

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

TITLE OF REPORT:	Ashgrove, Peasedown St John
PROPOSAL:	Bus Stop relocation and revocation of Single Yellow Line parking restriction.
SCHEME REF No:	26-036C
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 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 relocation of the existing westbound bus stop and associated bus cage further west, together with the removal of a section of the existing single yellow line (SYL) “no waiting at between times” parking restriction.

The proposals are shown in Appendix 1.

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 bus stop relocation and revocation of the SYL parking restriction. 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 bus stop relocation and revocation of the SYL parking restriction 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 (and modification) of parking 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. INFORMAL CONSULTATION FEEDBACK

Chief Constable – No Comment

Emergency Services No Comment

Road Haulage Association No Comment

Freight Transport Association No Comment

Parking Services No Comment

Waste Services No Comment

First Bus- Any chance the bus stop cage can go all the way back to the crossing?

Ward Members

Cllr Karen Walker -

As one of the ward councillors for Peasedown St John, I am in complete agreement with the proposed scheme, (. Bus stop relocation, Revocation of SYL, Zebra pedestrian crossing, and the mobility hub that will integrate cycling and walking) Happy to support.

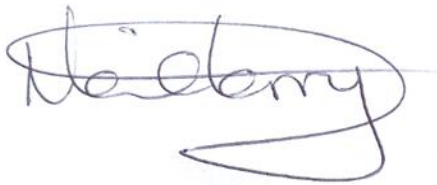
Cllr Gavin Heathcote – No Comment

Cabinet Member for Sustainable Transport Delivery:

Cllr Lucy Hodge – My Comment is Please proceed

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.

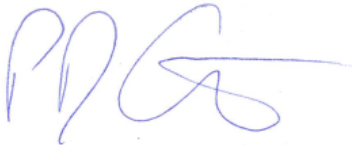
A handwritten signature in blue ink, appearing to read 'Neil Terry', with a large, sweeping flourish at the end.

Neil Terry
Traffic Management and Network Manager

Date: 22/07/26

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 'Paul Garrod', with a large, sweeping flourish at the end.

Paul Garrod
Head of Highways Delivery

Date: 22/07/2026