

OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

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APPROVAL TO PROGRESS TRO

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT:	Various Roads, Timsbury
PROPOSAL:	Proposed 20mph Speed Limit
SCHEME REF No:	22-030
REPORT AUTHOR:	Kelly Huggins

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 purposes 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	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	
(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 existing 30mph speed limit to a 20mph speed limit on the identified sections of road.

The existing speed limits are shown in **Appendix A** and the proposed speed limit are shown in **Appendix B**.

4. **BACKGROUND**

Following requests from the Parish Council, with support from Ward Member, funding has been secured to introduce a number of pedestrian improvements on The Avenue in Timsbury.

It was originally intended that a 'give and take' priority road narrowing would be introduced in The Avenue to assist pedestrians crossing the road, and to help reduce vehicle speeds. This proposal is reference in TRO Reports 1 and 2.

However, following a Road Safety Audit and discussions with the Police, the 'give and take' element of the scheme has now been removed and replaced with improved footways to both sides of the road, which will include dropped kerbs where pedestrians will be encouraged to cross the road.

To improve accessibility and safety for pedestrians using The Avenue, it has been deemed appropriate to reduce the existing 30mph speed limit on The Avenue, and adjoining roads, to a 20mph speed limit.

Lowering the speed limit on the identified sections of road will also correspond with the existing 20mph speed limits that are in force south of The Avenue and on North Road, where there is a new housing development being built.

It is anticipated that the proposed 20mph speed limit will contribute to providing a safer environment for the expanding community and the resultant increase in pedestrian and cycling activities. The proposed reduction of the speed limit will also encourage lower speeds when approaching the footway improvements to be introduced on The Avenue.

In addition to the above speed limit proposal, the Parish Council has also requested that we take this opportunity to extend the existing 20mph speed limit on Lippiatt Lane for its entire length.

5. SOURCE OF FINANCE

This proposal is being funded through the 2022/23 Transport Improvement Programme.

6. INFORMAL CONSULTATION REQUIREMENT

The proposal requires informal consultation with the Chief Constable, Ward Member and the Cabinet Member for Transport.

7. INFORMAL CONSULTATION FEEDBACK

Chief Constable:

With regard to the proposed 20mph speed limit, as previously discussed we have a Force stance regarding the introduction of speed limits, which has been written to reflect the current speed environment. I copy this below for your information.

“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.

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.

Ward Members:

Timsbury;

Cllr Douglas Deacon – No comments.

Timsbury Parish Council – No comments.

Cabinet Member:

Cllr Manda Rigby - I fully support this TRO.

8. RECOMMENDATION

As no significant objections and/or comments have been received following the informal consultation described above, the public advertisement of the Traffic Regulation Order should progress.



Paul Garrod
Traffic Management & Network Manager

Date: 30th January 2023

9. DECISION

As the officer holding the above delegation, I approve the progression of this Traffic Regulation Order.

