

# OFFICER DECISION REPORT – TRAFFIC REGULATION ORDER (TRO)

2

## PRELIMINARY CONSULTATION (Cabinet Member for Highways)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

**TITLE OF REPORT:** Widcombe Hill

**PROPOSAL:** Parking restrictions, loading bay, and speed cushions.

**SCHEME REF No:** 24-033

**REPORT AUTHOR:** Neil Terry / Tom 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:

<b>Section A</b>	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility....”
<b>Section B</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.
<b>Section D9</b>	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 holds 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, the introduction of a loading bay adjacent to the Widcombe Social Club, and the introduction of speed cushions at several locations along the road.

**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 a restriction on that movement. It has balanced the various considerations and concluded that it is appropriate to propose the Order in question. 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 Order 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 loading facilities) and traffic management measures (including speed cushions). 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 included in the 2024/25 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 Highways.

**9. COMMENTS RECEIVED TO DATE**

**Chief Constable**

Good Morning Tom,

Thank you for your email and attachments regarding the proposed traffic management measures for Widcombe Hill, Bath, as shown on the attached drawings.

With regard to the proposals related to waiting restrictions; the modification of existing parking restrictions towards the bottom of Widcombe Hill, the introduction of a loading bay adjacent to the Widcombe Social Club and alterations to the existing unrestricted parking arrangement between the Widcombe Hall bus stop and Prospect Road, as shown on the attached drawings. 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.

The proposal for priority narrowings includes the introduction of speed cushions at the locations. Local Transport Note 01/07 on Traffic Calming lists both the advantages and disadvantages of introducing speed cushions. Whilst there are advantages to the introduction of speed cushions/road humps as part of a traffic management scheme, amongst the stated disadvantages are;

*“Not suitable for reducing speeds of two-wheeled motor vehicles.*

*Discomfort is experienced by drivers and passengers in smaller vehicles (cars, light commercial vehicles, minibuses and some ambulances). The degree of discomfort varies between vehicles and is governed by vehicle type, vehicle track width, vehicle speed, cushion dimensions and vehicle path over the cushions.*

*Wide cushions may cause greater discomfort to passengers in mini buses and ambulances.*

*Vehicles with wide wheel tracks can travel over narrow cushions faster than narrower tracked vehicles.*

*Waiting restrictions or build-outs may be required to ensure vehicles can straddle the cushions and thereby gain the benefit in terms of discomfort reduction.*

*Noise and vibration levels may be a nuisance at locations adjacent to cushions, where there is a significant flow of commercial vehicles in the traffic stream, especially if the commercial vehicles do not fully straddle the cushions.*

*Some car drivers may drive in the centre of the road if the gap between the cushions is too wide. If the gap is too narrow, opposing vehicles may not be able to pass each other with both vehicles straddling the cushions.*

*Depending on the layout used, some car drivers may drive closer to the kerb or deviate towards the kerb to fully straddle the cushions. This may be intimidating for cyclists.”*

(Appendix F. Summary of design factors, advantages and disadvantages of the use of speed cushions)

[https://assets.publishing.service.gov.uk/media/5f622df9e90e072bc4ec886c/ltn-1-07\\_Traffic-calming-guidance.pdf](https://assets.publishing.service.gov.uk/media/5f622df9e90e072bc4ec886c/ltn-1-07_Traffic-calming-guidance.pdf).

Priority narrowings require one direction of traffic to give way to oncoming vehicles. They rely greatly on “give and take” traffic flow and tidal traffic flows reduce effectivity. Without details for the proposed scheme but using local knowledge, we are aware that traffic on Widcombe Hill accessing the University and Bath City Centre can be tidal in nature with peaks am and pm.

Of particular concern regarding the current proposals are the proposal to introduce speed cushions as a form of vertical deflection traffic management on the gradient of Widcombe Hill, the proximity of the proposed locations to residential properties given the concerns stated in Local Transport Note 01/07 together with an awareness that Widcombe Hill is a bus route and trafficked by vehicles to and from the University, including cyclists and powered two wheelers.

Local Transport Note 01/07

*“2.5.7 When humps are constructed on inclines of about 1:10, buses can ground at the front or the rear, depending on if they are going up or down hill. ‘Uphill’ ramp gradients of 1:15 used on inclines of 1:10, and shallower ramp gradients (of up to 1:35) for steeper inclines, have been found to be satisfactory. ‘Downhill’ ramp gradients of between 1:10 and 1:13 appear to be satisfactory. The ‘uphill’ ramp is defined as the first ramp encountered when a vehicle is travelling uphill, and the ‘downhill’ ramp is the first ramp encountered when a vehicle is travelling downhill”*

*“4.2.4 There have been reports of problems from road humps on inclines where vehicles travelling uphill encounter an increased ‘actual gradient’ of 1 in 5 or greater. In these situations, grounding of vehicles can also be a problem. Local authorities found that uphill gradients of 1:15 were appropriate on hills of about 1:10, with shallower gradients for ramps on steeper inclines (see TAL 02/96 and paragraph 2.5.7).”*

We have not been party to any previous informal consultation regarding these proposals. As with other statutory consultation, the usual expectation is that informal consultations should be received by the Traffic Management Unit with a minimum of a 6-week time frame. This should be accompanied by speed and collision data to support the consultation. The Traffic Management Unit will then review on behalf of the Chief Constable. The Constabulary may not support proposals if the data submitted is not sufficient and/or the road design is not appropriate.

