

OFFICER DECISION REPORT – TRAFFIC REGULATION ORDER (TRO)

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PRELIMINARY CONSULTATION (Cabinet Member for Sustainable Transport Delivery)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: Widcombe Hill (lower section)

PROPOSAL: **Parking restrictions, changes to loading bay and blue badge bay, and the introduction of additional speed cushions.**

SCHEME REF No: 25-065

REPORT AUTHOR: Thomas Slane

1. DELEGATION

The delegation to be exercised in this report is contained within **Part 3, Section 4** of the Constitution under the **Delegation of Functions to Officers**, as follows:

Section A	The Chief Executive, Strategic Directors, Divisional 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 his/her area of responsibility.
Section D9	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 modification of existing parking restrictions towards the bottom of Widcombe Hill, including the relocation of existing Blue Badge bays from the southern side of the road to the northern side adjacent to the Widcombe Social Club. The existing 'loading only' bay would be altered to permit 24-hour Blue Badge holder parking outside of designated delivery times. The former Blue Badge bay locations would be replaced with 'no waiting at any time' parking restrictions.

The introduction of speed cushions at two locations towards the bottom of Widcombe Hill: one pair positioned alongside the parking bays on the northern side of the street, and a second pair located just east of the Widcombe Social Club.

Following on-site observations, it is proposed that in addition to the above, a section of existing parking bays along the front of Macaulay Buildings just west of the Macaulay Buildings junction is replaced with 'no waiting at any time' parking restrictions.

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 the proposed changes to parking and loading restrictions, and the introduction of speed cushions. 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 parking and loading restriction modifications and introduction of speed cushions 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 parking restrictions (which includes changes to loading facilities). 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 proposals 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

The scheme is included in the 2025/26 Local Active Travel and Safety 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.

9. COMMENTS RECEIVED TO DATE

Chief Constable

It is understood from the Statement of Reasons that the proposals are for *“The modification of existing parking restrictions towards the bottom of Widcombe Hill, the alteration of the existing loading bay adjacent to the Widcombe Social Club to permit blue badge holder parking outside of loading times, modification of a small section of existing parking restrictions just west of the Macaulay Building junction and the introduction of two pairs of speed cushions along the road.”*

Reasons

Various traffic management measures, including speed cushions, were recently introduced along Widcombe Hill to encourage reduced vehicle speeds.

Speed cushions were also proposed for the lower section of Widcombe Hill, but these were removed from the scheme following the receipt of objections. As vehicle speeds continue to be of concern on the lower section of the road, further design work has been undertaken.

It is considered that these measures, which have been developed in consultation with local Ward Members, will address the concerns which were previously raised whilst also serving to reduce vehicle speeds.”

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

Councillor Alison Born & Councillor Stuart Bridge

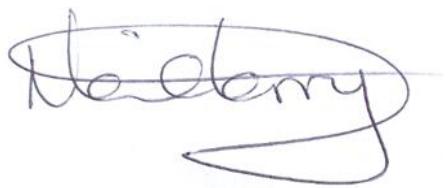
Thank you for sending the draft TRO. I have discussed the proposals with Cllr Bridge and with local residents and businesses who are supportive of the removal of the current disabled bay and the positioning of the 2 sets of speed cushions in the section below the junction with Hatfield Buildings.

Many vehicles continue to travel much faster than the 20mph limit in this area and some concerns have been expressed that further measures may be needed further up the hill but that can be dealt with separately, if speed remains an issue after these have been implemented. It is important that this scheme is completed as soon as possible to further improve safety.

Discussions are ongoing regarding the optimal shared use of the loading/disabled bay outside the social club and I hope that level of detail can follow and will not delay this process.

Officer Comment: Following discussions with local residents, the request for the inclusion of designated Blue Badge parking bay at the western end of the parking bays (near to the Coop) has been noted and the plans updated to reflect this.

REPORT APPROVED FOR CIRCULATION TO CABINET MEMBER FOR
SUSTAINABLE TRANSPORT DELIVERY.

A handwritten signature in black ink that reads "Neil Terry". The signature is fluid and cursive, with "Neil" on top and "Terry" below it, connected by a flourish.

Neil Terry
Traffic Management and Network Manager

Date: 15/12/2025