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

4

**PUBLIC CONSULTATION TRO**

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 limits.****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. INFORMAL CONSULTATION REQUIREMENT**

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

7. **INFORMAL CONSULTATION FEEDBACK**

**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.

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

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

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

Note:

*Comments were received from the Ward Members and Parish Council during the design stages of the scheme. These requests received due consideration at that time, but we were unable to include them within the proposals.*

**Cabinet Member for Highways - Councillor Manda 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: 8th November 2023

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: 20/12/2023

Director for Place Management

10. PUBLIC CONSULTATION – Approvals 14 – Objections 0

 APPROVALS 14:

1. I live on Midford Rd in the proposed 20mph area. I am very much for the speed being reduced to 20mph. The road is so dangerous. Too dangerous for my children to cross by themselves and too dangerous for their grandma as you have to run across which she can’t at age 81! I moved into the property a year and a half ago and have lost count of the number of car accidents on Midford Rd in this short space of time. If the speed limit is not reduced, I think there will be a fatality before long. Thank you, thank you, thank you. Fingers crossed for a safer Midford.
2. This is great news that Midford is finally getting a 20mph speed limit through the village. I take my life in my hands every day I cross that road (often twice) as I live in Midford Lane, whether it be on my dog walks, walking to the bus stop or visiting the Hope & Anchor. May I suggest that to make these changes even safer for the residents of Midford and those travelling through, that the 30mph zone of the B3110 be extended in the south of the village from Somer Cottage to past the houses at the start/end of the village that are further up Midford Road ie Clearbrook Cottages, Clearbrook House, Swallow Barn, The Tallet and The Maltings near to the Burial Ground as it is incredibly difficult to pull out as cars are often travelling much faster than the present 40mph.

Similarly the 20 mph zone should be increased in the north easterly direction so that the crossroads of Old Midford Road is in this zone. It is incredibly dangerous trying to pull out at this junction. The 30mph zone above this should also be extended to begin at Midford Castle or thereabouts to slow cars down as they travel far too quickly on the bends of the road - you only have to see the state of the walls of Midford Castle which have collapsed due to numerous cars hitting the wall too fast. This would also slow down the traffic so by the time it reaches the suggested 20mph start the cars are slower. Just before Christmas there was an accident when a car driving far too fast down the hill went into the back of a stationary car waiting to turn right into Combe Hay Lane. There is a bend just before Combe Hay Lane so it is impossible to see any stationary cars waiting at that junction and if you are speeding, there is no time to stop.

Many thanks for your work to get traffic travelling through Midford slower and as a result making it a safer place for the residents.

BANES Traffic Management: The proposals have been set with the environment in mind, reducing speed limits further out from the main hub of the village and built-up area will have a negative impact on compliance throughout. The visibility at the said properties when existing are clear with the section of Midford Hill being fairly straight. Additional advanced warning signage will be considered on the bend leading into the junction of Combe hay Lane.

1. I’m a Midford resident and am incredibly pleased and relieved that something is going to be done to reduce the speed of the traffic through the village. It is very dangerous currently to try and cross Midford Rd which we have to do twice to get to the Pub, bus stop or walks in the area. My daughters are particularly at risk, and we feel it is only a matter of time before there is a fatality along this stretch of road with its blind corners and fast moving traffic. My neighbour recently referred to trying to cross this road as ‘suicide’ at busy times. We have to run across and have had several near misses. The young and elderly are very worried about it. I’m fully supportive of the reduction in speed limit and thanks for your efforts to make our village safer also let me know if I can help in any way get this over the line?
2. I am very supportive of the proposal to introduce a 20mph speed limit in Midford. Crossing the road as a pedestrian in the village has come extremely dangerous and we have had a more than three car crashes in the locality in the last two years which may have been avoided if car users were travelling more slowly.

I have one suggestion to make, which I know you may have already considered, which is to reduce the 40 mph speed limit down to 30 mph from just past the Midford Castle entry and to start the 20 mph zone at the junction of old Midford Road and Midford road. The rationale is:

•Midford road as it passes Midford Castle has two bends which are dangerous to take at 40 mph (current speed limit). The wall on the boundary of Midford Castle has been hit by cars before and the wall still shows the damage caused.

•Slowing cars down to 30 mph prior to the old Midford / Midford Road junction means cars are more likely to reduce their speed down to 20 mph as they enter the village. Car’s tend to accelerate away from the bends after Midford Castle and accelerate into Midford because of the downhill slope.

•There is space to put the signs on both sides of the road just after Midford Castle without loss of trees; there are signs at old Midford Road/ Midford Road that can be repurposed from 30 mph to 20 mph.

