officer response:

The supportive comments in relation to the proposed zebra crossing are noted and welcomed. The additional points raised regarding conditions on Copseland, including traffic volumes, heavy vehicle movements and pedestrian behaviour, are also acknowledged.

The Council recognises that Copseland currently experiences a range of pressures. While these issues are noted, the current scheme is focused specifically on improving pedestrian crossing facilities on Claverton Down Road as part of the Scholars Way route and does not extend to wider changes to traffic management along Copseland.

In relation to the suggestion of reducing through traffic, including heavy goods vehicles, and the potential influence of satellite navigation routing, these matters fall outside the scope of the current scheme and would require separate assessment. The comments, including the suggestion for HGV-related signage, will be passed to the relevant Traffic Management teams for consideration as part of any future review of the area.

The comments regarding the presence of telegraph poles within the carriageway are acknowledged. These assets are not under the direct control of the highway authority, and any relocation or modification would require engagement with the relevant utility providers. The issue will be noted and, where appropriate, shared with the responsible parties for consideration.

The observations relating to pedestrian and cyclist behaviour, including inattention or unsafe use of the highway, are recognised. While user behaviour cannot be directly controlled through infrastructure alone, the provision of formal crossing facilities is intended to offer a safer and more structured environment for pedestrian movement. Wider behavioural matters are typically addressed through education, enforcement and broader road safety initiatives, rather than through individual highway schemes.

- I am writing in response to the traffic proposal 26-019, with regards to the zebra crossing on Claverton Down Road.

I am in support of traffic changes being made which improve the safety of the area for cyclists and walkers, including the many University students and Ralph Allen school children who use the route, and local residents. However, it might be that a raised table at this location would be as effective.

In addition, this proposed section of the scholar's way will be much safer if a solution can be implemented to manage traffic speeds at the junction of Claverton Down Road and Oakley, ideally raised tables or speed humps. The current 20mph gateway and the flashing advisory signs have no effect on the speed of westbound traffic coming along Claverton Down Road, which is regularly in excess of 30mph. Slowing traffic both near Copseland and at this junction would make the whole area much safer for cyclists and pedestrians.

Officer response:

The support for measures to improve safety for pedestrians and cyclists is welcomed. The proposed zebra crossing has been assessed as the most appropriate solution at this location to provide a formal crossing point for school pupils, students and other users of Claverton Down Road.

The concerns regarding vehicle speeds at the Claverton Down Road/Oakley junction are acknowledged. The suggestion for additional traffic-calming measures, such as raised tables or speed humps, is outside the scope of the current proposal but will be noted for consideration as part of any future highway safety reviews in the area.

- We are strongly supportive of what has been proposed, to control the flow and speed of traffic on Claverton Down Road and provide pedestrians with a safe crossing space. Thank you for doing this.

However, we have serious concerns that this does not go far enough to address the speed of cars coming onto the residential stretch of Claverton Down Road from the South East, ie past the University and then past the Community Hall (see screen shot annotation attached). Every day, a huge number of drivers do not slow down from 40 mph (the speed limit on the stretch of road outside the University turning) before they reach the residential section of Claverton Down Road. We habitually have near misses outside our house due to overly fast and careless driving from individuals coming off that road, past the Community Hall and onto Claverton Down Road.

Drivers ignore the current signage (which has a 30 and 20 mph zone before drivers reach the Community Hall on Claverton Down Road) at present. The signage is wholly ineffective. We need something much more severe over and above the measures proposed. We would be supportive of speed bumps or raised speed table, or better yet a speed camera, outside the Community Hall, or near to it.

This is essential to protect pedestrians and residents, and I strongly urge you to go well beyond what's proposed. This will be vital to ensure traffic slows to 20mph for the full length of the road, rather than coming to a sudden slow down only at the crossing, which is four fifths of the way along the road, when coming from the South East. The proposed measures are welcome, but will address the issue for only half the residents. They should be updated to address the issue for all.

Officer response:

The supportive comments in relation to the proposed measures are noted and welcomed, particularly regarding the need to improve safety for pedestrians along Claverton Down Road.

The concerns raised regarding vehicle speeds on the approach from the University and through the Community Hall area are acknowledged. The Council recognises that speed compliance along this section of road can be variable, and that existing gateway features and signage may not always achieve the intended level of speed reduction. The experiences described, including near miss incidents and perceived driver behaviour, are noted and reflect issues raised by other respondents.

The suggestion that additional measures, such as speed humps, raised tables or speed cameras, should be introduced at or near the Community Hall gateway is acknowledged. These types of interventions would represent a more comprehensive corridor-based approach to managing vehicle speeds.

However, this location falls outside the scope of the current scheme, which is focused specifically on the provision of a zebra crossing and associated traffic calming at Copseland as part of the Scholars Way route. A more extensive series of interventions, such as those suggested, would require separate funding, design development and approval as part of a future scheme.

The Council acknowledges the importance of ensuring that speed reductions are applied consistently along the route, particularly in advance of pedestrian crossing points. The comments provided will be passed to the relevant teams for consideration as part of future scheme development and prioritisation processes.

- I am writing to express my support for the proposed Zebra crossing and raised table speed hump at Copseland on Claverton Down Road.

Providing physical, raised infrastructure is absolutely essential for the safety of residents, schoolchildren, and the elderly crossing this increasingly busy corridor. However, to ensure this new crossing is genuinely safe and effective, I urge the Council to expand the scope of this project to include the Community Hall gateway just a few hundred yards to the east.

