

OUTCOME OF TRO PROCESS

PREPARED BY: Traffic Management Team, Highways and Transport Group

TITLE OF REPORT: Langridge Lane, Tadwick Lane, Woolley Lane - Area Wide Speed Limit Order 2022

PROPOSAL: 20mph and 30mph Speed Limits

SCHEME REF No: 21-033

REPORT AUTHOR: Kelly Huggins

1. DELEGATION

The delegation to be exercised in this report is contained within **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,	X

(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 National Speed Limit to a 20mph and 30mph speed limit on the identified sections of road.

The existing and proposed speed limit plans that were advertised can be found in TRO report number 3.

4. BACKGROUND

Residents, Parish Councils and Ward Members have regularly expressed their concerns regarding the speed at which some motorists use the network of narrow lanes to the west of the A46 Gloucester Road, and the negative impact that this can have on walking and cycling activities. This culminated in a site meeting with officers of the Traffic Management Team.

The Swainswick and Chalcombe Wards are predominantly rural in nature, but there are clusters of residential properties throughout the area, and also a primary school. As a result, on-street walking and cycling activity is prevalent throughout the area.

It is considered that 30mph speed limits on the approaches to the proposed 20mph speed limits (where residential properties are clustered) would improve compliance with the lower speed limit, and further improve road safety.

The proposals cover a relatively large network of very narrow lanes, and it has been difficult to practicably locate some of the proposed speed limit entry signing, whilst also maintaining appropriate forward visibility for drivers. The extents of the proposed speed limits have, therefore, been partly determined by these factors.

5 SOURCE OF FINANCE

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

6. **INFORMAL CONSULTATION REQUIREMENT**

Informal consultation was carried out with the Chief Constable, Ward Members, and the Cabinet Member for Transport.

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))**

The objection / comments received have been summarised below with the technical responses to each main point raised.

All affected roads - Langridge Lane, Tadwick Lane, Tynning Lane, Woolley Lane, High Street, Church Street, Church Lane, Manor Lane, Blacksmith Lane, Innox Lane and that part of Gloucester Road.

Objections – 16, Support (including a petition with 154 signatures) – 25, Support in Part – 4

Objections (main points raised):

- There is no evidence that there is a problem with repeated or excessive speeding on the affected roads.
- The proliferation of signage will urbanise and litter the valley, which is an AONB and Article 4 listed area of unspoilt countryside.
- Speed signs are ineffective in a rural area where there will be no enforcement.
- Rather than a formal 20 mph speed limit, could we not just have a Quiet Lanes designation?
- If there is a traffic issue in a particular lane, that should be addressed individually, rather than a blanket proposal across the whole valley.
- Motorists cannot achieve the national speed limit down the lanes and so it is a completely unnecessary and a waste of taxpayers' money.
- The signs are totally unnecessary as potholes, poor visibility, corners, hedge/green growth, slippery road surface (in winter) will limit the speed anyway.
- There is and never has been an issue with speeding and 90% of people using the lanes are local and careful.
- What logic determines the road with most vulnerable users on it every day Mon-Fri in term time should be a 30mph zone? The simplest solution is to make Innox Lane a 20mph road.
- The speed limit past the school itself is proposed to be 20mph, which is way too fast. This should be 10mph. The rest of Innox Lane should be 20mph maximum.
- Additional traffic calming measures to be considered outside the school.

The full consultation response spreadsheet is attached as **Appendix A** to this report.

Response to objections (main points raised):

Although it is recommended that average (mean) speeds should be evaluated before determining whether a speed limit reduction is suitable, 20mph speed limits are considered most effective where speeds are already relatively low, and where drivers are more likely to adhere to a signed speed limit. With this in mind, it is considered that the proposed 20mph speed limit will target those who drive at an inappropriate speed through the area which, in turn, will improve road safety.

It is a legal requirement to erect terminal signs to indicate the start of the maximum speed limit. Although it is recommended that two terminal signs are provided on either side of the carriageway, in some circumstances where it may be difficult to site two signs (generally within rural settings) then it is permitted to erect just the one sign, which can be accompanied by the relevant white carriageway speed limit roundel, if necessary.

To remind drivers of the speed limit, it is recommended that repeater signs are provided, unless on a 30mph lit road or on an unlit road which is subject to a national speed limit. Any 'repeater' signing will need to be appropriately spaced at intervals throughout the restricted area. However, in the Traffic Signs Manual – Chapter 3, it states that '*Whilst there is no specific requirement to provide repeater signs, it is for the traffic authority to determine how many are required and where they are placed.*' Therefore, it is intended to make use of any existing traffic signposts sited within the area to reduce clutter. Careful consideration will also be given should additional posts be required for repeater signing, and where it may be difficult to site such signs, white speed limit carriageway roundels could be considered as an alternative.

It is appreciated that the area forms part of an AONB, however, there are no restrictions to introducing a lower speed limit and its associated signing within an environment such as this. In view of the concerns, the Council will fully consider the environmental impact when determining the recommended terminal and repeater signing requirements.

The proposals have been shared with the police during the informal consultation stage and, as with all speed limits, any targeted enforcement will be considered in response to reports of deliberate offending, and where there is evidence to suggest enforcement is required. However, due to the characteristics in this area, it is considered some sections are self-enforcing.

The objective of a Quiet Lane scheme is to make a rural setting safer by encouraging lower speeds and making the routes more attractive for all road users, but they often require supplementary traffic management measures to be successful. The Campaign to Protect Rural England (CPRE) suggest that '*Quiet Lanes should have speed limits of 20 mph. Quiet Lanes are not, however, a means of tackling safety problems on a particular stretch of road*

and should not be seen as a way of banning or significantly calming traffic.'
The available budget for the 20mph speed limit proposals is insufficient to introduce additional traffic management measures. Such measures might also be inappropriate or unacceptable in this environment.

Additional highway improvements that are beyond the scope of these proposals have been noted and will be investigated further. If determined feasible, the suggested measure(s) could be assessed for possible inclusion in a future Transport Improvement Programme.

Ward Members:

Cllr Sarah Warren - I fully support the plan to go ahead with the proposed speed limit reduction to encourage drivers to drive safely and respectfully through the lanes, whilst keeping the number of signs and repeaters to the absolute minimum as you suggest, so as to minimise the visual impact on the AONB.

Cllr Kevin Guy – No comment.

Cabinet Member:

Cllr Manda Rigby – No comment.

8. RECOMMENDATION

That the Traffic Regulation Order is adjusted as described below and sealed.



Paul Garrod
Traffic Management & Network Manager

Date: 17th October 2022

9. DECISION

As the Officer holding the above delegation, I have decided that the objections / comments be acceded to in part, and that the following adjustments, being of minor significance, be included in the Order to be sealed.

- Extend the proposed 20mph speed limit on Innox Lane for the full length, to its junction Gloucester Road.
- Adjust the starting point of the proposed 20mph speed limit on Langridge Lane (with Lansdown Road), to replace the short section of the existing National Speed Limit.

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: 09/11/22