Thank you for making these changes to make our village safer.

BANES Traffic Management Team: The proposals have been set with the environment in mind, reducing speed limits further out from the main hub of the village and built-up area will have a negative impact on compliance throughout. Additional advanced warning signage can be considered to improve motorists’ awareness of the bends ahead and traffic using the junctions where applicable.

1. We fully support these proposals. We would strongly press for you to go further and put a restriction of 30 mph all the way up to the 50 mph (by the burial ground)….cars accelerating out of Midford and cars coming down from Hinton Charterhouse are all going way over these speeds – access in and out of the Farm, the burial ground and The Maltings is a total nightmare and so dangerous.(not to mention noisy). A speed camera would probably pay for the salaries of the whole of your department!

Please please will you consider restrictions on speed or putting speed bumps in! You take your life in your own hands walking down the road (I run daily and have to drive to the Hope and Anchor rather than walking due to excessive car speed on this stretch).

BANES Traffic Management Team: The proposals have been set with the environment in mind, reducing speed limits further out from the main hub of the village and built-up area will have a negative impact on compliance throughout.

Introducing speed tables or speed bumps, whilst the potential benefits of these measures are acknowledged, their introduction could also have an undesirable impact. For example, speed tables / bumps would inevitably create additional road noise as vehicles are driven up and down each ramp, particularly commercial vehicles, and the braking and acceleration between the measures is likely to have a negative impact on air quality, particularly as the adjacent buildings are relatively close to the highway throughout Midford. For information, if a series of traffic management measures is to have a sustained and effective impact on the behaviour of motorists, it is recommended that a physical measure would need to be introduced every 50 – 70m. As this section of the B3110 running through Midford is around 1500m in length, this would mean, in theory, that around 21 to 30 measures could be required.

1. I have lived in Midford, near the end of Combe Hay Lane at the junction of the B3110, for around 11 years. Due to the close proximity to the sharp bend and concealed crossroads, I have witnessed countless accidents or near accidents in that time (being the nearest house, people frequently knock on our door for help), those incidents are increasing in frequency and seriousness, with police and ambulances being called on a number of occasions within the past year, the air ambulance was in attendance on one of those occasions. The screeching of brakes and beeping of horns is a common backdrop to our day, and the markings on the pavement and dents in the road signs and adjacent wall are testament to cars mounting the pavement and/or colliding with whatever happens to be in their path. The regularity with which the council has had to replace the chevron signs should alert you to the problem.

Crossing the B3110 to Tucking Mill Lane on foot is a risky endeavour, this is our route to our nearest post box and I feel that basic amenities such as this should be accessed without any threat to life. I, like many others, regularly walk my dog on the pavement adjacent to the B3110 to gain access to some of our beautiful local countryside, this is also a regular route for our local young people completing the Duke of Edinburgh Award scheme and I feel that we are all entitled to access these recreational areas safely and without fear of injury.

The opening of the two tunnels cycle way has also increased the number of cyclists, myself included, trying to safely cross the B3110 enroute into the city. We frequently hear that Bath Council is keen to improve the city’s’ environment credentials, therefore transport to the city using environmentally friendly means needs to be safe and accessible, at present it is not. Finally, the crossroads from Combe Hay Lane to Tucking Mill Lane is on a school route, this not only increases vehicles, children walking or cycling to school are placed in significant danger.

I thank you for taking the time to read my representation, I hope that the above comments illustrate the increasingly dangerous situation that residents and road users find themselves in while using the highways in and around Midford, and clearly convey I would be in strong favour of the proposed 20mph being implemented.

1. While I am generally supportive of the proposed speed reductions through Midford for the reasons provided, these same reasons have not been applied to the northerly junction of Old Midford Road where it crosses the B3110. The speed limit here remains 40mph on the plan. I feel this contradicts the principles & objective of the overall plan and furthermore is a dangerous omission.

I propose that the speed limit should be reduced to 20mph to the north of this junction, making it quite clear to drivers that they are approaching a village and relevant precautions need to be taken to ensure the safety of all concerned. A number of points need to be considered:

. This junction is used by many Midford residents as their primary exit/access route to their properties.

. The junction is currently very dangerous due to a) the speed (especially downhill) and number of vehicles using the B3110 and b) the need to edge into the B3110 to check visibility for exit. This point covers both sides of this junction.

.Currrent 30mph signage indicates the village safety requirements start south of this junction which is not correct.

. Drivers need to be made aware of this partially hidden village junction through improved signage location and reduced speed. A “Midford Village” gate would be helpful to reinforce this.

