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

4

**PUBLIC CONSULTATION**

PREPARED BY: Traffic Management Team, Highways and Transport Group

|  |  |
| --- | --- |
| **TITLE OF REPORT:** **PROPOSAL:** **SCHEME REF No:****REPORT AUTHOR:** | **Chewton, Keynsham Speed Restriction** **20mph Speed Limit** **22 – 019****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:

|  |  |
| --- | --- |
| **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, 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**

To replace the current 30mph speed limit with a 20mph speed limit throughout the village of Chewton Keynsham.

**4. BACKGROUND**

Representations have been received from the Ward Members and Parish Council requesting that the existing 30mph speed limit through Chewton Keynsham be reduced to 20mph.

The Council has reduced the speed limit to 20mph throughout many rural villages in the authority, based on the nature and usage of the roads in question, so it is considered appropriate that the village of Chewton Keynsham should receive similar consideration and that the speed limit should be reduced accordingly.

The proposed 20mph speed limit will improve conditions throughout the village for walking, wheeling, cycling and horse riding.

# 5. SOURCE OF FINANCE

The scheme is included in the 2022/2023 Transport Improvement Programme.

**6. CONSULTATION REQUIREMENT**

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

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

Paul Garrod Date: 23rd September 2022

Traffic Management and Network Manager

**7. INFORMAL CONSULTATION**

**Police:** 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 this consultation, check the accuracy or validity of what is being proposed but we do consider implications for road safety and enforcement.

We always expect that:

a) the powers being exercised are available to you as traffic authority, are valid and are appropriate for the proposals;

b) the descriptions of the lengths of road, the road names, the road numbers and any directional descriptions are correct and accurate;

c) where any proposals replace existing restrictions or prohibitions, that the previous orders are adequately revoked or varied;

d) the mandatory traffic signs giving legal effect to the order will be fully TSRGD compliant, will give drivers adequate guidance and will placed to accord to the descriptions in the order.

We have worked on the assumption that, by submitting this TRO for consultation, you are also confirming the above points and that subject to consultation process, the order will be made. Any enforcement action taken by the Police will be based on this and, should this transpire not to be the case, Avon & Somerset Constabulary will not accept any liability – financial or otherwise – arising as a result.

**Cllr Hounsell:** I welcome this proposal to replace the current 30 mph speed limit with a 20 mph speed limit through the village of Chewton Keynsham. This is very welcome and the change has been sought by villagers and the Parish Council for some time. It will improve conditions for walking, wheeling, cycling and horse riding, and improve road safety for all. Chewton Keynsham has no pavements or street lights. Speeds can be inappropriate and excessive in Chewton Keynsham particularly when traffic is in a hurry to get to Compton Dando and nearby settlements.

**Cllr Singleton:** This all looks excellent, and I fully support the scheme, which is very popular with local residents.

**Executive Member for Transport Cllr Rigby:** I fully support this TRO going out to consultation.

**8. RECOMMENDATION**

As no significant objections and/or comments have been received following the informal consultation described above, the formal Traffic Regulation Order process (the public advertisement of the proposals) should be progressed.

Paul Garrod Date: 06/10/2022

Traffic Management & Network Manager

**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 Date: 11/10/2022

Director for Place Management

**10.**  **PUBLIC CONSULTATION - 28 Approvals**

1. As a resident of Chewton Keynsham, there has been a very noticeable increase in traffic on these two roads in recent years, mostly due to drivers using them as a shortcut to avoid going through Keynsham. It is particularly bad during commuting hours in the morning and evening, where it is used as 'rat run' by drivers. Increased traffic from new housing developments nearby has only exacerbated the situation. The increase in traffic has also increased the number of drivers that already ignore the existing 30 MPH speed limit and seem oblivious to the road conditions, other road users and residents.

The two roads in question are narrow with limited visibility in places and are simply not suitable for this amount and type of traffic. They are also extensively used by other non-vehicle users such as walkers, cyclists, people riding horses from local stables and others. There are no pavements so pedestrians have to walk on the road, which is becoming increasingly dangerous as traffic increases.

The proposed 20 MPH limit is overdue to help slow the traffic and prevent serious accidents.

1. We fully support the proposal to reduce the speed limit to 20 MPH through the village of Chewton Keynsham. As local residents we are continually shocked at the speed and laissez-faire attitude of drivers as they pass through our village. However, it is clear that the proposal for the speed reduction does not go far enough in the westerly direction along Chewton Road from the junction with Redlynch towards Compton Dando.

