

## **Traffic Regulation Order (TRO) Statement of Reasons**

**Bath and North East Somerset Council**

**(25-061) (CHARMOOUTH ROAD, LYME ROAD AND LYME GARDENS, NEWBRIDGE)  
(BATH) (PROHIBITION OF MOTOR VEHICLES) (ONE WAY TRAFFIC)  
ORDER 2026**

### **STATEMENT OF REASONS**

#### **Proposal**

**Prohibition of Motor Vehicles (School Street)** - The introduction of a timed prohibition of motor vehicles between the hours of 8.30-9.05am & 2.55-3.40pm 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.

**Prohibition of Two Way Traffic Flow** – 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**.

#### **Reasons**

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 interest 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.

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

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,	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)	

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 subsection 122(2) matters:

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

Comment: the prohibition of motor vehicles restriction does not prevent residents accessing their properties in the section of Charmouth Road north of its junction with Lyme Road during the hours of operation as they will be exempt.

- 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: there are no amenities located in the section of Charmouth Road north of its junction with Lyme Road that may require visitors during the hours of operation of the school street.

- bb) The strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)

Comment: the proposed Traffic Order will complement the Council's aspirations for improving air quality as it may encourage greater use of public transport, walking, wheeling, and cycling for some journeys in the wider area. It is recognised that some through-traffic will be displaced to other routes but, overall, the proposals are not expected to have a detrimental impact on air quality.

- 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 through-traffic restriction does not prevent access to public transport vehicles in the section of Charmouth Road north of its junction with Lyme Road. There are no scheduled public bus services using the roads where measures are being proposed by this Order.

- d) Any other matters appearing to the local authority to be relevant.

Comment: It is not anticipated that the proposals will have a detrimental impact on road safety in the adjacent road network.

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: 27/11/2025