

Statement of Reasons

Bath and North East Somerset Council

LYME GARDENS / LYME ROAD / CHARMOUTH ROAD, BATH,

RAISED TABLE SPEED HUMPS / PARKING RESTRICTIONS

STATEMENT OF REASONS

Proposal

Introduce Raised Table Speed Humps on Lyme Gardens at the junction with the A4 (Newbridge Road), on Lyme Road at the junction with Charmouth Road and on Charmouth Road at the junction with the A4 (Newbridge Road).

Revoke Resident Parking Bays and implement No Waiting At Any Time restrictions on Lyme Gardens at the junction of A4 (Newbridge Road) on each side of Lyme Gardens outside number 134 and 136 Newbridge Road and on Lyme Road at the junction with Charmouth Road on each side of Lyme Road outside numbers 8 and 9 Charmouth Road.

The proposals are shown on the attached drawings.

Reasons

Installing a raised table speed humps and continuous crossings in these locations will help to reduce speeds, thus improving safety for pedestrians and cyclists crossing the junctions in these locations.

Initial site observations have indicated that continuous crossings would be the most suitable form of pedestrian facility at these locations, having due regard for the number of pedestrians, volume of traffic, topography, and character of the roads.

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 new raised table speed humps, and associated No Waiting at Any Time restrictions on Lyme Gardens at the junction with the A4 (Newbridge Road), on Lyme Road at the junction with Charmouth Road and on Charmouth Road at the junction with the A4 (Newbridge Road) Installing

these continuous crossings will reduce speeds in both directions, thus improving safety for pedestrians and cyclists crossing the junction at this location. 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 measures within this report are consistent with that duty, having regard to its other policies and objectives.

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 Notice of Construction 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 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	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,	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	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)	

This proposal is also 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.

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 proposed raised table speed humps and continuous crossings would generally assist to secure the safer movement of pedestrians and will not impact on 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: the proposals would facilitate the passage of pedestrians crossing, making it safer for all pedestrians. As a result, the proposals would improve access to amenities in the area.

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

Comment: the proposed raised table speed humps and continuous crossings would complement the Council's aspirations for improving air quality as it may encourage greater use of walking, wheeling, and cycling for some journeys in the wider area. The proposals are not expected to have a detrimental impact on air quality.

- 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: the proposed raised table speed humps and continuous crossings would not negatively impact on the passage of public transport vehicles.

- 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: 17/03/2026