**OFFICER DECISION REPORT – TRAFFIC REGULATION ORDER (TRO)**

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**INFORMAL CONSULTATION (with the Chief Constable and Ward Members)**

PREPARED BY: Traffic Management Team, Highways and Traffic Group

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| **TITLE OF REPORT:**  **PROPOSAL:**  **SCHEME REF No:**  **REPORT AUTHOR:** | **Lansdown Speed Review**  **40 MPH Speed Limit**  **23-019**  **Gina West** |

**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:

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| **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 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:

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| (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 |  |
| (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**

To reduce the speed limit on Lansdown Road from 50mph to 40mph between the existing de-restricted speed limit (prior to the first vehicular entrance to Bath Racecourse and approximately 200m north of the junction with Langridge Lane) to the existing 40mph speed limit adjacent to Old Sulians RFC ground.

To reduce the speed limit on Lansdown Lane from 60mph to 40mph between its junction with Lansdown Road and the existing 20mph on the approach to its junction with Napier Road.

These proposals are shown on the drawing below.

**4. BACKGROUND**

Lansdown Road:

The speed limit along the section of Lansdown Road in question was reduced from 60mph to 50mph in August 2017. However, it is apparent that collisions are still occurring at the junction with Lansdown Lane, and anecdotal evidence would suggest that non-motorised activity along this section of the road is generally increasing.

Although there is only one road junction, there are also several Public Rights of Way, busy vehicular entrances, and various establishments accessed from Lansdown Road, including Bath Racecourse, Lansdown Golf Club, The Charlcombe Inn, Lansdown Park and Ride, Walcott RFC, and Larkhall Athletic football club, and various residential and business properties.

Having due regard for the turning movements and activity associated with these Public Rights of Way, vehicular entrances, and establishments, it is considered appropriate to reduce the speed limit to 40mph, as proposed.

Lansdown Lane:

The speed limit along the section of Lansdown Lane in question has remained 60mph, but it is considered that the change in speed limit from 60mph to 20mph (on the approach to the junction with Napier Road) is too great, and that there should be a more gradual transition between the speed limits.

In consideration of this transition in the speed limits, however, it has been noted that there are several residential and business vehicular entrances within the existing 60mph speed limit, along with access to a regular car boot sale and Public Rights of Way. There are also several relatively sharp bends in the road, which also has a gradient of 20%.

It is considered appropriate, therefore, to reduce the speed limit to 40mph between Lansdown Road and the existing 20mph speed limit, as proposed.

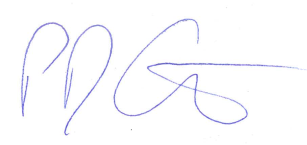
# 5. SOURCE OF FINANCE

The scheme is included in the 2023/24 Transport Improvement Programme.

**6. CONSULTATION REQUIREMENT**

Theproposal requires informal consultation with the Chief Constable, Ward Members, and the Cabinet Member for Highways.

PROPOSAL APPROVED FOR INFORMAL CONSULTATION WITH THE CHIEF CONSTABLE AND WARD MEMBERS.



Paul Garrod Date: 3rd August 2023

Traffic Management and Network Manager

