

OFFICER DECISION REPORT - NEW PEDESTRIAN CROSSING
(Traffic Regulation Order 'Notice') TRO

5a

OUTCOME OF TRO PROCESS – DECISION (following objections)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: Park Lane, Bath

PROPOSAL: Zebra Pedestrian Crossing

SCHEME REF No: 26-052B

REPORT AUTHOR: Sadie Cox-Alcuaz

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.

3. PROPOSAL

To introduce a new zebra pedestrian crossing on Park Lane –11m south of the mini roundabout junction with Weston Road.

The proposals are shown on the attached drawing 10011941-ATRL-HGN-RVP-DR-CH-000110.

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 Crossing. It has balanced the various considerations and concluded that it is appropriate to promote a Zebra Crossing. 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 Crossing 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 City Region Sustainable Transport Settlement programme.

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 objections received have been summarised below with the technical responses in italics underneath each one.

Respondents were able to respond to this TRO via Appyway, by email and via letter. In total 28 individuals responded to this TRO consultation, which was hosted on Appyway. Via Appyway, respondents were able to indicate their level of support or objection, select one or more reason for their support or objection, and add free text to explain this further.

In this section, levels of support and objection are reported along with respondents' reasoning.

Table 1 below shows the levels of support and objection among **28 individual respondents** in response to TRO 26-052B. In total, **14 respondents supported or partly supported the proposal**, and **14 respondents objected or partly objected** to the proposal.

Support	Partly support	Neutral	Partly object	Object	TOTAL
13	1	1	0	13	28

Table 1: Levels of support and objection for TRO 26-052B

Respondents were able to select one or more reason for their support or objection, and this is tabulated in table 2 below.

Reason	Support	Partly support	Neutral	Partly object	Object
Access	5	0	1	1	4
Disturbance	1	0	0	1	5
Environmental	4	0	0	0	3
Financial	1	1	0	0	7
Other	0	0	0	1	1
Parking	1	0	0	0	4
Safety	13	1	1	1	7
Traffic	5	1	0	1	5

Table 2: Reasons for support or objection to TRO 26-052B

The following section details the free text responses received in **objection** to TRO 26-052B. Responses were grouped into themes and the number of times a theme was mentioned has been tabulated overleaf.

Feedback	Number of references
There is already a zebra crossing on Weston Road	7
Alternative location suggested / too close to junction / alternative measures / other measures suggested	3
The crossing will increase traffic queues and cause traffic to back up onto the roundabout / will obstruct the right turn into the park	7
The crossing will increase the risk of collisions / create an additional hazard / be less safe	3
The crossing will obstruct access to properties	4
Will increase light / noise / air pollution	3
Waste of money / too costly	2
Disruption during installation	1
Will not benefit many / negatively impact many	1

Table 3: Themes arising in free text responses in objection to TRO 26-052B

10. OFFICER'S RESPONSE

In responding to the objections and comments on this TRO, reference has been made to the following local and regional policies, strategies and plans which are available using the following links:

- [Corporate Strategy 2023-2027](#)
- [Active Travel Masterplan](#)
- [Movement Strategy for Bath](#)
- [Balancing Your Needs: A parking strategy for Bath & North East Somerset](#)
- [Residents Parking Strategy](#)
- [Journey to Net Zero](#)
- [West of England Joint Local Transport Plan](#)

Officers' response to comments that there is already a zebra crossing on Weston Road (and it's therefore not needed)

The purpose of the proposal is not simply to provide a crossing somewhere on route between Weston and Royal Victoria Park, but to provide a crossing where people want and need to cross to access the Park and to create a direct and cohesive active travel route, through the park, linking homes, schools, nurseries and the RUH located west of the Park to the city centre.

The Active Travel Masterplan identifies the need to remove barriers to walking, wheeling and cycling and improve network connectivity. Additional crossing opportunities can improve access to local destinations, particularly for more vulnerable road users such as children, older people and people with restricted mobility.

Park Lane is a busy road which people cross to access the Park and other amenities. The volume of traffic here is a barrier to safe crossing at this location and officers are aware of at least one serious collision involving a pedestrian which highlights the need for improved crossing facilities.

The Active Travel Masterplan identifies the provision of connected infrastructure and improved crossings as important measures for overcoming barriers to active travel and reducing severance of an otherwise attractive route for people walking to and from the city centre.

Officers' response to comments that suggest alternative locations / that the zebra is too close to junction /and alternative measures

A range of options were considered during scheme development.

The crossing forms part of a wider strategic route identified through the Bath Walking, Wheeling and Cycling Links programme and the Active Travel Masterplan and the selected location seeks to balance user demand, accessibility, route continuity, visibility, highway constraints and deliverability.

While alternative locations were considered during the development of the design, the proposed position is considered the most effective means of improving connectivity and accessibility along this section of the route.

Officers' response to comments that the crossing will increase traffic queues and cause traffic to back up onto the roundabout

The council must balance the movement of vehicles with the need to provide safe and convenient facilities for more vulnerable road users who are walking and wheeling.

Zebra crossings will occasionally require drivers to give way to pedestrians but only when they are waiting to cross or already crossing the road.

