

OUTCOME OF TRO PROCESS – DECISION (following objections)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT:	Lyme Gardens, Lyme Road, Charmouth Road, Newbridge, Bath
PROPOSAL:	Raised table speed humps / continuous crossings / Parking Restrictions
SCHEME REF No:	26-022
REPORT AUTHOR:	Traffic Management Team / KG

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,	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	
(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)	

This proposal is also made in accordance with The Highways Act 1980 Section 90A which permits a highway authority to both construct and remove road humps in a public road, for which they are the highway authority, if the highway is subject to a legal speed limit for motor vehicles of 30 miles per hour or less or the road humps are specially authorised by the Secretary of State.

3. **PROPOSAL**

Introduce Raised Table Speed Humps on Lyme Gardens at the junction with the A4 (Newbridge Road), on Lyme Road at the junction with Charmouth Road and on Charmouth Road at the junction with the A4 (Newbridge Road).

Revoke Resident Parking Bays and implement No Waiting At Any Time restrictions on Lyme Gardens at the junction of A4 (Newbridge Road) on each side of Lyme Gardens outside number 134 and 136 Newbridge Road and on Lyme Road at the junction with Charmouth Road on each side of Lyme Road outside numbers 8 and 9 Charmouth Road.

The proposals are shown on the attached drawings.

4. **REASON**

Please refer to the separate 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 new raised table speed humps, and associated No Waiting at Any Time restrictions on Lyme Gardens at the junction with the A4 (Newbridge Road), on Lyme Road at the junction with Charmouth Road and on Charmouth Road at the junction with the A4 (Newbridge Road) Installing these continuous crossings will reduce speeds in both directions, thus improving safety for pedestrians and cyclists crossing the junction at this location. 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 measures within this report are 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 new raised table speed humps and associated No Waiting at Any Time 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

The scheme is being funded through cost code: TLN00063.

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 objection received and partial support comment have been summarised below with a technical response in italics underneath.

Objection:

The traffic flow on Widcombe Hill has already been disrupted too much by the measures already introduced and not for the better. The crossing is not needed and a resident who regularly walks down Church Street I do not find it a problem crossing over Widcombe Hill.

Partial support:

Given you are removing yet further parking spaces from the neighbourhood as part of this proposal (and which we do pay for) then can I suggest that alongside the speed table at the junction of Charmouth Road and the A4 you reinstate at least two parking spaces at the bottom of Charmouth Road. Two parking spaces were removed a few years ago as part of other measures to enhance sight lines and safety but that was when the traffic flowed in both directions. Now that it is one-way those considerations do not apply. I would also suggest that allowing more parking would naturally help to reduce the speed at which traffic approaches the A4 junction so benefitting all users - car owners through maintaining neighbourhood parking capacity and bike and pedestrians through speed reductions.

Officer response:

The one objection received to this proposal was an objection to a different proposal which is not in any way related to TRO 26-022.

Noting the comment in the partially supportive response, the proposal shows extended permit holder only bays at the southern end of Charmouth Road.

TRO 26-022 proposes to introduce 3 continuous crossings, as an additional road safety measure in these residential streets that lead to the main entrance of Newbridge Primary School. Along with a new formal one way and School Street at the northern end of Charmouth Road, these measures will give pedestrians priority whilst also slowing vehicular traffic, making the area safer for all road users.

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

Ward Members

Newbridge:

Cllr Michelle O’Doherty – No comment.

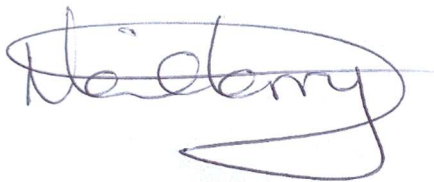
Cllr Samantha Kelly – No comment.

Cabinet Member for Sustainable Transport Delivery

Cllr Lucy Hodge - I note that Officer’s comments and support this proposal for the introduction of three raised continuous crossings in locations near to Newbridge Primary School which as well as giving pedestrians priority will also slow vehicular speeds improving safety for all road users and in particular those walking and wheeling to school.

11. RECOMMENDATION

That the Traffic Regulation Order as advertised should be sealed.



Neil Terry
Traffic Management & Network Manager

Date: 22/06/2026

12. DECISION

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

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.

A handwritten signature in black ink, appearing to read 'Chris Major', with a stylized flourish at the end.

Chris Major
Director for Place Management

Date:26/06/2026