OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

APPROVAL TO PUBLICLY ADVERTISE THE TRO

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PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT:	**Lyme Road, Lyme Gardens and Charmouth Road – 'Lyme Road Liveable Neighbourhood Scheme'**
PROPOSAL:	**One Way and No through traffic restriction (prohibition of motor vehicles) (School Street)**
SCHEME REF No:	**25-061 Lyme Road**
REPORT AUTHOR:	**Helen Holm – AECOM**

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,	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	X
(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

Prohibition of Motor Vehicles (School Street) - The introduction of a timed prohibition of motor vehicles between the hours of 8.15-9.15am & 2.50-3.50pm Monday-Friday on the length of Charmouth Road from its junction with Lyme Road and its cul de sac end creating a school street scheme for Newbridge Primary School The restriction is intended to reduce the volume of traffic using roads past school gates improve road safety for pupils; increase the number of pupils walking, wheeling and cycling to school improve air quality; and create a more pleasant environment for everyone.

One Way – The introduction of a one-way system for motorists along Lyme Gardens, Lyme Road and Charmouth Road, in Newbridge, Bath. The aim of the one-way system is to: reduce vehicle congestion at school pick-up and drop-off (the entrance to Newbridge Primary School is at the north end of Charmouth Road), create a more pleasant environment for residents, create a safer route for walking and cycling.

The location and extent of the proposed restrictions are shown on the attached drawing – **Appendix 1.**

4. REASON

Please also refer to the separate Statement of Reasons (SOR) document attached to this report.

Liveable Neighbourhoods are part of our toolkit to tackle the climate and ecological emergency, act on our Health and Wellbeing Strategy and ensure social justice. All schemes will require changes in travel behaviour by residents, commuters, and visitors alike. Modifying travel behaviour and car ownership levels is difficult in the short term, but the rewards can be significant.

The introduction of Liveable Neighbourhoods has the potential to make huge improvements to people's lives, enabling communities to improve their health, wellbeing, and equality of opportunity.

Liveable Neighbourhood strategies in B&NES (Low Traffic Neighbourhoods, Residential Parking Strategy, and On Street Electric Vehicle Charging Strategy) were the subject of public consultation between 9th September and 18th October 2020. The responses demonstrated overwhelming public support for the council's approach and proposed measures.

These strategies were approved in December 2020, and applications were subsequently sought for Liveable Neighbourhoods, Residents' Parking Zones, and Electric Vehicle Parking. Ward Members and Parish Councils were asked to submit expressions of interest by 12th February 2021, with a second round of expressions of interested invited by 5th May, and a third round by 5th August 2021.

Consultation with local communities has continued to be at the heart of the Liveable Neighbourhoods programme since 2021 with ideas for improvement to their areas being put forward by residents themselves during public engagement and co-design workshops to address the issues they commonly experience.

During a public consultation in Autumn 2020 on Liveable Neighbourhoods in B&NES, the following results were received from 1,575 respondents (including residents and visitors to the B&NES area):

- 85% said they agreed with the principle of reducing the dominance of vehicles in residential areas
- 84% said they agreed that to establish LNs, it may be necessary to restrict through traffic on certain streets
- 78% agreed that certain trade-offs are required to achieve those aims

During public engagement specifically on the Lyme Road and Charmouth Road area in Autumn 2021, the most common issues cited by the 46 residents from the area who took part in the survey was parking (67%), followed by school run traffic (65%), followed by through traffic (41%) and speeding traffic (41%).

We held a workshop on 29 June 2022 with residents who expressed an interest during earlier consultations to co-design the Lyme Road and Charmouth Road Liveable Neighbourhood.

At the workshop, attendees took part in a series of exercises to identify what they liked about the area, what could be improved, and what specific measures could help, plotting these on a map of the area. Attendees later returned to view all the suggestions on maps and were asked to prioritise those within the LN area.

The full workshop report contains all the issues that were raised and the types of ideas that came forward.

The Liveable Neighbourhood programme is funded by the City Regional Sustainable Travel Settlement (CRSTS) following the approval of a full business case in September 2024 by the Combined Mayoral Authority (MCA).

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 balanced the various considerations and concluded that it is appropriate to promote these restrictions via this TRO. The Council has also considered and discharged its network management duty under section 16 of the Traffic Management Act 2004.

