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

5b

**OUTCOME OF PROCESS (NO OBJECTIONS RECEIVED)**

PREPARED BY: Traffic Management Team, Highways and Traffic Group

|  |  |
| --- | --- |
| **TITLE OF REPORT:** **PROPOSAL:** **SCHEME REF No:****REPORT AUTHOR:** | **Speed limit review - B3130 / Winford Road / Chew Road****30mph & 40mph speed limits****22 - 012** **Lewis Cox / 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 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 reduce the speed limits on sections of the B3130, from its junction with the A37 to the village of Chew Magna and continuing from Chew Magna along Winford Road and Chew Road, including all approaches to the roundabout at Pagans Hill.

The proposals are shown on the attached drawings.

**4. BACKGROUND**

A request was originally received from the Parish Council and local Ward Members to review the speed limits along this route. After a review of the available speed data, and undertaking several site visits, it is considered that the current speed limits are no longer appropriate for the nature and usage of the road.

# 5. SOURCE OF FINANCE

These proposals are being funded through the 2023/2024 Transport Improvement Programme.

**6. CONSULTATION REQUIREMENT**

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

The responses to the informal consultation can be found in TRO report number 3.

**7. OBJECTIONS / COMMENTS RECEIVED (following the public advertisement of the proposal(s)**

No objections or negative comments have been received following the advertisement of the proposal(s).

Two comments have been received:

*The Narrows in Belluton is a dangerous piece of road with very narrow points and neither side of the road traffic having priority. It's very close to property driveways and boundaries and pulling out of certain drives is dangerous into oncoming fast traffic almost blindly. This road definitely needs 20mph limit or priority for one end of the traffic.*

*Officer response: The speed limit in The Narrows in Belluton is proposed to be reduced from 60mph to 30mph, which will help to reduce vehicle speeds and should assist manoeuvring in and out of adjacent properties.*

*A signed priority system through The Narrows would not work because drivers approaching the narrow section in opposite directions cannot see each other. Drivers have to commit to proceeding through before they can see whether any other vehicles have entered the narrow section from the opposite direction.*

*The Parish Council fully support the request to reduce the proposed speed limit through the narrows to 20mph from the proposed 30mph in the email from Lewis titled ‘Subject: 22-012 PROPOSED SPEED LIMITS B3130’*

*Here is our original justification for 20mph from August 2022:*

*Some time ago the Parish Council requested that a 20mph limit was considered for the Narrows, Belluton, but I have not received a response and so I’m not sure the request has been registered with you.*

*The road ‘narrows’ and has a stone wall either side of the carriageway, this is particularly intimidating for pedestrians and in particular a school girl who has to walk this route every day to get to the school bus stop on her route to school. We have looked at alternative routes and footpaths to keep her off this road, but there is no other way for her to travel, and there are obviously other pedestrians who use this road.*

*Please could you consider a 20mph speed limit on this section to emphasise that traffic needs to proceed with caution.*

*At the very least this sign needs cleaning or replacing and maybe a warning that pedestrians could be in the road.*

*This is the section where the road narrows and there can be conflict between vehicles as it is not wide enough for two to pass, with the added danger of a pedestrian it can be extremely dangerous.*

*The girl has now left school, but there are other pedestrians/ dog walkers that need to walk along this stretch of road.*

*Officer response: The proposed 30mph section covers the length of road from the A37 to approximately the entrance to Blackmore & Langdon’s. It would not be appropriate for this entire section to be 20mph because this speed limit is too low for a large extent of this part of the road. If a 20mph limit were only applied to the narrowest section of the road it would leave sections of 30mph speed limit either side which are too short. We need to avoid frequent changes in speed limits over very short lengths to ensure drivers are fully aware of the speed limit they are driving through.*

**8. RECOMMENDATION**

That the Traffic Regulation Order as advertised is sealed.

Paul Garrod Date: 23rd February 2024

Traffic Management & Network Manager

**9. DECISION**

As the Officer holding the above delegation, I have decided that the Traffic Regulation 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.

The Council’s policy framework has been used as the basis to develop the scheme with full engagement with stakeholders across the area.

I further note that the issue of deciding whether to implement any scheme is a matter of broad judgement, taking into account the wider transport and climate aims of the Council rather than a purely mathematical analysis on the numbers of positive or negative responses.

The arguments both for and against the scheme were clearly identified and were considered fully as part of the decision-making process before I made the final decision as set out above.

Chris Major Date: 23/02/24

Director for Place Management