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

1

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

PREPARED BY: Traffic Management Team, Highways and Transport Group

|  |  |
| --- | --- |
| **TITLE OF REPORT:**  **PROPOSAL:**  **SCHEME REF No:**  **REPORT AUTHOR:** | **Lansdown Road, Bath (south of Richmond Road)**  **20mph speed limit**  **23-006**  **Neil Terry** |

**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 Traffic Regulation 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 |  |
| (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 Lansdown Road, Bath, between its junction with Richmond Road and the existing 20mph speed limit at its junction with The Paragon.

The extent of the proposed 20mph speed limit is shown on the attached drawing.

**4. BACKGROUND**

Lansdown Road, to the south of Richmond Road, is predominantly residential in nature, with activity associated with walking, cycling, wheeling and public transport along its length. There are also shops, restaurants, and hotels along the lower section of the road, and the route is used by school children and parents heading to and from local schools, in particular St. Stephens Primary School.

Representations have been received from the local Ward Members and residents requesting that the speed limit is reviewed, citing road safety concerns and difficulties negotiating the road, but also in response to several loss-of-control collisions along the lower section.

The Traffic Management Team is currently working with our Partner Consultants, AECOM, on a Corridor Study for the same length of Lansdown Road. This study will identify potential walking, wheeling and public transport infrastructure improvements, although these will only be concept at this stage. Future funding opportunities will be pursued.

The proposed 20mph speed limit would be beneficial for the development and design of any future proposed infrastructure improvements. It should also be noted that the residential areas to each side of Lansdown Road are already subject to a 20mph speed limit, so this proposal would present an opportunity to rationalise the existing 20/30mph terminal speed limit signing at each side road junction.

# 5. SOURCE OF FINANCE

The scheme will be funded through the Transport Improvement Programme.

**6. CONSULTATION REQUIREMENT**

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

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



Paul Garrod Date: 6th January 2023

Traffic Management and Network Manager