The severe risk to residents from speeding drivers does not stop at the church which is what seems to be suggested by the current proposed 20 mph limit. Chewton Road is continuously used on a daily basis by families with young children (especially when dropping off young children at the nursery), walkers, pedestrians, cyclists, horse riders, runners, farmers (many transferring livestock), etc, travelling from Chewton Keynsham to Compton Dando and onto Hunstrete, Woolard, etc, they do not stop travelling at Chewton Keynsham church! It is currently a regular occurrence to have to “climb” up the bank or “dive” into the nearest hedge or opening to avoid speeding vehicles along this route The effect of the reduction to 20 mph will inevitably cause and probably encourage the less disciplined drivers (and there are many of them that travel through our lanes) of vans, delivery vehicles, lorries, cars, motorbikes, trials bikes and the like going in a westerly direction, to immediately speed up from the end of the 20 mph limit sign at the church to excessive speeds going up to the very narrow single lane pinch points at the top of the next rise and then past the nursery and other residences. The 20mph restriction should go at least to Greatwood house which means the whole village would be covered by the 20 mph limit. It is unfathomable to us why a system would be put in place that would potentially reduce the risk to 75% of residents’ accommodation in the village and yet significantly increase the risk to 25% of residents’ accommodation in the same village.

Assistant Engineer response: Extending the proposed 20mph speed limit further out beyond the Church is unlikely to have a significant impact on the main hub of the village, and could, potentially, lead to further speeding issues. Road users would become non-compliant with the 20mph speed limit due to its distance, and there would be a lack of consideration towards the signs and the built-up area of the village. The proposal is as advertised.

1. With the increased amount of rat running through Chewton Keynsham, I support the proposal to protect the walkers through and residents of the village.
2. As residents of Chewton, Keynsham we very much welcome and fully support this proposal. The roadway in question is often very narrow, has no pavement throughout, and has limited “safe harbour” from motor vehicles for pedestrians (and similar). The reduction in speed limit should provide for a safer environment and enjoyment for pedestrians, horse riders, cyclists, etc.
3. I fully support this for reasons of improved road safety for me and my family using the route daily (mostly by bike).
4. I write to support the proposed speed limit of 20mph through our village.

I have lived in Chewton Keynsham for 20 years and have watched with despair the change from a country Lane, safe for walkers, cyclists and horse riders, to become a real rat run with an incredible increase in vehicle numbers. The lane has several tight bends as well as a right-angled bridge over the river Chew. The bridge only has room for one vehicle at a time causing varying degrees of road rage when someone has to reverse to let the other vehicle pass. At this point it is not unusual for someone having to help the reversing driver as they get unnerved by having to back.

The lane continues to be narrow all the way to Compton Dando with a couple of ‘blind’ hills one at Warner’s Farm and the other at Fairy Hill. Drivers have become less considerate than in the past, speed is a real worry, not only to pedestrians but to property - drivers navigating the bends by the river going far too fast and consequently crashing into the cottage there and/or walls and railings. To make this a safe village to live in, the speed limit should be reduced to 20 miles an hour from the Wellsway to the top of Redlynch Lane and continuing from Redlynch to past Greatwood House and Greatwood Cottage to the village boundary, on the way to `Compton Dando. Greatwood Cottage has a school for little ones and the road there gets congested with parents dropping off and picking up their children a real danger point as vehicles tend to speed up before they get there.

Assistant Engineer response: Extending the proposed 20mph speed limit further out beyond the Church is unlikely to have a significant impact on the main hub of the village, and could, potentially, lead to further speeding issues. Road users would become non-compliant with the 20mph speed limit due to its distance, and there would be a lack of consideration towards the signs and built-up area of the village, this would also impact the village of Compton Dando. Additional advanced warning signage can be considered within the vicinity of Greatwood Cottage in regard to the school. The proposal is as advertised.

1. I am writing in support of the proposed TRO. Both Chewton Road and Redlynch Lane are very heavily used as rat runs between south Bristol and east Keynsham/Bath. Both roads are very narrow and Chewton Road in particular, is especially used by walkers, dog walkers and horse riders. The bends are tight and speeding traffic is a serious danger to other road users. My partner frequently (weekly) does litter picking through the village and up to Wellsway and we regularly walk along the lane, the speed of vehicles even within the current limit puts us at great risk. Whilst I appreciate that full compliance is unlikely, any reduction in the average speed caused by a lowering of the limit would be welcomed. The opportunity for enforcement action against those speeding can also be used as a deterrent.
2. I strongly support this change in speed limit, it is desperately needed.

There are no pavements through the village, the roads are narrow country lanes and used as a rat-run. Indeed, the route through the village has been advertised by the new housing developments on Charlton Road, as a cut through to Saltford and Bath, increasing the traffic numbers by hundreds. As a pedestrian, I regularly feel unsafe by the vehicles that speed along the lanes and through the village. There are few passing places and the blind bends are frequently taken at speeds far exceeding safety to walkers and fellow drivers. On one occasion, my arm was hit by a passing vehicle while out walking. Motorists drive so fast they don't have time to give pedestrians the space they deserve.

