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

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**INFORMAL CONSULTATION (with the Chief Constable, Parish Council,**

**and Ward Members)**

PREPARED BY: Traffic Management Team, Highways and Traffic Group

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| **TITLE OF REPORT:**  **PROPOSAL:**  **SCHEME REF No:**  **REPORT AUTHOR:** | **Midford Village speed limit review.**  **The introduction of 20mph speed limit.**  **23-020 / LC**  **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:

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| **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:

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| (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 | X |
| (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 | X |
| (f) | for preserving or improving the amenities of the area through which the road runs, or |  |
| (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 20mph speed limit on roads within the village of Midford, including the B3310.

The extents of the proposed 20mph speed limit are shown on the attached drawing.

**4. BACKGROUND**

The village of Midford is located on the B3110, which provides a relatively direct link between the A366 in Wiltshire with the A367 in Bath and North East Somerset. As a result, the road is well-used throughout much of the day.

The Two Tunnels Greenway, which forms part of the National Cycle Network (Route 244), passes over Midford on a reclaimed viaduct, but there are local links between the village and the Greenway. Consequently. the public house in the village is popular with pedestrians and cyclists, and there is regular walking, wheeling, and cycling activity within the village.

The speed limit throughout the village of Midford is currently 30mph, but the Parish Council, Ward Members, and residents continue to express road safety concerns. This review of the existing speed limits within the village environment is, therefore, considered to be appropriate, which is also likely to include improvements to the signing and road markings on the B3110 through Midford.

The draft proposals have been discussed with a representative of the Traffic Management Team at a recent meeting with the Parish Council and Ward Members.

# 5. SOURCE OF FINANCE

The scheme is funded through the 2023/24 Transport Improvement Programme.

**6. CONSULTATION REQUIREMENT**

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

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



Paul Garrod Date: 30th August 2023

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 our response on behalf of the Chief Constable to formal consultation, check the accuracy or validity of what is being proposed but we do consider implications for road safety and enforcement.

**Cllr Fiona Gourley:** No comments received during the informal consultation period.

It is noted comments were received during the design stages of the scheme, however we were unable to include the requests.

**Cllr Matt McCabe:** No comments received during the informal consultation period.

It is noted comments were received during the design stages of the scheme, however we were unable to include the requests

**Midford Parish Council:** No comments received during the informal consultation period.

It is noted comments were received during the design stages of the scheme, however we were unable to include the requests.

**Cabinet Member Cllr Rigby:** I'm very pleased to support this intervention.

**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:

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:



Director for Place Management