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

1

**APPROVAL TO PROGRESS**

PREPARED BY: Traffic Management Team, Highways and Traffic Group

|  |  |
| --- | --- |
| **TITLE OF REPORT:**  **PROPOSAL:**    **SCHEME REF No:**  **REPORT AUTHOR:** | Gloucester Road Swainswick, Bath.  30MPH Speed Limit.  24-017/LC  Lewis Cox |

**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:

|  |  |
| --- | --- |
| **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:

|  |  |  |
| --- | --- | --- |
| (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 |  |
| (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**

To reduce a section of the current 40mph speed limit on Gloucester Road Swainswick to 30mph through the ‘hamlet’ on the approach to Upper Swainswick.

**4. BACKGROUND**

Prior to the construction of the A46 dual carriageway, which links the A4 with the A420 and M4 motorway, Gloucester Road was the main, classified arterial route for through traffic in this part of Bath and North East Somerset.

Gloucester Road was downgraded accordingly when the current A46 was constructed, and there have been some incremental modifications to the speed limits and associated signing along the road. However, the speed limit between Lower Swainswick and the link to the A46 has not been reviewed for some time.

The road beyond Lower Swainswick is predominantly rural in nature along its length, with individual residential properties which are relatively isolated and/or set-back from the road, so the existing 40mph speed limit is considered to be appropriate for much of road. However, these residential properties become more frequent on the approach to Upper Swainswick, combined with an increase in the number of side road junctions, so it is considered appropriate that the speed limit is reduced to 30mph over this length.

There is existing signing along the road which was not changed when the A46 was constructed, and the opportunity will be taken to review these measures, in particular the size of some of these signs.

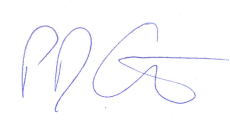
# 5. SOURCE OF FINANCE

The proposals will be funded through the Transport Improvement Programme.

**6. CONSULTATION REQUIREMENT**

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

PROPOSAL(S) APPROVED FOR INFORMAL CONSULTATION WITH THE CHIEF CONSTABLE, WARD MEMBERS and TOWN COUNCIL.



Paul Garrod Date: 12th September 2024

Traffic Management and Network Manager