

OFFICER DECISION REPORT – TRAFFIC REGULATION ORDER (TRO)

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DECISION REPORT

PREPARED BY: Traffic Management Team, Highways and Traffic Group

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|-------------------------|--|
| TITLE OF REPORT: | Shoscombe Village Speed Restriction |
| PROPOSAL: | 20mph Speed Limit |
| SCHEME REF No: | 22 – 013 |
| REPORT AUTHOR: | Lewis Cox / Gina West |

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 introduce a new 20mph speed limit throughout the village. The proposal is outlined in the plan with the proposed 20mph marked 'red'.

4. BACKGROUND

Shoscombe is a village situated off the main A367, it has several residential properties and farms throughout along with being part of a cycle network. The roads leading into the village and throughout are narrow and caution is needed whilst driving, there are currently some advisory 20mph signs located within the village however Local Ward Members and the Parish Council want to see some form of improvement to the traffic management measures in the village. Bath & North East Somerset Council therefore put forwards the proposed implementation of a 20mph speed limit.

5. SOURCE OF FINANCE

This proposal is being funded by the Traffic Management Team TIP scheme 2022/2023.

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:
Paul Garrod
Traffic Management and Network Manager

Date: 23rd September 2023

7. INFORMAL CONSULTATION

Cllr Bevan: I'm very happy to support this application – it's highly appropriate for Shoscombe.

Cllr Walker: I am happy to support the 20mph roll out in Shoscombe.

Police: 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 be 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.

Parish Council: Comment in response was to ensure the residents of the village would be made aware of the proposal (the proposal will be publicly available during the public consultation).

Cabinet member for Transport Cllr Rigby: I fully support this scheme.

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
Traffic Management & Network Manager

Date: 3rd October 2022

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
Director for Place Management

Date: 04/10/22

10. PUBLIC CONSULTATION

Approvals 23 –

1. I write to support the proposed 20 m/hr speed limit in Shoscombe. The lanes here are very narrow, often with bends and parked cars obscuring visibility. This especially the case by the school and the pub. Any responsible driver would not exceed 20 m/hr in these situations, but it should be a legal requirement.
2. As a resident in the village of Shoscombe we have been asking for the speed limit to be reduced to 20MPH for many years. Our village is a safe haven, for children playing outside and the reduction in speed would make it even safer for them to play and ride their bikes. Our village is only accessed by very small lanes and often I pass people who are going way too fast around them. I am not able to think of anything negative to say about it as I feel it would only bring positives to the village.

3. I live in Shoscombe and would like to express my support for this proposal.
4. I am writing to express my support for the proposed speed limit on Single Hill and more widely throughout the village as part of this proposal. I am concerned about the speed which some drivers take going both up and down the hill. I'm not sure how the limits will be policed, but even having some signage in place should help.
5. I am writing to fully support the above proposal to introduce a 20mph speed limit in Shoscombe as shown on the roads marked on your map. This is something that residents have been requesting for some time and I would welcome a 20mph speed limit.

Reasons to support:

to reduce the excessive speeds of some drivers through the village. Children and vulnerable residents walk through the village regularly. Children and their parents need to be able to get to school and back safely through the village. There are very few pavements in the village and residents are forced to walk on the very narrow roads. With the increase in electric vehicles I fear that there will be more of a risk to pedestrians as engines are so quiet and pedestrians may not hear vehicles coming. With the increase in home deliveries there has been an increase in delivery vehicles, some of which speed through the village. Our Postman was also hit by a car which was driving too fast recently whilst going about her deliveries. Horses are regularly ridden through the village. Recently one horse had to be put to sleep due to being hit by a vehicle. Over the years a number of domestic pets have been killed by speeding drivers. For all these reasons I believe a 20mph speed limit is essential to slow traffic down through the village and it will make it a safer place.