. I understand the Council had previously agreed a reduced speed limit north of this junction would make sense but believed there was not enough room on the west side to fit in the speed limit terminal sign, requiring a lot of trees/vegetation to be cleared. There is currently a sign on the west side which could be changed. Also there is room on the east side.

. There is currently no other speed signage on the west side between the Old Midford Road South and North West junctions. Signage on the east side could be re-used.

. I propose the current 40mph speed limit on B3110 north of Castle Farm be reduced to 30.

. Several properties between the 2 Old Midford Rd junctions currently exit directly onto the B3110. The current speed limit is 40mph. This is very dangerous. There have been a number of traffic incidents both reported and not during the 40mph limit. This limit suggests a max speed that could be driven safely. On this stretch of double bends, downhill, with pedestrian access, many would disagree. The current housing development on the South Stoke plateau (and the proposed development should it be approved) will serve to increase significantly the traffic using the B3110. Woodlands Champion Club has applied for a consultation request for a Camping & Caravan Site at Castle Farm, the safety needs are clear. The existing 40mph signage could be changed. No new signage required.

. Finally, I propose the 20mph speed limit on the B3110 in the southeast be extended to include the Maltings residences ensuring the safety needs of these residents are not ignored.

I would be grateful if you would give these points your due consideration. We have waited so long for action on this road, it would be such a great waste to miss this important safety opportunity and need now. Let’s avoid more incidents on this stretch of road.

BANES Traffic Management Team: The proposals have been set with the environment in mind, reducing speed limits further out from the main hub of the village and built-up area will have a negative impact on compliance throughout.

Additional advanced warning signage can be considered to improve motorists’ awareness of the bends ahead and traffic using the junctions where applicable.

8.We have observed numerous instances of dangerous speed coming out of Bath down the bend towards Midford with no slowing. I estimate speeds of 40-50 are typical and to be fair to the drivers, there is no warning of a blind turn and a village ahead. We have already seen one crash, and 2-3 near crashes since moving in just 2 months ago. Drivers coming down Old Midford attempting to turn right onto Midford towards Bath regularly avoid this turn and go left and then u-turn in the village as the blind corner and speed are a dangerous combination. Walkers who cross Midford Road experience regular distress in navigating the excessive speed of drivers largely coming out of Bath into Midford (as noted in point 1 above).

A 20mph would be very beneficial. Frankly, enforcement is the critical issue. If the speed of the average drivers is now circa 40 on average a drop to 25-30 would make a material difference to safety and calm. However, I would urge Bathnes Transport to think about clear warning signs since a change of posted speed on the speed limit signs is not adequate, but indeed a start.

9. I am delighted that we are in a position to implement a 20mph zone through Midford. The Midford Community Speedwatch group has campaigned for 3 years so it is very good news indeed to reach this stage.

Referring to the coloured map ‘midford\_final\_outcome-layout1.pdf’, we are very happy with the proposed 20mph zone and would like to thank the Traffic Management Team for this draft proposal. We would also like to thank Southstoke & Midford Parish Council and our councillors in accepting our request to promote a 20mph zone within Midford.

Unfortunately, the Midford Speedwatch Group were not asked for feedback on the proposed changes prior to the publication of this draft order to modify the speed limit through Midford. As the order is currently at draft stage, I would hope the Traffic Management Team will be able to modify the draft proposal to include our feedback.

The Midford Community Speedwatch group experience first hand driver behaviour through the entire length of our village along the B3110. I would like to discuss the sections at either end of our village where currently no changes are proposed.

We have 4 sites approved by Avon & Somerset Police within the Midford boundary to conduct Community Speedwatch sessions. The feedback listed below is a considered response based on our onsite experience at the 4 locations. These locations are:

• Site 1: B3110 Court Essington with the junction of Old Midford Road in full view. This is at the north end of our village where I would like to provide feedback to this draft proposal.

• Site 2: B3110 Midford Hill at the entrance to Clearbrook Farm and The Maltings where there are approximately 12 dwellings that belong in Midford. This is at the south end of our village where I would like to provide feedback to this draft proposal.

• Site 3: B3110 By the garages. This is within the proposed 20mph zone and therefore no comment is required.

• Site 4: B3110 Opposite Midford Mill. This is within the proposed 20mph zone and therefore no comment is required.

Feedback:

1) North end of Midford by Court Essington where the draft order proposes to keep the existing 30mph with no change proposed:

Our speedwatch group sessions are conducted at site 1 within the current 30mph section where there is no change proposed. The junction of Old Midford Road is dangerous and speeding in this area is prevalent. In no particular order:

• We have seen traffic overtaking at speed on the solid white lines coming down the hill from Midford Castle and by Atworth House.