To enable the Traffic Management Unit to respond to the statutory consultation on behalf of the Chief Constable, please can you provide details of the proposed locations of the priority narrowings/speed cushions, collision history and speed data for the locations, traffic flows, and information regarding speed cushion design which would alleviate the concerns regarding the gradient.

Your email below mentions that a Stage 2 Road Safety Audit has been carried out, please may we have sight of that?

We look forward to your response to enable a fully informed reply on behalf of the Chief Constable to the current proposals.

Best wishes,  
Wendy

**Officer’s Response:** The additional information requested by Wendy Linham on behalf of the Chief Constable was forwarded on 10/01/2025.

It should be noted that the proposals are for speed cushions rather than full width road humps, therefore buses will be able to straddle them and the comments above in relation to the gradient of roads and buses would not apply.

**Officer’s Response UPDATE:** Following the provision of additional information, the following response from Avon and Somerset Police has been received in relation to the proposals.

## Chief Constable

As stated previously, with regard to the proposed modification of existing waiting restrictions, 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.

With regard to the proposed *“introduction of speed cushions at several locations along the road which are to be supported via the introduction of several priority give-way narrowings”*, it is understood from the response to concerns raised in the attached RSA2 that (item 2.7) regarding the propriety narrowings *“The designs meet appropriate SSD requirements. This is somewhat of an existing issue and therefore there will be no material change from the existing arrangement.”* And (item 2.8) *“The proposed layout will have visibility distances which are similar to other junctions in the vicinity. It is anticipated that drivers will be emerging from Cambridge Terrace at low speeds and that other traffic calming measures in the area will contribute to reduced vehicle speeds along Widcombe Hill. The situation will be monitored, and the option to reduce parking will be kept open if a problem with visibility arises once implemented.”*

With regard to the Macauley Buildings junction with Widcombe Hill location, (item 2.14) it is understood that *“Stopping sight distances have been checked at regular intervals on the approach to the give way line at the proposed priority narrowing buildout and were found to be within the recommended requirements as set out within Manual for Streets.”* and the Priority build-out at the junction of Widcombe Hill and Macaulay Buildings (item 2.15) it is understood that swept path analysis to confirm vehicles can access to and from Macaulay Buildings has taken place and that no issues were present.

With regard to the priority buildout on Widcombe Hill (item 2.16) it is understood that *“Visibility has been checked at 5m, 10m, 15m and 25m setbacks from the give way line on the approach to the give way line at the proposed buildout and are in excess of the minimum recommended stopping sight distances for the recorded speeds (checks included consideration of both directions of travel and the approximate 13% incline at the location).”* and similarly, with regard to the speed cushion location, (item 2.17) that *“Following the RSA recommendation, a site visit was undertaken by the designer during the hours of darkness. The site visit found that the current level of street lighting is not considered to pose a heightened risk of lack of loss of control collisions due to lack of visibility, however, additional white thermoplastic paint will be added to the outside edge of each of the cushions to further highlight their presence”*

The speed data provided (as attached) shows speeds broadly commensurate with the posted speed limit.

Whilst some concern remains regarding the speed cushions located nearby Macauley Buildings, that is based anecdotally and not on the data provided. Sight of the Stage 2 Road Safety Audit has alleviated most concerns expressed previously.

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**

No comment.

#### **Councillor Deborah Collins**

I am responding in my capacity as a ward councillor for Widcombe and Lyncombe. Residents have been campaigning for many years for effective traffic calming on Widcombe Hill. The road experiences significant volumes of speeding traffic, resulting in regular accidents and near misses, some of which have involved serious injury or fatalities. These proposals, together with associated proposals that do not require a TRO, are designed to make the road safer for pedestrians, cyclists and motorists and have been preceded by extensive consultation with residents who welcome the measures and hope to see them implemented as soon as possible.

REPORT APPROVED FOR CIRCULATION TO CABINET MEMBER FOR HIGHWAYS

A handwritten signature in blue ink, appearing to read 'P. Garrod', with a long horizontal stroke extending to the right.

Paul Garrod  
Traffic Management and Network Manager

Date: 23/01/2025