5. IMPACT ON EQUALITIES

An Equality Impact Assessment has been undertaken in relation to the Liveable Neighbourhoods Programme, 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

Funding to implement the Liveable Neighbourhoods programme (including trials) has been allocated through the City Regional Sustainable Transport Settlement (CRSTS) grant following approval of a full business case by the West of England Mayoral Combined Authority (MCA) in September 2024.

Total budget allocated for the wider Liveable Neighbourhood programme is £7.2m; £4.7m is funded by both CRSTS grant and another Mayoral Combined Authority (MCA) sourced grant. The remaining £2.5m is made up of B&NES contributions.

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 Strategy and Cabinet Member for Sustainable Transport Delivery.

9. COMMENTS RECEIVED TO DATE

Chief Constable

Experience elsewhere has shown that timed restrictions are vulnerable to contravention, and it is noted that exemptions are listed for cyclists/wheeling. Please could you provide details of the enforcement mechanism for this restriction, to enable a fully informed response on behalf of the Chief Constable to this element of the consultation.

Response: As with other school streets nationally, the school and/or volunteers will steward a removable barrier during the closure times. The stewards will be advising those without an exemption that they cannot access the road until the closure has ended. Stewards will not prevent access for those with an exemption or for those who insist they must have access

during the closure. If there is a high contravention rate, then The Council will consider the use of ANPR camera enforcement.

While acknowledging the proposed intent to use ANPR camera enforcement for a "*high contravention rate*", we reiterate that it would not possible to dedicate a police enforcement presence to such a restriction. The signage and any other physical measures to be introduced to enforce / heighten motorist awareness of the proposed scheme is therefore of importance. Any enforcement will be targeted, and intelligence led.

It is noted from the Statement of Reasons that the introduction of a one-way system for motorists along Lyme Gardens, Lyme Road and Charmouth Road, in Newbridge, Bath is also being considered as part of the proposed scheme. It is not possible to dedicate an enforcement presence to such a restriction. The signage and any other physical measures to be introduced to enforce / heighten motorist awareness of the proposed scheme is therefore of importance. Any enforcement will be targeted, and intelligence led.

It is also noted from the attached drawing that a junction realignment is proposed with Give Way markings on the Lyme Gardens spur, promoting the remaining Lyme Gardens into Lyme Road as the through route. On Street Parking is present on both sides of Lyme Gardens within the spur, which is essentially a residential cul de sac. As shown on the image on the link https://maps.app.goo.gl/Wi9qYY5eqoX7mUmQ9 At present the "junction" is informal with no road markings to suggest which traffic has priority. It is not possible to dedicate an enforcement presence to such a restriction. The signage and any other physical measures to be introduced to enforce / heighten motorist awareness of the proposed scheme is therefore of importance. Any enforcement will be targeted, and intelligence led.

However, the concern expressed regarding parking bays in Lyme Gardens "It is clear from the drawing attached, that the current parking bays on the spur of Lyme Gardens are being retained and incorporated within the Give Way markings extent. This has potential to increase the possibility of vehicle conflict between parking or parked vehicles and those having to give way at the new road markings" doesn't appear to have been addressed.

Emergency Services

No comment

Road Haulage Association

No comment

Freight Transport Association

No comment

Parking Services

No comment

Waste Services

No comment

Ward Members

Newbridge:

Cllr Michelle O'Doherty – No comment.

Cllr Samantha Kelly – No comment.

Cabinet Member for Sustainable Transport Delivery:

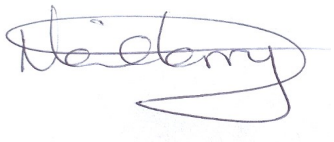
Cllr Lucy Hodge – I am happy for these proposals to progress to public consultation.

Cabinet Member for Sustainable Transport Strategy:

Cllr Joel Hirst - Very happy that this moves forward to public consultation. I am aware the team has done significant work on engagement as documented on the Council Website on the Liveable Neighbourhood pages, I know the team had a good engagement event recently. I look forward to seeing the outputs from the next stage.

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 — Date: 17/11/2025
Traffic Management & Network Manager

11. DECISION

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

Chris Major — Date:18/11/25
Director for Place Management