• Pedestrians and horses regularly use this crossing over the B3110.

• We have seen horses attempting to cross the B3110 at this junction where the horses are clearly frightened depending on the weight and behaviour of traffic.

• I note your document ‘1\_-\_tro\_infrormal\_consultation\_midford\_pg’ which identifies legal reasons for the proposed speed limit change. The document refers to points 2A, 2C & 2E relating to the safety of pedestrians and riders on horseback.

• Atcombe House, Midford Castle by the extremely dangerous bends and Castle Farm are all Midford addresses. They are all excluded from this draft order.

• It is clear our presence acts as a visible deterrent as you can clearly see and hear vehicles braking hard when they see our operatives in hi-vis jackets to bring their vehicles to the speed limit. Some very clearly don’t see us and merrily speed right past us.

• As the draft order is to retain the existing 30mph zone, we believe driver behaviour will sadly not change.

a) We would like to propose the following:

• Leaving Bath at Bumpers Patch - currently the speed limit changes from 30mph to 40mph. Our proposal is to remove the 40mph section completely. Therefore, retain 30mph all the way from Bumpers Patch past Castle Farm, past Midford Castle including the dangerous bends and then immediately change to 20mph above Atcombe House and above the dangerous Old Midford Road junction. Therefore Atworth House and Old Midford Road junction are within the 20mph zone.

• If this is too complicated to achieve at this stage, we must request as an absolute minimum that the 20mph zone is moved above Atworth House so that the Old Midford Road junction is included within the 20mph zone.

BANES Traffic Management Team: The proposals have been set with the environment in mind, reducing speed limits further out from the main hub of the village and built-up area will have a negative impact on compliance throughout, this will also have further negative impact regarding motorists overtaking at speed on the solid white lines coming down the hill from Midford Castle and by Atworth House.

Additional advanced warning signage can be considered for inclusion into the scheme concerning horse and rider, also pedestrians and some form of ‘MAX SPEED’ signage on the approach to the bends.

2) South end of Midford, from Somer Cottage to Clearbrook Farm & The Maltings area where there are approximately 12 dwellings:

Our speedwatch group sessions are conducted at site 2 and site 4. Site 2 is within the current 40mph section where there is no change proposed. Site 4 is within the proposed 20mph section but within very clear site of the section from Somer Cottage (short section of existing 30mph) up to Clearbrook Farm & The Maltings. Speeding up and down Midford Hill on both sides of Clearbrook Farm & The Maltings and adjacent to Somer Cottage is also prevalent. In no particular order:

• We have seen extreme speeding and dangerous driving in this area particularly near Clearbrook Farm & The Maltings.

• Somer Cottage, Midford Mill and the adjacent terraced cottages will continue to have drivers doing 30mph plus as they pass through the entrance of 20mph. Although it should not be this way, it is reality.

• Around Clearbrook Farm and The Maltings there are approximately 12 dwellings which belong to Midford.

• Again, our presence with hi-vis jackets makes a difference. Vehicles slow down at a considerable pace to achieve the speed limit and this applies in both directions ie not only entering Midford but from within Midford about to exit toward Hinton Charterhouse. Without our presence, driver behaviour will remain the same. Keeping the existing 30mph and 40mph sections means exactly that, driver behaviour will not change.

a) We would like to propose the following:

• Referring to the coloured map ‘midford\_final\_outcome-layout1.pdf’, the proposed 20mph section is extended to include the ‘existing 30mph’ (blue line) at which point it changes to 30mph.

• The ‘existing 40mph’ (yellow line) becomes 30mph.

Our most recent 12 speedwatch sessions have recorded an average count of 741 vehicles per hour. A recent BANES traffic survey arranged for us by Neil Butters recorded an average of 9000 vehicles per day through Midford on the B3110. It is very important to the Speedwatch group that we take this opportunity to amend the draft order to encompass changes to the north and south sides of Midford which will have real and meaningful impact to Midford residents for the long term.

Although we welcome the proposed 20mph speed restriction with open arms and gratitude, we hope the draft order can be changed to accommodate these requests from the Midford Community Speedwatch group.

BANES Traffic Management Team: The proposals have been set with the environment in mind, reducing speed limits further out from the main hub of the village and built-up area will have a negative impact on compliance throughout.

10. We have lived in Midford since Feb 2022 and have witnessed several accidents on Midford Road, all of which involved cars travelling up/down the hill too fast on the bend near Combe Hay Lane. We have crime reference numbers for 2 of these, as the cars caused damage to our wall/gate and the BT telegraph pole.

