

Proposed Pedestrian Crossing and Parking Restrictions Statement of Reasons

Bath and North East Somerset Council

UPPER BLOOMFIELD ROAD - ZEBRA PEDESTRIAN CROSSING,

NO WAITING AT ANY TIME PARKING RESTRICTIONS and LOADING ONLY BAY

STATEMENT OF REASONS

Proposals

To introduce a new zebra pedestrian crossing on Upper Bloomfield Road, Odd Down, Bath.

To introduce 'No Waiting at Any Time' parking restrictions at the junction between Odins Road and Upper Bloomfield Road, and a 'Loading Only' bay along the western edge of Oolite Road.

The proposals are shown on the attached drawing TCP008.001.

Reasons

Funding has been secured to install a zebra pedestrian crossing on Upper Bloomfield Road between the junctions of Odins Road and Oolite Road in Odd Down, Bath. The proposals include No Waiting At Any Time parking restrictions at the junction between Odins Road and Upper Bloomfield Road to replace existing unrestricted parking, and the introduction of a 'Loading Only' bay along the western edge of Oolite Road within the vicinity of the proposed crossing.

Pedestrians are currently experiencing difficulties when crossing Upper Bloomfield Road to reach sites such as the local food store and nearby parcel facilities. The proposed zebra pedestrian crossing would correspond with the Council's wider objectives for improving road safety and community well-being.

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, volume of traffic, topography, and character of the road.

The proposed associated parking restrictions are considered necessary to maintain adequate visibility splays and ensuring the safe operation of the crossing for pedestrians and approaching vehicles.

The proposed loading bay would formalise and improve existing loading activities associated with the adjacent food store.

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 – Zebra Crossing

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).

Road Traffic Regulation Act 1984 – No Waiting At Any Time

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	

(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)	
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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 subsections 122(2) matters:

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

Comment: The proposals would not have an adverse 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 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 proposals could encourage greater uptake of active travel modes for some journeys.

- 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 proposals would not have an adverse impact on the passage of public service 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: 02/07/2026