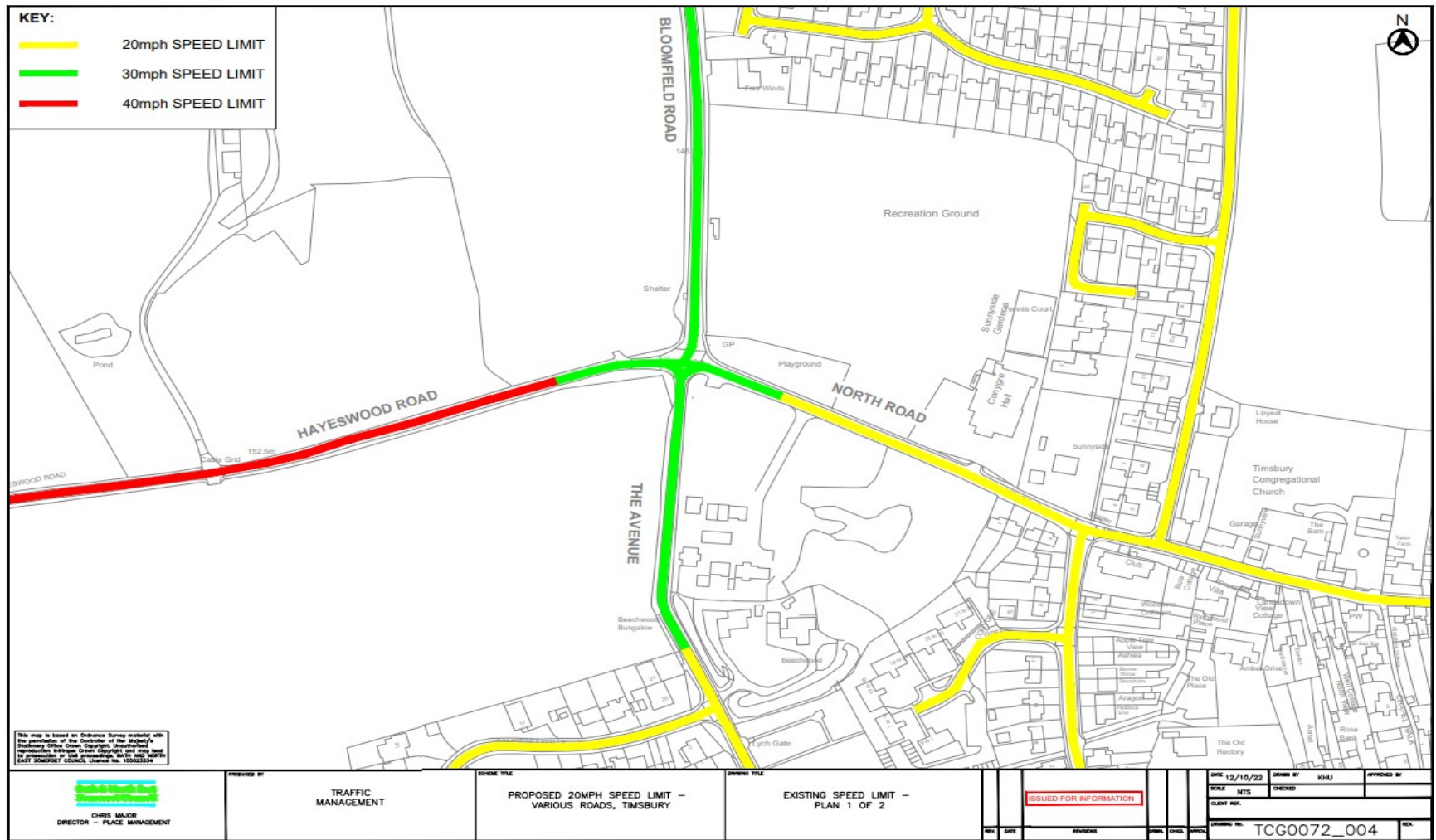
In taking this decision, I confirm that due regard has been given to the Council's public sector equality duty, which requires it to consider and think about how its policies or decisions may affect people who are protected under the Equality Act.



