

OFFICER DECISION REPORT – TRAFFIC REGULATION ORDER (TRO)

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DECISION REPORT

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: 20mph Speed Limit, Welton, Midsomer Norton

PROPOSAL: 20mph Speed Limit

SCHEME REF No: 21 – 014

REPORT AUTHOR: 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	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	
(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 implement a 20mph Speed Limit within the Welton area of Midsomer Norton as denoted in red on the attached proposed plan.

Whilst it is accepted that speed limit reduction alone will not lead to the significant increase in local journeys taken by walking and cycling that the council wants to achieve, it is one of a number of measures that, when combined with others, will be an important step towards this.

4. BACKGROUND

The Welton area of Midsomer Norton has a number of housing estates, most of the roads are cul-de-sacs and they currently have a speed limit of 30mph, however a proposal is put forwards to reduce the speed limit to 20mph to reduce vehicles speeds and improve the safety within the housing estates for residents and visitors.

5. SOURCE OF FINANCE

This proposal is being funded under the Traffic Management Team schemes 2021/2022.

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: 

Date: 12th July 2021

Paul Garrod
Traffic Management and Network Manager

7. **CONSULTATION**

Chief Constable Police – No comments received.

Cllr Shaun Hughes – No comments received.

Cllr Michael Evans – No comments received.

Cllr Paul Myers – No Comments received.

Cllr Christopher Watt – No comments received.

Cllr Midsomer Norton Town Council – No comments received.

Executive Member for Transport

Cllr Manda Rigby – No comments received.

8. **RECOMMENDATION**

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



Date: 15th November 2021

Paul Garrod
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.



Date:18/11/2021

Chris Major
Director of Place Management

10. PUBLIC CONSULTATION

Support: 3 - I am in favour of the changes especially on estates, this will go some way to ensure safety of children and elderly. However I would like the council to consider speed humps or some form of traffic management on the junction between Monger lane and Welton Grove. Traffic has increased considerably, with the road used as a short cut since the opening of the road through the new estate. I have witnessed many times cars accelerating all the way up the hill and speeding down the hill. Currently it is not safe. I feel that speed bumps would force drivers to slow down on this road that links 3 estates and as such should be treated differently in order to slow traffic forcefully.

Assistant Engineer: The 20mph speed limit will be clearly signed on entrances and will include repeater signage throughout, the scheme is funded for the speed limit only and doesn't include traffic calming measures. The Police can enforce the speed limit should persistent speeding be a problem in certain areas.

I welcome your proposals for the introduction of 20mph zones in Welton. However I don't think they go far enough.

Whilst the new Zebra crossing at the bottom of Monger Lane should have a traffic speed calming effect it is my opinion that the 20mph zone should be extended. It is normally my opinion that 20mph speed limits shouldn't be applied to arterial roads/transit roads. I do think in this case your plans should be extended to incorporate a 20mph zone from the Thicket Mead side of the West Road junction with the bottom of Monger Lane to the Station Road Stones Cross junction (mini

roundabout).

My reasons are as follows -

1) The West Road Station Road is a bit of a rat run and exiting Beaufort Avenue onto West Road can be tricky with speeding cars/vans. By speeding I mean some cars/vans travelling at 40mph or more both ways on West Road. Vehicles do speed down the hill into the village and the road narrows significantly by the Baptist church/ Centurion coaches.

2) I'm not sure with the position of the new Zebra crossing that traffic will identify the crossing in good time with the road angle particularly exiting Welton village.

3) Have you noticed how narrow some of the pavements are in the village and on Station Road? I feel sorry for disabled people trying to use the pavements and parents with children. When I use them I frequently have to step into the road being mindful of the traffic.

4) You have positioned the Zebra crossing at the top of Beaufort Avenue. However the busy footpath from the bottom of Clevedon Road to the steps up to West Road are on the Thicket Mead side of the Monger lane junction. There is also the local post box. With the best will in the world a lot of this pedestrian traffic will still cross West Road at the top of the steps.

Assistant Engineer: The main A362 West road was not part of the scheme, the scheme was intended for the side roads and built-up residential areas of Welton. It may be possible to consider including other main roads in the future once we have assessed the impact of the introduction of 20mph speed limits on a small number of main urban roads in other parts of B&NES, which are due to be brought in shortly,

I'm pleased to see that the roads are being targeted to reducing speed limits to 20 mph. I am interested to know why the no through road section of station Road Welton hasn't been included from the Crown flats thru to 33 Station Road where I live. I personally feel that the main road section of station Road itself should have its speed limit reduced to 20 mph as well. The road is used by schoolchildren and the elderly and the pavement is very narrow. It's also where the cars are most dangerous nearly all going well over the current speed limit.

