

# OFFICER DECISION REPORT – TRAFFIC REGULATION ORDER (TRO)

2

## INFORMAL CONSULTATION – Cabinet Member for Transport

PREPARED BY: Traffic Management Team, Highways and Transport Group

**TITLE OF REPORT:** Kelston Road, Bath - Speed Restrictions

**PROPOSAL:** 30mph / 40mph Speed Limit

**SCHEME REF No:** 21 – 012

**REPORT AUTHOR:** 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:

<b>Section A</b>	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility...."
<b>Section B</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.
<b>Section D9</b>	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, 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	
(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 (revised following informal consultation with the Ward Members)**

To extend the existing 30mph speed limit in Bath to the extent of the existing street lighting along Kelston Road, and to introduce a 40mph speed limit between the existing 30mph speed limit in Kelston Village and the proposed extended 30mph speed limit on the approach to Bath. It is currently a national speed limit (60mph) along this length of Kelston Road. The proposal is shown in Appendix A.

### 4. **BACKGROUND**

Councillor O'Doherty, the Ward Member for Newbridge, has previously raised concerns about the speed of traffic using Kelston Road between Kelston Village and Bath, in particular in relation to accessing and waiting at the inbound bus stop adjacent to Kelston Park, where there is no footway. There was also a planning application submitted in 2020 seeking to change the use of Kelston Park from offices to a 30-bed hotel, so there may be increased public transport, walking and cycling activity along Kelston Road as a result.

In addition, the current speed limit along Kelston Road between Kelston Village and Bath is 60mph which, having due regard for the nature and topography of the road, is no longer considered to be appropriate. Furthermore, the speed limit through Kelston Village and in Bath is 30mph, so it is considered that a reduction of the speed limit to 40mph on the westbound approach to Kelston and eastbound approach to Bath will also help to increase compliance of these existing 30mph speed limits.

### 5. **SOURCE OF FINANCE**

This proposal is being funded through the 2021/2022 Transport Improvement Programme.

## 6. **INFORMAL CONSULTATION**

**Police** – No comments received.

**Cllr Mark Roper** – I completely agree with everything Michelle says.

**Cllr Michelle O’Doherty** – I’m happy with the length of the highway on the proposal, but I’d actually support making this section of the road 30mph rather than 40mph if at all possible – the pavements along this section are incredibly narrow and are well used by children from Oldfield school and there is likely to be an increase in pedestrian traffic once the hotel is completed, as the report states. The current situation makes for a terrifying walk!

The houses on this stretch of road have been struck by speeding vehicles on several occasions too, causing thousands of pounds of damage to property, and residents tell me of accidents that happen on a regular basis on the bend by Kelston Edge as cars come around the corner too quickly – I think slowing the traffic to 30mph would make the road much safer for all users and for the residents along that stretch, and may cut down on speeding though Kelston village, which is also a huge issue.

**Response from Principal Engineer BANES** - I do understand why you both consider that a 30mph speed limit would be more appropriate between Bath and Kelston Village, rather than a 40mph. However, this approach would mean that there would be no 30mph ‘gateway’ signing in place where motorists enter Kelston or, perhaps more importantly, as they approach Oldfield School, thus losing the impact that this gateway signing can provide. A continuous 40mph speed limit between the existing 30mph limits in Kelston and Bath would also mean that motorists would be faced with a clear and deliberate requirement to reduce their speed as they approach both built-up areas which, in my opinion and experience, can assist with compliance.

In addition, much of the A431 between Kelston and Bath does not lend itself to a 30mph speed limit. There are less visual clues (houses etc.) and activity to either side of the carriageway is limited, so motorists may be less likely to accept and understand why they are being directed to drive at 30mph. If motorists are subsequently less compliant with a speed limit, this can lead to increased frustration and tension for pedestrians and/or residents etc. and might, potentially, give a false sense of security. There is also the possibility that a 30mph speed limit between Kelston and Bath would lead to an increase in the incidence of overtaking along this length of the road. As you will appreciate, the characteristics and nature of a road can sometimes influence the decision making of some motorists as to what (they consider) constitutes an appropriate speed, despite the relatively poor forward visibility in some locations and the presence of an overtaking ban (double white lines) along much of its length.

## **Further correspondence between Cllr O’Doherty and the Principal Engineer**

**Cllr O’Doherty** I completely understand the rationale, and I completely welcome a reduction in the speed limit to 40mph and I am happy to support it.

Would it be possible to get some kind of flashing speed sign near Oldfield school, on both sides, to remind drivers to slow down, as we get regular reports from residents along that stretch of the road of cars speeding past the school?

**Cllr O’Doherty** – I was just wondering on further reflection if we were able to extend the 30mph limit out to Kelston Edge (which is currently 40mph) where the road is narrow and traffic passes close to houses etc, and then have a 40mph limit between there and the village? Does that make sense?

**Principal Engineer** - As you know, I favour a 40mph speed limit between Kelston and Bath so that we would have 30mph ‘gateway’ signing as motorists enter both built-up areas. I also feel that much of the A431 between Kelston and Bath does not lend itself to a 30mph speed limit, as there are notably less visual clues (houses etc.) or activity to either side of the carriageway to advise motorists why the speed limit is 30mph.

However, there are streetlights on Kelston Road beyond where the existing 40mph commences at the Bath end, so it could be appropriate to extend the existing 30mph to the end of this streetlighting, which would also incorporate much of the narrow section of carriageway that you have described below. As the presence of streetlighting is a standard and recognised method of indicating a 30mph speed limit (without the need for 30mph repeater signing), this could address the absence of visual clues that I have mentioned above. The extent of the streetlighting is shown on the attached plan (green dots).

Would this be an acceptable approach in the circumstances?

**Cllr O’Doherty** - Is it possible to extend this further, out to Kelston Edge? There are houses along this stretch with a very narrow pavement (and in fact a very narrow road). There are a high number of prangs around Kelston Edge, particularly at this time of the year. The house at Kelton Edge has been struck by speeding vehicles on a couple of occasions causing significant damage – I know the people who live there are very anxious about it

**Principal Engineer** - We have reviewed your suggestion below, including another site visit, but I regret that we cannot support a further extension of the 30mph to Kelston Edge, for the reasons that I have explained previously. I will, however, include your comments in the TRO Report that we will be producing for Councillor Manda Rigby.

With regard to your comments regarding speeding vehicles and the anxiety of local residents, it should be remembered that we are intending to promote a 40mph speed limit on a length of road which is currently subject to a derestricted (60mph) limit. Clearly, this is a significant reduction in the signed speed limit, but I also believe that 40mph is an appropriate speed for the nature of the road and one that motorists are more likely to comply with.

### **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  
CABINET MEMBER FOR TRANSPORT



Paul Garrod  
Traffic Management and Network Manager

Date: 30<sup>th</sup> December 2021