

OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

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APPROVAL TO PUBLICLY ADVERTISE THE TRO

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT:	Various roads, Bath (listed in Proposal below)
PROPOSAL:	Proposed 20mph Speed Limit
SCHEME REF No:	24-028
REPORT AUTHOR:	Kelly Huggins

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	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**

To introduce a 20mph speed limit on Green Park Road, Midland Bridge Road, Charles Street, St Paul's Place and Monmouth Place, Bath.

The extent of the proposed 20mph speed limit is shown in *Appendix A*.

4. **BACKGROUND**

Design work for the proposed Bath Quays Links active travel scheme for Green Park Road has identified that there would be benefits in reducing speed limits. This would complement the proposed schemes and would be consistent with the approach taken in Upper Bristol Road. Safety for walking, wheeling and cycling would also be improved.

Similarly, there is a need to reduce vehicle speeds on Charles Street, which forms part of the Bath City Centre project.

Implementing a 20mph speed limit on the identified roads, along with Midland Bridge Road, St Paul's Place and Monmouth Place, will provide a consistent approach to the wider city centre area, which is already subject to a 20mph limit.

5. **SOURCE OF FINANCE**

The 20mph speed limit will be funded through the Bath Quays Links active travel project (TCS0015S).

6. **INFORMAL CONSULTATION REQUIREMENT**

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

7. **INFORMAL CONSULTATION FEEDBACK**

Chief Constable:

Looking at the roads identified in Appendix A of the attached, with the exception of Green Park Road, Midland Bridge Road and Charles Street, it appears that the proposed 20mph limit relates to a route that is already adjacent to or part of a pre-existing 20mph speed limit, Monmouth Place/St Pauls Place. Green Park Road,

Midland Bridge Road and Charles Street being arterial routes in as much as Bath City Centre has them, is there supportive data available regarding the introduction of a 20mph speed limit on these routes?

The Traffic Management Unit do not appear to have received any information regarding the Bath City Centre project to which you refer, are details available please? Similarly, we don't appear to have information relating to the Bath Quays Links active travel scheme and would be grateful for sight of this.

As previously discussed, we have a Force stance regarding the introduction of speed limits, which has been written to reflect the current speed environment. I copy this below for your information.

“Speed limits are only one element of speed management, and local speed limits should not be set in isolation. They should be part of a package with other measures to manage speeds, which include engineering, visible interventions and landscaping standards that respect the needs of all road users and raise the driver's awareness of their environment, together with education, driver information, training and publicity.

The police service has to ensure all resources are used effectively in responding to community priorities. Avon and Somerset Constabulary will support all appropriate speed limits, including 20mph roads, where; The limit looks and feels like the limit, giving visiting motorists who wish to conform that chance; the desired outcome has to be speeds at the limit chosen so as to achieve safe roads for other and vulnerable users, not high speeds and high enforcement; The limit is self-enforcing (with reducing features) not requiring large scale enforcement; The limit is only introduced where mean speeds are already close to the limit to be imposed, (24mph in a 20mph limit) or with interventions that make the limit clear to visiting motorists; Speeding problems identified in an area must have the engineering, site clarity and need re-assessed, not simply a call for more enforcement.

Enforcement will be considered in all clearly posted limits, given other priorities, and this will be by: Targeted enforcement where there is deliberate offending and the limits are clear; Where limits are not clear (that is they don't feel like or look like the limit or are on inappropriate roads), they will not be routinely enforced, only targeted where there is intelligence of obvious deliberate disregard which may result in increased threat, harm or risk to other road users.

Deliberate high harm offenders will always be targeted and prosecuted whereas enforcement against drivers who simply misread the road may not be appropriate. None of the above should in anyway leave the impression that we will not enforce the law. As with all speed limits, and other enforcement work, we will use evidence to ensure that our resources are allocated in the most appropriate way using appropriate tactics.

Enforcement of limits that do not comply with the above representations could lead to mistaken offending and could risk the loss of public support. Enforcement cannot

and must not take the place of proper engineering and or clear signing.”

We do not, as part of our response on behalf of the Chief Constable to informal and formal consultation, check the accuracy or validity of what is being proposed but we do consider implications for road safety and enforcement.

It is not possible to dedicate an enforcement presence to such restrictions. The signage and any other physical measures to be introduced to enforce / heighten motorist awareness of the proposed scheme is therefore of importance. Any enforcement will be targeted, and intelligence led.

Officer response;

The Bath Quays Links active travel scheme will integrate the new bridge at the Bath Quays development into the existing cycling and walking networks to increase opportunities for active travel. The bridge connects Bath Quays North to Bath Quays South and improves connectivity for active travel between the riverside, Bath city centre and the Oldfield Park area. The proposed Charles St cycle route will then connect this to National Cycle Route 4 which passes through Bath city centre.

The above proposals are being promoted by the Council’s Active Travel Team.

Existing speed data indicates that the existing speeds are already close to the limit to be introduced (24mph in a 20mph limit). It is considered that the measures described above will further encourage lower vehicles speeds.

Parking Services

No comment.

Waste Services

No comment.

Ward Members:

Cllr George Tomlin – No comment.

Cllr Paul Roper – No comment.

Cllr Ian Halsall – No comment.

Cabinet Member for Highways:

Cllr Manda Rigby – No comment.

8. RECOMMENDATION

As no significant objections and/or comments have been received following the informal consultation described above, the public advertisement of the Traffic Regulation Order should progress.



Paul Garrod
Traffic Management & Network Manager

Date: 23rd October 2024

9. DECISION

As the officer holding the above delegation, I approve the progression of this Traffic Regulation Order.

In taking this decision, I confirm that due regard has been given to the Council's public sector equality duty, which requires it to consider and think about how its policies or decisions may affect people who are protected under the Equality Act.



Chris Major
Director for Place Management

Date:07/11/24

Appendix A – Proposed 20mph Speed Limit Plan