We have small children in the village whose parents feel unsafe to take them out on their bikes. There is a day nursery, so parents are often seen pushing pushchairs or cycling with children. We have a riding school, with horses and riders using the roads daily. There are very frequent minor accidents when wing mirrors and lights are hit as well as garden walls. The majority of drivers cutting through the village, drive at an inappropriate speed for the size of the roads and show complete disregard for residents, walkers and other road users. Many are too concerned about getting to work or school on time.

These roads have become really dangerous places and a major traffic incident is inevitable. 30 MPH is too fast for these narrow lanes and a lower speed limit would, at least, be a step in the right direction to preventing a major disaster. Please consider this speed limit change, the residents of Chewton Keynsham and all those that pass through, walkers, cyclists and horse riders, deserve it.

1. I write in support of this scheme. I am a resident of Queen Charlton and regularly pass along the lanes through the village of Chewton Keynsham and understand the nuisance and danger of vehicles passing through our local villages too quickly. This proposal will improve the safety and amenity of the residents of Chewton Keynsham as well as those passing through either by foot, cycling, horse or car.
2. We are writing to express our strong support for the proposed scheme to extend the 20mph speed limit through Chewton Keynsham and up to Wellsway. We live in Chewton, and we are constantly horrified at the reckless speed at which vehicles of all sizes come down the hill. It's a narrow road, with only occasional passing-places and no footpath or verge for pedestrians, and a 20mph speed restriction is very badly needed.
3. I would like the above scheme to come into effect and wish to express support for this.
4. I support the proposal to impose a 20 mph speed limit in Chewton Keynsham. I live in the village, and there’s a fair amount of traffic travelling at speed. The village is used as a short-cut and traffic is passing through on a regular basis all day.

The road through the village and up to Wellsway is narrow, and there are no pavements. In many places along the road, there is barely room for two cars to pass each other. There are sharp bends in the road with limited visibility (near the bridge), so it is really dangerous to be a pedestrian. Many pedestrians use the road - not just villagers but families from the surrounding area, walking their dogs. There are also stables in the village and riders out on horses.

Having a 20mph speed limit would help make the village safer. I know of at least one villager who has been clipped by a passing car. I do think if nothing’s done there will be an accident at some point resulting in injury or death.

1. I write in strong support of a 20 mph limit. Chewton Keynsham is used as a “rat run” and that increases with increasing house building on the southern fringes of Keynsham.

With increasing traffic densities the narrow carriageway that naturally slowed traffic no longer functions as the useable “road” surface is wider because the grass road edges have been broken down by passing vehicles. Few vehicles smaller than commercial ones would consider reversing-they keep driving!

Houses, walls, railings and fences have been damaged. There are small children living in the village and there are no separate footpaths. Many people pass through the village on foot, with dogs, on horseback (there are stables) and on cycles. In the interest of public safety, a limit of 20 mph is essential.

1. I fully support this proposal to reduce the speed limit to 20mph on the approach to and though the village of Chewton Keynsham. The village has no pavements or regular street lighting, and this proposal will contribute to safer driving, public safety, and encourage more walking, cycling, and riding.
2. This email confirms my support for the proposed Traffic Regulation Order introducing the 20mph speed limit through Chewton Keynsham. I live in Chewton and frequently have the issue of speeding cars, particularly those approaching Chewton Keynsham from the Wellsway – this road has increasingly become a shortcut for those traveling from east Keynsham towards Whitchurch, and frequently the 30mph speed limit is ignored. This has led to near-misses and some minor accidents at the pinch point on the bridge near Chewton Place. A 20-mph speed limit would ensure drivers approach the village in a more controlled manor. With the increase in 20mph speed limits in villages and built-up areas in the BANES area, I see no reason why the 20mph limit would not be implemented in Chewton Keynsham. There is no pavement through the village hence pedestrians frequently share the road with cars – a lower limit would hence lead to improved pedestrian safety. In West Harptree, for example, a 20mph limit has been imposed despite the village having pavements – I would use the example of West Harptree for Chewton Keynsham receiving the lower limit.
3. As a resident of Chewton Keynsham, I am writing to give my support for the introduction of a 20mph limit. Over the past few years there has been a very marked increase in traffic through the village, using it as a run between Wellsway and the direction of Whitchurch, and most of it being in a hurry and often driving dangerously fast through the bends and areas of poor visibility.
4. I am in support of 20mph speed limit through Chewton Keynsham to kerb excessive speed and control increasing cut through traffic. The speed of traffic is dangerous for residents, walkers, horses etc. Extension of zone through all of Chewton Keynsham towards Compton Dando would be preferable.