6. I would like to record my support for the proposal to introduce a 20mph speed limit in Shoscombe.

My reasons are as follows:

Because of the lack of footpaths on much of the village roads, residents have to walk in the road. This includes parents with small children going to and from the village school as well as older and more vulnerable residents. The village roads are well used by horse riders, therefore a 20mph limit would help to slow vehicles down and help to avoid collisions between horses and drivers. Car parking in the village, especially in the area adjacent to the Appletree Pub, restricts the carriageway width. This combined with the entrances to the houses opposite that open directly onto the road, greatly increases the risk of an accident occurring. A 20mph limit would help to slow traffic down. We have noticed in recent years with the increase in home delivery vehicles, the speed of these delivery vehicles is well above what can be considered safe on the narrow roads in the village.

7. I strongly agree with a 20mph speed limit through Shoscombe. I don't drive anymore; I have to walk to get out of village to get a bus at Peasedown. The cars do speed through village as if they were on a racetrack, many a time I've been in hedge to get out the way. They don't consider that in these roads there are tractors, horses, people and children walking. We have to walk on the road. There are no pavements and there is cars parked on the road that we have to walk around and the school children going to the village school. Also another bad road though it's a bit wider is Braysdown Lane, they go up and down there like a racetrack especially around school times.
8. I highly support the recommended change to 20mph through Shoscombe village.
9. As a resident of Shoscombe I fully support this proposal. Nearly all the roads in the parish are single track with parked vehicles in many areas, no pavements and many pedestrians, including school children, walking on the roads and a reduction in speed of vehicles using the roads will considerably add to their safety.
10. Whereas I am very much in favour of ALL drivers driving through our village of Shoscombe to drive with care and caution at 20 mph or below I am NOT in favour of a sign in 4/5 different places or painted mph on the road) along extremely short routes. This will detract from the "look" of the village in terms of its stone work and rurality. I am very much in favour of one sign at either end of the village in RED which then makes the speed limit mandatory. To be honest as a resident of three years the advisory sign is often ignored anyway and unless you can monitor speeds and issue fines (or worse record a death) those who wish to "speed" through our village will continue to do so!

Assistant Engineer's response – it is acknowledged that the rural nature of the village should be maintained as far as practicably possible. If the 20mph speed limit is implemented, the smallest possible signing will be used at the start of the speed limits (terminal signing), and 'repeater' signing (which is required for enforcement purposes) will be kept to the minimum possible.

11. I'm a frequent visitor- biking and walking and it should definitely have speed restrictions for safety reasons given pedestrians on road!
12. I am writing a comment of support for the proposed 20mph limit though the village of Shoscombe.
Currently we are a single-track village with cyclists walker's horse riders and farm vehicles sharing the currently very fast roads. We suffer with fast aggressive driving from some people living or driving through the village and it is only a matter of time before there is a serious accident. Therefore, I am in full support of the 20mph limit.

13. I endorse this proposal to make 20mph speed limits mandatory throughout our village, as the map shows; as an urgent need, given that the current limits are 60mph through narrow lanes where children and other pedestrians walk to reach the school and other destinations.
14. I am in full support of the proposed introduction of a 20mph speed limit in Shoscombe / Shoscombe Vale / Single Hill. The second reason is that I am very concerned that the proposal fails to include Green Street as part of the 20 mph zone. I have two concerns about this. The first is that the access to three properties, Homestead, The Brow and Sharpmead Arch, is directly from Green Street, on a narrow and particularly steep section. The second is that traffic on Green Street crosses National Cycle Route 24 which follows St Julians Road, at a particularly dangerous blind junction. Frequently drivers approaching from the south east and heading up the hill in a north-westerly direction accelerate in response to the steepness of the hill. This means that as they pass our houses and approach the Cycle Route crossing they are travelling too fast and would be unable to stop should a cyclist cross in front of them. This is in addition to my concern that they 'fly past' my front gate at a dangerous speed on a particularly narrow part of the single-track road. As part of the planned Order, I request an addition to the 20mph speed limit proposed, covering the length of Green Street from just north of the narrow bend (Grid Ref. ST 72021 56192), to create a buffer zone before they reach the cycle way from the NW, and extending to the river bridge on the Somerset boundary (Grid Ref. ST 71385 55862), to slow traffic passing the properties on this section. This would help safeguard residents whose properties front onto this road, and cyclists using the cycle way.

