

Traffic Regulation Order (TRO) Statement of Reasons

Bath and North East Somerset Council

26-006 Bloomfield Road, Bath

STATEMENT OF REASONS

Proposal

The modification of the existing parking restrictions along the lower section of Bloomfield Road, Bath.

The proposals are shown on the attached drawing.

Reasons

The parking restrictions need to be modified to facilitate the introduction of two informal pedestrian crossing points (on road narrowing's) near to Bloomfield Green Public Open Space, one of which is proposed to create priority for northbound vehicles.

This section of Bloomfield Road is well-used by pedestrians heading to and from Bloomfield Green and Bear Flat, including pupils from Beechen Cliff School. At the present time, pedestrians routinely cross the road between parked vehicles, often with limited visibility in both directions.

A number of the existing parking bays along the western and eastern sides of Bloomfield Road would need to be modified, and double yellow parking restrictions would be required at the proposed uncontrolled crossing points. It is proposed that the parking spaces which would be lost by reducing the length of the existing parking bays would be reintroduced on the west side of Bloomfield Road, just south of the Bloomfield Green vehicle access.

The Blue Badge parking bay on the western side of Bloomfield Road, just north of the Bloomfield Green access, would be relocated approximately seven metres to the north of its current location, and the Elm Place southbound bus stop clearway would be relocated just south of its existing location.

The introduction of informal pedestrian crossings on road narrowing's would improve pedestrian safety by enhancing intervisibility between pedestrians and motorists, and the narrowed carriageway would help to reduce vehicle speeds.

The Council has considered article 8 within Schedule 1 to the Human Rights Act (Right to respect for private and family life, home and correspondence) and Protocol 1 Article 1 (Peaceful enjoyment of possessions). Both of these rights are qualified rights, and the Council does not consider that the measures proposed under the TRO amount to a deprivation of possessions as the right to access property has not been extinguished. The proposals are considered to have a minimal impact on human rights. However, the Council is entitled to affect these rights where it is in accordance with the law, necessary (such as 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 proposals within this report are considered to be in accordance with the law, necessary, in pursuit of a legitimate aim and proportionate.

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.

Road Traffic Regulation Act 1984

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 Order specifically for the reason(s) shown and marked 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)	

In making this proposal the Council has discharged its duty under section 122 of the Road Traffic Regulation Act 1984.

The Council is under a duty pursuant to section 122(1) of the Road Traffic Regulation Act 1984 (as amended) to exercise its duties under the Act (so far as practicable having regard to the subsection (2) matters), to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).

As for the subsection 122(2) matters:

- a. the desirability of securing and maintaining reasonable access to premises.

Comment: the proposals would not significantly impact on access to properties in the area.

- b. the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run.

Comment: the proposals would preserve and improve access to amenities in the area.

- c. The strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)

Comment: the proposals could encourage more people to walk and cycle in the area, which could have a positive impact on air quality.

- d. the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.

Comment: the proposed modifications to the parking restrictions and bus stop clearway would not have a negative impact on public transport services. The proposed crossing points would make it easier and safer for pedestrians to access bus stops in the area.

- e. Any other matters appearing to the local authority to be relevant.

Comment: N/A

Having balanced the various matters and considerations, the Council has concluded that it is appropriate to progress the proposed Order.

The Council has also discharged its duty under section 16 of the Traffic Management Act 2004. It has concluded that the proposed Order is consistent with that duty, given its other policies and objectives.

Neither section 16 nor section 122 of the 1984 Act precludes the making of the proposed Order.

Date: 23rd January 2026