

OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

5b

OUTCOME OF TRO PROCESS - DECISION (no objections received)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

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|-------------------------|--|
| 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 **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. **IMPACT ON EQUALITIES**

An Equality Impact Assessment has been undertaken in relation to speed limits, which is available upon request. 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 20mph speed limit will be funded through the Bath Quays Links active travel project (TCS0015S).

8. INFORMAL CONSULTATION REQUIREMENT

Informal consultation was carried out with the Chief Constable, Ward Members, and the Cabinet Member for Highways.

The responses to the informal consultation can be found in TRO report number 3.

9. OBJECTIONS / COMMENTS RECEIVED (following the public advertisement of the proposal(s))

No objections or negative comments have been received following the advertisement of the proposal(s).

10. RECOMMENDATION

That the Traffic Regulation Order as advertised is sealed.



Paul Garrod
Traffic Management & Network Manager

Date: 6th January 2025

11. DECISION

As the Officer holding the above delegation, I have decided that the Traffic Regulation Order as advertised be sealed.

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.

The Council's policy framework has been used as the basis to develop the scheme with full engagement with stakeholders across the area.

I further note that the issue of deciding whether to implement any scheme is a matter of broad judgement, taking into account the wider transport and climate aims of the Council rather than a purely mathematical analysis on the numbers of positive or negative responses.

The arguments both for and against the scheme were clearly identified and were considered fully as part of the decision-making process before I made the final decision as set out above.

A handwritten signature in black ink, appearing to read 'Chris Major', with a stylized flourish at the end.

Chris Major
Director for Place Management

Date: 07/01/24

Appendix A – Proposed 20mph Speed Limit Plan