Assistant Engineer's response: Including Green Street within the proposals as suggested would reduce the impact of the 20mph speed limit along the roads where there is greater pedestrian activity and/or more residential properties etc. It is also not practicably possible to include Green Street within the proposals due to a lack of suitable locations to erect signposts with an appropriate foundation. There is a proposal for additional signing to be introduced at the junction of Green Street and St Julian's Road to advise cyclists to stop at the junction.

15. I am writing to discuss the proposed introduction of a 20mph speed limit in Shoscombe, Shoscombe Vale and Single Hill. We are in full support of the speed limit but are very upset and disappointed that Green Street is not included. Everyday traffic and school traffic comes down this steep and narrow hill - often too fast as it turns the blind corner onto Julian Road or shoots straight over the sharp brow of the hill passing our front gates of Homestead, The Brow next door and Sharpmead Arch. Route 24 Sustrans Cycle Route also crosses Green Street at the blind corner with 6 residences at Paglynch also using this exit onto Green Street. We have witnessed some very close calls as the lay out on this brow of the hill is more like a crossroads. Green Street is often used as a 'rat run' to avoid queues in Radstock with HGVs trying to get through. As part of the planned order we request in addition to the 20 mph speed limit proposed it also covers the length of Green Street to the river bridge on the Somerset boundary

(Grid ref ST71385 55862), as this would help safeguard residents, motorists, cyclists and pedestrians.

[Assistant Engineer's response: As above \(comment number 14\).](#)

16. I am writing to register my full support for the proposed 20mph speed limit in Shoscombe as the roads are narrow and steep, and often without pavements. Looking in detail at the proposal, I notice it includes the lanes/roads adjacent to residential properties in Shoscombe, Shoscombe Vale and Single Hill. Therefore, I do not understand why the lower part of Green Street has not been included in this proposal as the residential properties of Homestead, The Brow and Sharpmead Arch are all adjacent to this part of Green Street. There is an additional safety issue too; National Cycle Route 24, as it joins St Julian's Road, crosses this particularly steep and narrow part of Green Street. Therefore, I urge you to extend the proposed 20mph zone to include Green Street from ST 72021 56192 to the bridge over the Wellow Brook, ie the Somerset boundary ST 71385 55862.

[Assistant Engineer's response: As above \(comment number 14\).](#)

17. I fully support this restriction but would request the 20mph zone be extended along Gullen and down through Stony Littleton at least up to the parish boundary at the Longbarrow car park. This addition would then cover the cycle way in our parish. We need legally enforceable speed limits for the following reasons; Narrow lanes with poor visibility, steep inclines, poor road surfaces, limited passing places, a school (which causes significant congestion issues twice a day) significant increase in road usage (delivery vehicles) no pavements or street lighting. Unfortunately, there is a growing number of motorists using our 'poor' roads with little idea of the dangers involved having being taught and gained their driving experience on urban roads. Such roads having little or none of the hazards I have highlighted above. I would request the new signage also include the speed camera symbol enabling enforcement.

[Assistant Engineer's response: Including Gullen within the proposals as suggested would reduce the impact of the 20mph speed limit along the roads where there is greater pedestrian activity and/or more residential properties etc.](#)

18. I would like to support this proposal.

19. I'm writing in support of the above; the implementation of a 20mph speed limit in Shoscombe.

20. I moved here because it is such a lovely, peaceful village - the only hazard to all is road traffic. We have few footpaths/pavements and very narrow roads, so it seems like common sense that there would need to be a 20mph speed limit for the benefit of all (and most especially children and the elderly) . . but there are additional factors too: we have a school with kids and parents coming and going, the area is busy with horse-riders and dog-walkers, as well as being on the

National Cycle Route, used by walkers as well as cyclists who also leave the cycle route to stop off at the pub.