It is clear to us that cars take the bend far too quickly. There is also a concealed junction and the D2 bus has a dangerous bus-stop on the side with no pavement. Personally, I will not drive down these lanes as for example turning right out of Tucking Mill Lane onto Midford Road is incredibly dangerous, there isn’t even a mirror in place to help visibility.

Having seen the damage the cars make when they collide with barriers, we do not let our children walk on the pavement unaccompanied, nor use the D2 bus service

We therefore wholly support this proposal and would also be in favour of further improvements to signage and visibility, particularly with respect to this corner/crossroads.

11. Thanks for finally moving forward to changing the speed limit through Midford and county lanes around the village. Honestly, it’s long overdue because with ever increasing volume of traffic crossing B3110 is becoming more and more difficult and even dangerous. We know this by our own everyday experience. Of course we understand that a simple change of the sign will not have immediate impact as, unfortunately, most of motorists will just ignore it as they do the “30 mph“ sign. Would it be possible to liaise closely with traffic police to make sure they would monitor the speed through the village for at least a week after changing the limit? We know that moneys from the fines don’t go directly into BANES budget but surely your department is interested in the most effective ways to provide road safety for the residents.

Thanks again for listening to us and doing the right thing!

BANES Traffic Management Team: Avon and Somerset Police are consulted during the informal consultation stage, they have also been involved prior and have attended onsite with our proposed plan to review the proposed speed limit locations. Midford is included in the list of the mobile unit, however it has over 140 locations in which it attends.

12. I would like to add my thoughts to the proposed 20mph limit in and around Midford village.

I live where Combe Hay Lane joins the B3110 and have done so for 20 years. The sharp corner very close to the junctions of both Combe Hay Lane and Tucking Mill Lane has always been a site of accidents due to the sharpness of the corner and vehicles entering and exiting the B3110 at the above junctions. However, over the few years there has been a distinct increase in accidents and dangerous situations.

In the last 6 months we have seen 2 cars being towed away due to mounting the pavement on the outside of the sharp corner, a neighbour has had his van written off after being rear ended while stationary waiting to turn right down Combe Hay Lane, and my wife was nearly hit by a speeding motorbike that mounted the pavement while she was walking the dog.

It is nearly a daily occurrence to hear the screeching of brakes and horns at the corner/junctions described and crossing the B3110 to get from Combe Hay Lane to Tucking Mill Lane is a dangerous activity due to the speed of many of the vehicles in both directions.

The pavement on the outside of the sharp corner above Combe Hay Lane exit has extensive markings from the amount of vehicles that have mounted the pavement and the chevron signs that warn of the sharpness of the corner are all but gone due to being hit numerous times. Tucking Mill Lane is also very dangerous to large number of pedestrians and cyclists who use it to access the Two Tunnels shared path due to the speed of vehicles that use it, this is especially the case in the morning rush hour. Over time the number of vehicles has noticeably increased.

My hope is that these comments will illustrate the increasingly dangerous situation that residents and road users find themselves in while using the highways in and around Midford and help explain why I would be in strong favour of the proposed 20mph being implemented.

13. Whilst I support the proposed 20mph speed limit as proposed I feel the following amendments are necessary:

The limit should be extended towards Bath on the B3110 to cover the junction with The Old Midford Road. This is a busy junction used by residents who live in the centre of the village and the large number of parents who travel on the Tucking Mill Lane to Monkton Combe School.

The limit should extend along the B3110 to the Clearbrook Farm Development. This would make walking from here to the rest of the village much safer. Also, as this is the site of The Natural Burial Site there is often slow traffic and traffic queuing here. If it is outside the limit traffic would actually be accelerating at this point.

BANES Traffic Management Team: The proposals have been set with the environment in mind, reducing speed limits further out from the main hub of the village and built-up area will have a negative impact on compliance throughout.

14. I would like to share my families support for the reduction in speed through Midford. As a family with young children, we support the decision to make the roads through the village safer. The number of incidents and individuals speeding though at speeds in excess of 40 miles an hour (despite it being set to 30) is blatantly evident regardless of the time of day. As residents we have to be extremely careful pulling out onto Midford Road. Visibility is extremely restricted due to the gradient and angle of the road intersecting with old Midford road and if cars are travelling at excessive speeds down the hill extreme caution has to be taken. If the speed limit were restricted to 30, this would allow for more time for oncoming traffic to observe cars waiting to pull into the road and visa versa. As pedestrians - our biggest concern is the speed at which cars travel around the bends coming down the hill. There have been numerous Incidents and near misses due to speeding motorists.

We fully support the proposal. It’s long overdue.