In Valley Walk double yellow lines are needed as well on the corner by the green as Walley Walk turns into Welton Vale. Cars are always parking right on the corner obstructing the view for both drivers and pedestrians.

Assistant Engineer: The proposal was put forwards by the Local Ward members for Midsomer Norton, which was the locations included in the plan. We have an annual parking area review which can implement or remove parking restrictions, this is

something the Local Ward members can be approached about and put forwards in your support for any proposals you may like to see added.

Objections 2 - Well, the idea of imposing a 20mph speed limit in Midsomer Norton High Street without evidence of need and without any enforcement of the existing 30mph limit was stupid but this one takes the biscuit!

Here are a few reasons:

1. The opportunity for anyone to exceed 20mph on these roads is virtually zero so this is a cure for which there is no known disease.
2. There is no history of RTC, injury or death on these roads as a result of speeding, which is a prerequisite for such restrictions.
3. There is no enforcement of existing speed limits, so what's the point?

My understanding is that the Council is strapped for cash so why waste money on a scheme which is so pointless? I'm sure Social Services could do with something extra. If B&NES Traffic Management Team really needs to find somewhere to spend its surplus money, how about sorting out and enforcing dangerous parking in these areas, which is a much more pressing need. No doubt though, as usual, the objections of the residents who live in these areas will be ignored by officers and councillors who don't.

Assistant Engineer: Research suggests 20mph zones can reduce road danger and support a shift to walking and cycling and reduce noise and community severance. 20mph limits have been widely introduced across the UK within built up areas and neighbourhoods. Avon and Somerset Police are made aware of any proposals and changes in speed limits and are sent a copy of the order, this then allows them to proceed with enforcement. We have an annual parking area review which can implement or remove parking restrictions, this is something the Local Ward members can be approached about and put forwards in your support for any proposals you may like to see added. Speed limits are introduced using capital funding, which is separate to and cannot be used in the same way as revenue funding, which covers the cost of running council services.

I am writing to object to the proposal of a mandatory "21-014 Welton Wide 20mph" scheme. (Various Roads, Midsomer Norton) (20 M.P.H. Speed Limit) Order 202* with the reference TRO21-014/LC.

As a resident and daily dog walker using the streets of Welton & Midsomer Norton I would like to know the rationale behind imposing a mandatory 20mph limit on the residential areas as outlined in your plan. I would like to know;

- what evidence you have based this decision on?

- why you consider it necessary?
- what you consider the result to be?
- what the cost to the tax payer will be?
- how you intend to enforce the limits?

I walk these streets every day and in my opinion, it is the traffic travelling in excess of the current 30mph limit on the main roads and on the side roads that is the real safety issue and my understanding is that the limit on the main roads will remain at 30mph, even in the high street which is has a heavy pedestrian presence. I strongly believe that our local roads would be much safer if only the current limits were enforced, and I would like to know how you will tackle this issue and what you consider will change in terms of compliance under the proposed mandatory 20mph scheme.

I am more than willing to attend any consultation meetings and would very much welcome the opportunity to discuss the issues as you see them rather than allowing what appears to be an expensive and rather pointless exercise to go ahead unchallenged.

Assistant Engineer: 20mph limits have been widely introduced across the UK within built up areas and neighbourhoods to improve the safety for pedestrians and cyclists and other road users, the proposal came from the Local Ward members (councillors) to improve road safety in the area. Avon and Somerset Police are made aware of any proposals and changes in speed limits and are sent a copy of the order, this then allows them to proceed with enforcement.

Chief Constable, Avon & Somerset Police: No further comments received.

Cllr Shaun Hughes: No further comments received.

Cllr Michael Evans: No further comments received.

Cllr Paul Myers: No further comments received.

Cllr Christopher Watt: No further comments received.

11. **RECOMMENDATION**

That the Traffic Regulation Order is sealed as described below.



Signature:

Date: 10th February 2022

Paul Garrod
Traffic Management & Network Manager

9. 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.	

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: 03/03/22

Chris Major
Director of Place Management