21. I am writing in support of the proposed reduction of the speed limit on roads in Shoscombe to 20mph. We support the general principle of the reducing speed limits to 20mph in residential areas to reduce road casualties and encourage active travel. In this case some of the roads form part of National Cycle Route 24 between Bath and Radstock. The proposed 20mph limit is a welcome safety measure on a popular section of the national Cycle Network. In addition to implementing this order I would also like to suggest that the speed limits on Grays Hill and Littleton Lane are also reviewed and reduced to a limit suitable for a on carriageway cycle route. This would improve the safety of the users on National Cycle Route 24 between Shoscombe and Wellow where widths and sight lines are narrow.

Assistant Engineer's response: including Grays Hill and Littleton Lane within the proposals as suggested would reduce the impact of the 20mph speed limit along the roads where there is greater pedestrian activity and/or more residential properties etc.

22. I am writing in support of the proposed 20 mph speed limited in Shoscombe. We have narrow roads, horses, dog walkers and children in the village so anything that helps slow traffic and avoid accidents would help. In addition there is a significant issue outside the village school where cars frequently park in dangerous places, block access on the road and would prevent an emergency vehicle getting through if needed, so this concern should also be looked at please as there is a risk here and there have already been accidents and a serious one Will happen if this is not addressed.
23. My husband and I are residents of Shoscombe, and are fully behind the proposal to make Shoscombe a 20mph zone as enforceable. The village has seen an increased number of accidents over the last few years ranging from delivery drivers to new users of the primary school. It is a very rural village with horse rides, dog walkers and many cyclists and the speed of which people are driving through our village it is unacceptable. We have a child who like many of their kids in the village has a bike - we often go out as a family and with neighbours, however, we are finding the speed of the traffic around the village and lanes more and more worrying.

Objections – 1

1. In my opinion the cost, disruption, and damage to the visual environment of installing this scheme is not justified by the occasional vehicles that are driven too fast. My comments are as follows:
 - I understand that a mandatory speed limit might enable prosecution were there to be an accident but believe that it would be no more likely to prevent an accident than advisory signs.

- The signage must be easily visible to legally enable prosecution and so will necessarily be intrusive and spoil the rural aspect of the village which is highly valued by those of us who live here.
- I'd suggest that speeding drivers would not comply with a mandatory speed limit when the very few who currently drive too fast disregard the advisory signs.
- Drivers not complying with the speed limit will not be prosecuted unless monitoring (a camera?) is also installed, which I would guess is unlikely. The residents of Shoscombe village are very unlikely to take the time to do a roadside speed check because there's hardly any traffic.

I support a 'beefing up' of the current advisory limit perhaps by 20mph signs being painted on the road.

Assistant Engineer's response – it is acknowledged that the rural nature of the village should be maintained as far as practicably possible. If the 20mph speed limit is implemented, the smallest possible signing will be used at the start of the speed limits (terminal signing), and 'repeater' signing (which is required for enforcement purposes) will be kept to the minimum possible.

Other – 1

In respect to the proposal for a 20mph speed limit for parts of the parish of Shoscombe I would like to add another suggestion. Cycle Route 24 goes through the Parish and is well used by all means of transport. Since Covid the use has quadrupled as people have discovered it. Littleton Lane is an issue, and I am aware of the speed of traffic using this lane. I hate to say it, but it's only a matter of time before a serious accident occurs. Only last week a neighbour was hit by a Tesco's delivery van driving too fast. The cycle way is narrow with poor visibility. Walkers, cycle riders, horse riders, and even mobility scooters use it. At present there is a national speed limit sign on it. What I am proposing is a 20mph limit to be extended in Shoscombe to cover Gullen / Hang Hill/ Grays Hill and Stony Littleton Lane. This then would join up with the Wellow speed restriction and cycle route 24 would be properly speed managed and safe.

Assistant Engineer's response: Including Gullen / Hang Hill / Grays Hill and Stony Littleton Lane within the proposals as suggested would reduce the impact of the 20mph speed limit along the roads where there is greater pedestrian activity and/or more residential properties etc.

11. RECOMMENDATION

That the Traffic Regulation Order is sealed as described below.



Signature:

Date: 4th November 2022

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. <i>specify minor amendment to Order here:</i> | |

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: 09/11/2022

Chris Major
Director for Place Management

