

**OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)**

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**APPROVAL TO PUBLICLY ADVERTISE THE TRO**

PREPARED BY: Traffic Management Team, Highways and Traffic Group

<b>TITLE OF REPORT:</b>	<b>Bear Flat Mobility Hub CRSTS Scheme</b>
<b>PROPOSAL:</b>	<b>Parking Restrictions</b>
<b>SCHEME REF No:</b>	<b>26-043b</b>
<b>REPORT AUTHOR:</b>	<b>Traffic Management Team / KG</b>

**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:

<b>Section A</b>	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....”
<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 their area of responsibility.
<b>Section D</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 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 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,	
(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)	

### 3. **PROPOSAL**

The Council proposes to provide a travel hub at Bear Flat, giving greater opportunities for interchange between transport options, improved bus journey quality, and improvements to the street to improve the ambience / amenity of the street for pedestrians. The proposed travel hub includes wider pavements, which means the bus stops need to be relocated. Two loading bays are also being added to improve access to local businesses.

The two proposed loading bays on the A367 Wellsway are required to facilitate loading operations.

The relocation of the existing Bus Stops and Bus Cages with additional No Parking At Any Time restrictions on A367 Wellsway, Bloomfield Avenue and Shakespeare Avenue are required to facilitate traffic movements and prevent obstruction of the highway.

The proposals are shown on the attached Appendix 1 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 Loading Bays, Bus Stops and No Parking At Any Time restrictions. It has balanced the various considerations and concluded that it is appropriate to promote these restrictions. 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 Loading Bays, Bus Stops and No Parking At Any Time restrictions 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 Loading Bays, Bus Stops and No Parking At Any Time restrictions. 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 cost code: TCSVL004S

**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.

**9. COMMENTS RECEIVED TO DATE**

**Chief Constable** - Enforcement of waiting restrictions within the Bath and North East Somerset Council area rests with Bath and North East Somerset Council Parking Services. Consideration regarding the potential displacement of existing parking, and the enforcement needs of these restrictions should be of importance. The proposals should meet the aspirations behind their introduction.

**Emergency Services**

No comment.

**Road Haulage Association**

No comment.

**Freight Transport Association**

No comment.

**Parking Services**

No comment.

**Waste Services**

No comment.

**Ward Members**

Cllr Alison Born / Cllr Stuart Bridge - Thank you for asking for comments on these proposals which I have discussed with Cllr Bridge. We are both pleased to see that much of the feedback from residents has been acted upon and the revised plans should improve the local area and make it more pedestrian friendly while also enabling vehicles to pass through, shops to receive deliveries people to catch buses etc.

Some questions remain regarding provision for turning right into Hayes Place and Shakespeare Avenue as well as in and out of Bloomfield Road and we would like the 20mph zone to stretch from the bottom of the Wells Road to at least the Devonshire Arms. We would be grateful if due consideration could be given to these issues.

*Officer response:*

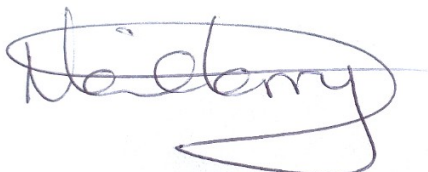
*Design enquiries have been forwarded to the design team to consider and respond.*

**Cabinet Member for Sustainable Transport Delivery:**

Cllr Lucy Hodge – Please proceed to public consultation.

**10. RECOMMENDATION**

As no significant objections and/or comments have been received following the preliminary consultation described above, the public advertisement of the Traffic Regulation Order should progress.



Neil Terry  
Traffic Management and Network Manager

Date: 08/06/2026

11. **DECISION**

As the officer holding the above delegation, I approve the progression of this Traffic Regulation Order.

A handwritten signature in blue ink, appearing to read 'PDG', is centered on the page.

Paul Garrod  
Head of Highways Delivery

Date: 08/06/2026