

OFFICER DECISION REPORT – TRAFFIC REGULATION ORDER (TRO)

INFORMAL CONSULTATION / APPROVAL TO PROGRESS

1/2

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: 20mph Speed Limit, various roads in Bath

PROPOSAL: 20mph Speed Limit

SCHEME REF No: 20 – 005

REPORT AUTHOR: Kris Gardom

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 purpose of this report, in June 2020, the Divisional Director Environmental Services delegated the power to make, amend or revoke any Orders to the Assistant Director, Highways & Transport.

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	
(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 implement a 20mph Speed Limit along London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive, Bath as denoted in red on the attached plans.

Whilst it is accepted that speed limit reduction alone will not lead to the significant increase in local journeys taken by walking and cycling that the council wants to achieve, it is one of a number of measures that, when combined with others, will be an important step towards this.

4. **BACKGROUND**

The Council is increasing its efforts to introduce traffic management measures which encourage greater walking and cycling for some journeys, particularly the commute to work. The impact of the Covid19 movement and social distancing restrictions has further emphasised the benefits that can be gained from increased walking and cycling, including those associated with air quality and health.

It is recognised that reduced vehicle speeds can be an influential factor in encouraging people to walk and cycle more often and can give them greater confidence to do so. Whilst vehicle speeds in London Road can sometimes be relatively low due to general activity and congestion, there are times during the day when vehicle speeds can be detrimental to the use of the road by pedestrians and cyclists.

It is considered, therefore, that the existing 30mph speed limit along London Road should be reduced to 20mph from Gloucester Road to Cleveland Place, continuing into London Street and The Paragon to George Street and across Cleveland Bridge throughout Bathwick Street, Sydney Place and Darlington Street. Aside from the potential benefits for pedestrians, cyclists and air quality, this course of action would also help to reduce street clutter, as the speed limit would then be contiguous with the existing 20mph speed limit on the side roads joining these main roads.

It is also proposed that the speed limits on the roads from the city centre towards the University of Bath are reduced from 30mph to 20mph to help encourage more people to walk, cycle or scooter. The council has made a bid to the Department for Transport's Emergency Active Travel Fund for measures that will improve the infrastructure for cycling and scooters in this area, which would be complemented and supported by a 20mph limit.

5. **SOURCE OF FINANCE**

This proposal is being funded by the Emergency Active Travel Project Fund
TCL0016

6. **CONSULTATION REQUIREMENT**

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

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

Signature: 

Date: 19th August 2020

Paul Garrod
Traffic Management and Network Manager

Proposal Plan (Attached to document in 2 parts) – To convert the existing 30mph speed restrictions shown in red on the maps below into 20mph speed restrictions to link up with the existing 20mph restrictions shown in green. All side roads adjoining the roads affected by the proposals are already 20mph unless shown otherwise.

7. **COMMENTS RECEIVED TO DATE**

Chief Constable

As previously discussed, we have a Force stance regarding the introduction of speed restrictions, 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.”

Ward Members

Walcot:

Cllr Richard Samuel – I am happy to support these proposals and for them to go to public consultation.

Cllr Tom Davies - Thank you for sharing these - I am happy to support these proposals and for them to go to public consultation.

Lambridge:

Cllr Joanna Wright – Happy to support these new 20mph speed limit proposals and

for the TRO process to proceed to Public Consultation.

Cllr Rob Appleyard – Content with this proposal.

Bathwick:

Cllr Dr Yuktेशwar Kumar – No comment.

Cllr Manda Rigby – I think my overall comment is that I'd like to see a consolidated plan for the whole area, including but not limited to speed limits.

An example would be that in the Cleveland bridge docs, they refer to the importance of a 30mph limit, whereas what is being proposed here would be 20mph.

Response: I believe you are referring to the TRRL report LR 722 which investigated the vertical forces from vehicle wheel loading measured on a sample of 30 motorways and over motorway bridges. This report noted that there are no movement joints in the central portion of the span of Cleveland Bridge and that traffic speeds will be limited as the bridge is on an approach to a T junction controlled by traffic lights. So although in essence Cleveland Bridge is 30mph, it should be less because there is such a high volume of traffic traveling over it that 30mph is rarely if ever achieved.

As some of these proposals are in and some out of the CAZ, what impact would that have?

Response: During the Bath Hacked Air Quality competition, University of Bath academics analysed the ANPR traffic data for speed and overlaid our continuous analyser data to identify an increase in emissions once traffic slowed below a certain speed. This has to be balanced / compared however against the benefits of smoothing the flow of traffic through the use of lower speeds. 20mph speed limits in some areas do reduce emissions, but not others dependent on the road layout, level of stop-starting, vehicle composition etc.

As some of the area would be impacted by any potential Tranche 2 funding, some not, and it's very unclear what that would look like, shouldn't we make a decision when we know what those schemes are going to look like? If traffic is displaced along Bathwick Hill, as is proposed, does that make a 20mph scheme more or less attractive...I'm saying we don't have the data or evidence base to make that decision, not what i think the decision should be.

Response: The schemes in Tranche 2 would not be significantly affected by the proposed 20mph limit but it would complement them in providing a better environment for walking and cycling.

I am supportive of 20mph zones, I'd love a blanket order that says within the city boundaries, on all roads we can control, the limit is 20mph. In the absence of being

able to do that, I think the timing for doing this consultation, when there is already much heat and uncertainty about other transport related potential schemes in terms of scope and dates, this would not help us promote our vision of a coordinated approach to safe and healthy streets.

Response: To do a blanket approach to the city would be expensive and isn't something that we have funding for or the capacity to carry out within this year's programme. We'd also still need to investigate each road and its layout because there would be some roads where a 20mph speed limit is not suitable.

Widcombe & Lyncombe:

Cllr Alison Born – No comment.

Cllr Winston Duguid - Happy to support Widcombe Hill in our ward.


Cabinet Members

Cllr Neil Butters – No comment.

Cllr Joanna Wright – Please proceed.

8. RECOMMENDATION

As no significant objections and/or comments have been received following the informal consultation described above, the Traffic Regulation Order process should commence.

Signature: 

Date: 29th September 2020

Paul Garrod
Traffic Management & Network Manager

9. **DECISION**

As the officer holding the above delegation, I:

Approve the progression of this Traffic Regulation Order.	X
Agree that this Traffic Regulation Order should not be progressed at this time.	

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.

Signed: 

Date: 30/09/20....

Chris Major
Assistant Director - Highways and Transport