Chris Major
Director for Place Management

Date:31/01/23

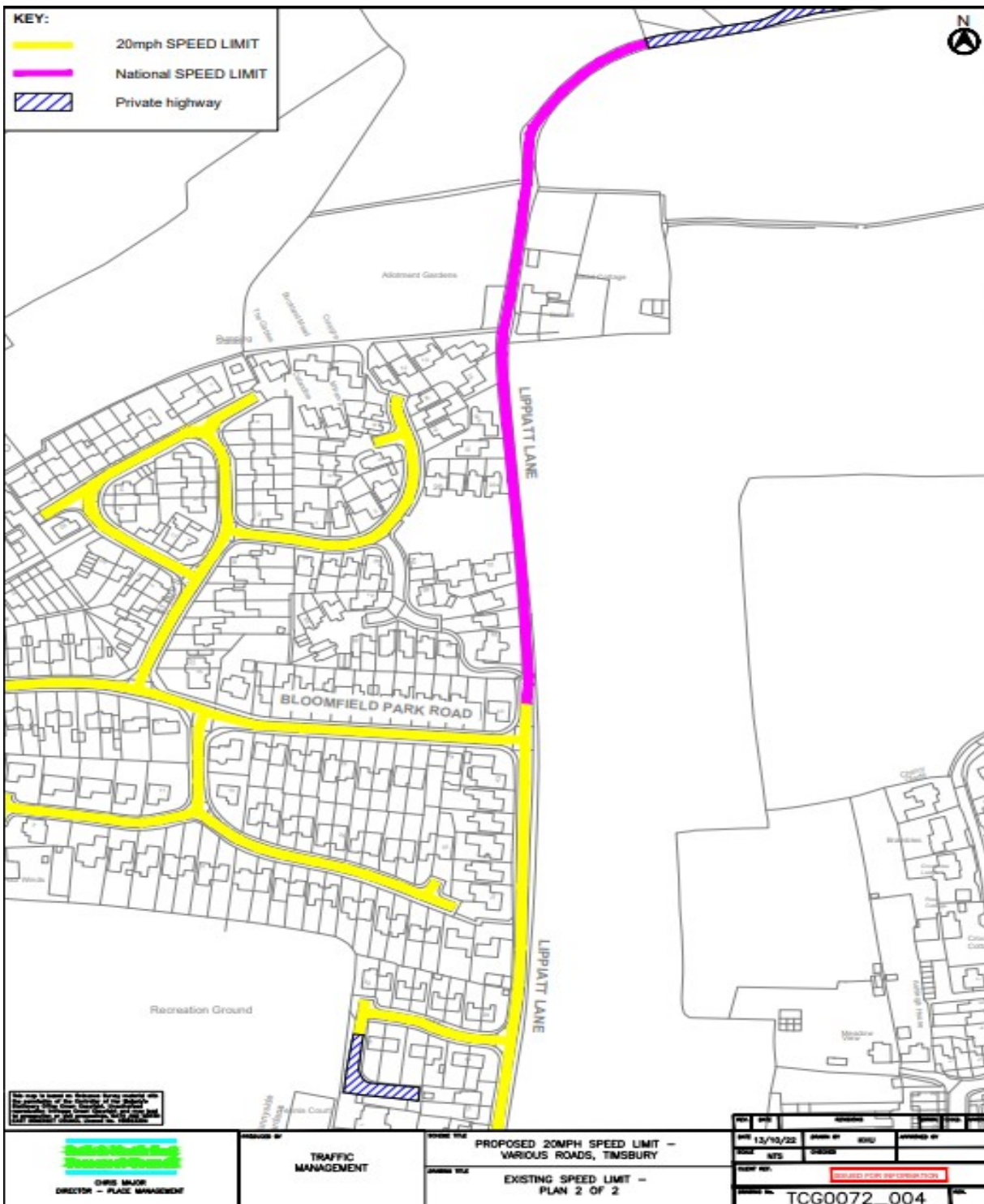
APPENDIX A – Existing Plan 1 of 2



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<p>CHRIS MAJOR DIRECTOR - PLACE MANAGEMENT</p>	<p>PRODUCED BY</p> <p>TRAFFIC MANAGEMENT</p>	<p>SCHEME TITLE</p> <p>PROPOSED 20MPH SPEED LIMIT – VARIOUS ROADS, TIMSBURY</p>	<p>DRAWING TITLE</p> <p>EXISTING SPEED LIMIT – PLAN 1 OF 2</p>	<p>ISSUED FOR INFORMATION</p>	<p>DATE: 12/10/22</p> <p>DRAWN BY: JKHJ</p> <p>APPROVED BY:</p>
	<p>SCALE: NTS</p> <p>CHECKED:</p> <p>CLIENT REF.:</p>	<p>DRAWING NO. TCG0072_004</p> <p>REV. DATE: REVISIONS: DRAWN: CHECKED: APPROVED:</p>			

Existing Plan 2 of 2



APPENDIX B – Proposed Plan 1 of 2



Proposed Plan 2 of 2