Should giving way to pedestrians cause traffic to wait at the roundabout or across other junctions, it is expected that this will be short lived.

The Movement Strategy for Bath, Journey to Net Zero report, Active Travel Masterplan and West of England transport policies all support improving conditions for active travel and reducing reliance on private car journeys, particularly for short local trips. Improving crossing opportunities helps deliver these objectives while supporting a more balanced transport network.

Officers' response to comments that the crossing will obstruct the right turn into the park

The scheme has been designed to maintain access to Royal Victoria Park and adjacent properties while improving safety for pedestrians crossing the road.

The council recognises the importance of vehicle access and has sought to balance this with the need to improve conditions for walking and wheeling in accordance with adopted transport policies.

As part of the highway design process, right turn movements from Park Lane into the north west access road have undergone swept path analysis and they remain safe and possible with the zebra crossing in this location.

This design aligns with the Movement Strategy that recognises that access should continue to be maintained for trips that cannot easily be undertaken by sustainable modes.

Officers' response to comments that the crossing will increase the risk of collisions / create an additional hazard / be less safe

Zebra crossings are nationally recognised road safety measures designed to provide priority for pedestrians and improve driver awareness of people potentially waiting to cross or crossing the road.

The zebra crossing at this location has been subject to an independent road safety audit and, if approved, will be audited after construction.

The Active Travel Masterplan identifies improved crossing facilities as an important measure for overcoming barriers to walking, wheeling and cycling and increasing confidence among users. Creating safe and accessible crossing points is also consistent with the council's commitment to reduce the risk of collisions, encourage more travel choices and provide fair road space for all road users, including pedestrians.

Officers' response to comments that the crossing will obstruct access to properties

The proposal has been designed to retain access to adjacent properties and while vehicles may be required to wait at the crossing when pedestrians are crossing, we expect delays to be short lived.

The crossing does not acutely change the situation that already exists on the road, given that vehicles need to give way at the roundabout and at other crossings in the area. However, it will make crossing the road safer for pedestrians.

The council has sought to minimise impacts on access while delivering improvements that benefit a wider range of users, including pedestrians, wheelchair users and people travelling with children. The overall objective is to improve accessibility and connectivity without unreasonably restricting property access.

Officers' response to comments that the crossing will increase light / noise /air pollution

The wider objectives of the BWWCL scheme are to reduce reliance on cars for shorter journeys and encourage more people to walk, wheel and cycle for local journeys, helping to reduce transport-related air pollution.

Park Lane already has street lighting, and the Belisha beacons required for the proposed crossing would be less visually intrusive than the traffic signals associated with alternative types of crossing. Belisha beacons are widely used across Bath's urban areas and, at this location, existing trees would also provide some screening. Should light spill from the beacons prove to be an issue, we can consider whether further measures could be taken to reduce its impact on the surrounding area.

Levels of nitrogen dioxide measured on Park Lane are currently well below the legal limit.

More broadly, the council's Active Travel Masterplan and Journey to Net Zero identify improvements to active travel infrastructure, including safer and more convenient crossings, as important measures to encourage sustainable travel, reduce transport emissions and support healthier communities.

Officers' response to comments that the crossing is a waste of money / too costly

The scheme forms part of a strategic programme of investment in active travel infrastructure supported by regional and national transport funding.

Economic appraisal in the form of a costs-versus-benefit exercise, showed that the Royal Victoria Park scheme is expected to substantially benefit the area in terms of public health, air quality, improved safety, reduced congestion on the roads and improvements in journey quality by people using the route.

The Active Travel Masterplan, Journey to Net Zero and West of England transport strategies recognise that investment in walking, wheeling and cycling infrastructure delivers wider benefits including improved road safety, accessibility, health, air quality and reduced congestion. The proposal contributes to these long-term objectives.

Officers' response to comments that the crossing will result in disruption during installation

Temporary disruption is an unavoidable part of highway improvement projects. The Council always seeks to minimise disruption through careful planning and communication with residents, businesses and road users. Any temporary inconvenience must be weighed against the long-term benefits of improved safety, accessibility and connectivity for people travelling through the area.

Officers' response to comments that the crossing will not benefit many / negatively impact many

Park Lane is a busy road which people cross to access the park and other amenities.

The volume of traffic here is a barrier to safe crossing at this point and officers are aware of at least one serious collision involving a pedestrian which highlights the need for improved crossing facilities.

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

Councillor Geroge Tomlin – No comment

Councillor Paul Roper- No Comment

Cabinet Member for Sustainable Transport Delivery

Councillor Lucy Hodge –
My comment in support is:

26-052B. Having reviewed the feedback presented within this report, I am satisfied that matters raised have been addressed in the Officer responses. I support the proposal set out in the report for a new zebra crossing on Park Lane which was noted by respondents to bring safety benefits in particular and is consistent with both our Active Travel Master Plan and Movement Strategy aspirations to enable walking, wheeling and cycling and improve connectivity.

11. RECOMMENDATION

That the proposal as advertised is implemented.



Paul Garrod
Head of Highways Delivery

Date: 21/09/2026

12. DECISION

As the Officer holding the above delegation, I have decided that the objections / comments be not acceded to and the proposal 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.



Chris Major
Director for Place Management

Date: 22/09/2026