

Traffic Regulation Order (TRO) Statement of Reasons

Bath and North East Somerset Council

COPSELAND & CLAVERTON DOWN ROAD, CLAVERTON DOWN, BATH

ZEBRA PEDESTRIAN CROSSING & RAISED TABLE SPEED HUMP

STATEMENT OF REASONS

Proposals

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.

Reasons

This proposed new zebra pedestrian crossing would be on the Scholars Way walking and cycling route. Installing this pedestrian crossing would improve safety for pedestrians and cyclists crossing Claverton Down Road / Widcombe Hill in this location.

Initial site observations have indicated that a zebra pedestrian crossing would be the most suitable form of pedestrian facility at this location, having due regard for the number of pedestrians and cyclists, volume of traffic, topography, and character of the road.

The proposed raised table speed hump in Copseland would help to reduce vehicle speeds in both directions at the junction, thus improving safety for pedestrians and cyclists on the Scholars Way walking and cycling route.

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.

Highways Act 1980

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.

Road Traffic Regulation Act 1984

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.

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: installing a new zebra pedestrian crossing and raised table speed hump in the proposed locations will not cause any issues in relation to access to premises.

- 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: installing these facilities would create safer places for pedestrians and cyclists to cross Copseland and Claverton Down Road / Widcombe Hill and would have a positive impact on access to local amenities.

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

Comment: the proposed pedestrian crossing and raised table speed hump would encourage local residents and students etc. to walk, wheel, and cycle for some journeys, thus reducing vehicle trips.

- c) 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: Claverton Down Road is on a bus route, but no significant disruption would be caused to the passage of public transport. Installing the proposed zebra pedestrian crossing and raised table speed hump would create safer places for passengers to access bus stops in the area.

- d) 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: 5th March 2026