Assistant Engineer response: Extending the proposed 20mph speed limit further out beyond the Church is unlikely to have a significant impact on the main hub of the village, and could, potentially, lead to further speeding issues. Road users would become non-compliant with the 20mph speed limit due to its distance, and there would be a lack of consideration towards the signs and built-up area of the village, this would also impact the village of Compton Dando.

1. I wish to add my wholehearted support to this proposal. I am a resident of Chewton Keynsham living on Chewton Road, and as such have to face on a daily basis the dangers of motorists driving through the village, frequently at alarming speed.

The road from Redlynch Lane and along Chewton Road is increasingly used as a short cut by many motorists. This has resulted in an increase in the volume of unnecessary traffic and it would appear to be the same motorists who are driving at unacceptable speed through the village. As a direct consequence, this is causing considerable danger to residents trying to exit their properties, or people walking through the village, which has no pavement. I believe it is only a matter of time before an accident will occur if people using this route are not required by law to reduce their speed to a safe level. Given the windy and narrow nature of this road, where sometimes it is necessary to pull over in order to allow oncoming vehicles to pass, I think that the introduction of a 20 mph speed limit is essential.

1. I support the need for a 20 mph speed restriction through the village of Chewton Keynsham. The lanes are extremely narrow with various blind bends and no pavements. A number of young families and elderly people live within the village who are at risk from the high-speed traffic every time they walk outside their doors.
2. I would like the 20 MPH SPEED limit scheme to come into effect at Chewton Road / Redlynch Lane.
3. I would like to express my support for the proposals to reduce the speed limit to 20mph in my village of Chewton Keynsham as set out in the above traffic regulation order. I am fully supportive of this proposal. Having lived in the village for nearly 40 years, I have witnessed a huge increase in traffic passing through the village. The village has become a commuter rat run and the volume of traffic is considerable. This in itself is bad enough, but my greatest concern is the speed in which vehicles drive through the village. I take my life in my hands when I walk along the village road, and it is extremely dangerous for people living in the middle of the village to get their cars out of their drives.
4. I am a resident of Chewton Keynsham and am in support of the above.
5. I write in strong support of this project. Whilst the majority of drivers come through our village at a sensible speed a minority do not.

You will be aware that we are used as a “rat run” and that increases with increasing house building on the southern fringes of Keynsham. With increasing traffic densities the narrow carriageway that naturally slowed traffic no longer functions as the useable “road” surface is wider because the grass road edges have been broken down by passing vehicles. Few vehicles smaller than commercial ones would consider reversing-they keep driving! There are small children living in the village and no separate footpaths.

1. I support the proposed reduction to 20mph in Chewton Keynsham.
2. We would like to express our support of the proposed lowering of speed limit to the outer limits on Chewton Keynsham, particularly as there is an official nursery school run from Greatwood Cottage, our neighbour. The traffic screams up and down Chewton Road, where the National speed limit currently applies. This is not only very dangerous for the wildlife, but particularly for the children using the nursery school and the many walkers and horse riders in the neighbourhood.

Why wait until someone dies before reducing the speed limit as you are already considering doing so for Chewton Keynsham.

1. I would like this to be implemented ASAP before a tragic accident occurs, having witnessed many speeding cars through the village.
2. I would like to register my support for the 20 mph speed limit through Chewton Keynsham. As a regular user of this road I am often surprised that there is not 20mph limit through the village, similar to Compton Dando. The speed at which traffic travels through this village is often quite alarming, particularly as this lane appears to be a bit of a rat run. The lane is very narrow in places and I feel that a 20 mph speed limit would improve safety for general road users, walkers and villagers alike.
3. I fully support the proposal.

**OBJECTIONS – 0**

**11. RECOMMENDATION**

That the Traffic Regulation Order is sealed as described below.

Signature: Date: 04th January 2023

Paul Garrod

Traffic Management & Network Manager

**12. DECISION**

As the Officer holding the above delegation, I have decided that the objections / comments be:

|  |  |  |
| --- | --- | --- |
| a) | not acceded to and the Order as advertised be sealed. | X |
| b) | acceded to in full and the proposal(s) withdrawn. |  |
| c) | acceded to in part and the following adjustments, being of minor significance; be included in the Order to be sealed.*specify minor amendment to Order here:* |  |

Or

As the Officer holding the above delegation, I have decided, as no objections or comments have been received, that the 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.

Signature: Date: 12/01/23

Chris Major

Director for Place Management