While the Copseland raised table is highly welcome, drivers approaching from the east (around the fast corner by the Community Hall) are travelling at highly

dangerous speeds. Recent Council ATC data and Police enforcement data confirm that 98% of drivers are breaking the 20mph limit at the Community Hall gateway, with an 85th percentile speed of 32mph and 242 recent speeding prosecutions.

If drivers are not calmed at the Community Hall gateway *before* they take the bend, there is a high risk of high-speed braking and rear-end collisions as they suddenly encounter pedestrians using this new Copseland Zebra crossing.

As the Traffic Management Team is aware, the Community Hall gateway has recently been formally added to the Council's **SAP** (Scheme Assessment and Prioritisation) list due to these exact safety concerns.

Furthermore, the Planning Committee has just approved the University of Bath's 962-bed expansion (App 25/03757/EFUL), which includes a currently unallocated £850,000 developer contribution for Active Travel in this exact ward. Whilst I fully support the Copseland crossing I strongly urge the Council to use a portion of the newly secured £850k University S106 funding to simultaneously build the SAP-registered physical traffic calming at the Community Hall gateway. Treating this as a cohesive 'corridor scheme' is the only way to successfully slow vehicles down before they reach the new Copseland Zebra crossing.

Officer response:

The supportive comments in relation to the proposed zebra crossing and raised table are noted and welcomed, particularly the recognition of the importance of providing physical infrastructure to improve safety for pedestrians, including residents, school children and more vulnerable users.

The concerns raised regarding vehicle speeds on the eastern approach to Claverton Down Road, particularly in the vicinity of the Community Hall gateway, are acknowledged.

The suggestion that additional measures should be introduced at the Community Hall gateway, including raised tables, speed humps or other forms of enforcement, is recognised. It is acknowledged that managing vehicle speeds on approach to the proposed crossing can contribute to improved safety outcomes. However, the Community Hall location falls outside the scope of the current scheme, which is focused on delivering a zebra crossing and associated traffic calming measures at Copseland as part of the Scholars Way route.

The comments regarding the Scheme Assessment and Prioritisation (SAP) status of the Community Hall gateway, and the potential use of developer contributions, including Section 106 funding associated with the University of Bath expansion, are noted. The identification of this location as a priority for intervention is recognised; however, the allocation and programming of such funding is subject to separate processes and approvals and cannot be assumed within the delivery of the current scheme.

The suggestion that a coordinated corridor-wide approach would provide greater overall benefit is acknowledged. While the current proposal addresses a specific

location where a pedestrian crossing need has been identified, the wider issues along Claverton Down Road, including approach speeds from the east, may warrant further consideration as part of future scheme development and strategic planning.

- I am in favour of the proposal to install a zebra crossing at Claverton Down Road.
I do not think a speed hump at Copseland is necessary.

Officer response:

The supportive comments in relation to the proposed zebra crossing are noted and welcomed.

The view that a raised table at Copseland may not be necessary is acknowledged. The scheme has been developed to include both a zebra crossing and a raised table in order to provide a clearly defined point of pedestrian priority, supported by physical traffic calming. While vehicles may already reduce speed when turning, the raised table ensures a consistent and formalised reduction in vehicle speeds at the junction, reinforcing pedestrian safety.

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

Councillor Alison Born & Councillor Stuart Bridge - After reading the TRO 4 report TRO 26-019, we have the following comments:

The primary purpose of the proposed crossing is to connect Scholars Way across Claverton Down Road. However, the proposed location is not on the established desire line between Quarry Farm and Copseland. As highlighted in a number of consultation responses, there is a significant risk that pedestrians and cyclists will continue to cross at the desire line rather than walk 10–15 metres to use the proposed crossing which undermines the usefulness of the crossing.

Several respondents have expressed support for the scheme because they hope it will reduce vehicle speeds on Claverton Down Road. If speed reduction is a key objective, it would be more effective to invest in proven traffic-calming measures. For example, the raised table could be positioned immediately before the crossing, similar to the Scholars Way crossing on Entry Hill, or the crossing itself could be constructed as a raised table.

We do not believe it is necessary to install a raised table at the entrance to Copseland. The officer's response states that "the scheme has been developed to include both a zebra crossing and a raised table in order to provide a clearly defined point of pedestrian priority, supported by physical traffic calming." However, the majority of vehicles exiting Copseland will turn right onto

Claverton Down Road and therefore will not pass over the proposed crossing. As a result, the raised table at this location is unlikely to contribute meaningfully to pedestrian safety or traffic calming.

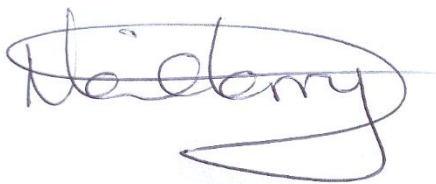
A number of respondents have also highlighted the need for highway improvements closer to the junction of Claverton Down Road and Oakley. We appreciate that these works cannot be funded through the Scholars Way project, but we want to ensure that they remain a high priority for the Highways team in future programmes as this is an accident black spot and traffic regularly exceeds the 20mph limit.

Cabinet Member for Sustainable Transport Delivery

Councillor Lucy Hodge - Having noted the officer's comprehensive response and the level of supportive comments, I'm pleased to support this proposal for a zebra crossing on Claverton Down road and a raised table speed hump at Copseland which together will make crossing in this location, and in particular in between Quarry Farm and Copseland, much safer for pedestrians, especially for children on their way to nearby senior schools.

11. RECOMMENDATION

That the Traffic Regulation Order as advertised should be implemented.



Neil Terry
Traffic Management & Network Manager

Date: 05/08/2026

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', is centered within a rectangular box.

Chris Major
Director for Place Management

Date: 06/08/2026