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

5b

**OUTCOME OF TRO PROCESS - DECISION (no objections received)**

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.

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)**

No objections or negative comments have been received following the advertisement of the proposal(s).

14 responses of support / comment have been received. These are recorded in Appendix A.

Six respondents asked if the proposed 20mph limit could be extended northwards to include the Old Midford Road crossroads and extend the 30mph north of this point to include the bends in the vicinity of Midford Castle.

Five of the respondents also asked if the existing 30mph limit on the south side of the village could be extended southwards to the group of properties near Clearbrook Farm.

One respondent asked if speed reducing measures such as road humps could be provided.

Officer response

We acknowledge the concerns about the sections of the B3110 north and south of the village where there were no proposed changes to the speed limit. Both sections were fully considered by officers.

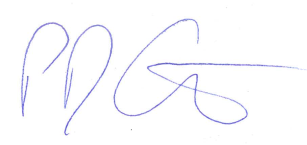
At the southern end, the B3110 has very good forward visibility and there is little in the way of buildings that can be seen from the road. It is also open with a long straight and sweeping bend which means it is highly unlikely that a speed limit any lower than the current 40mph limit would be obeyed by the majority of drivers. Whilst there are double white ‘no overtaking’ lines in this section, our concern is that a 30mph limit here would lead to more instances of drivers/riders attempting to overtake.

At the northern end of the village, it is not possible to start the 20mph limit just north of the Old Midford Road crossroads because of the lack of space for siting the speed limit terminal signs. If the 20mph limit starts too far away from the village it will lose its impact. We will, however, review the junction to identify whether it can be made more conspicuous to road users on the B3110. The section of the road north of here and around the bend is not suitable for a 30mph limit because it is does not have the appearance of what motorists associated with a 30mph limit which means that compliance with the limit is likely to be low.

In terms of potential traffic calming measures on the B3110 within Midford, a request has previously been received for this from some residents and parish councillors. B&NES has an annual Transport Improvement Programme which funds schemes such as traffic calming, new crossings and speed limit changes. The number of requests for these measures always exceeds the budget available, but a record of this request has been made and will be considered for funding a feasibility study in the future. It should be noted that some forms of traffic calming such as road humps may require street lighting, which may not be supported in a rural location. Other types of traffic calming such as build-outs can be difficult to provide where bends and corners restrict visibility.

**8. RECOMMENDATION**

That the Traffic Regulation Order as advertised is sealed.



Paul Garrod Date: 15th February 2024

Traffic Management & Network Manager

**9. DECISION**

As the Officer holding the above delegation, I have decided that the Traffic Regulation Order as advertised 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.

The Council’s policy framework has been used as the basis to develop the scheme with full engagement with stakeholders across the area.

I further note that the issue of deciding whether to implement any scheme is a matter of broad judgement, taking into account the wider transport and climate aims of the Council rather than a purely mathematical analysis on the numbers of positive or negative responses.

The arguments both for and against the scheme were clearly identified and were considered fully as part of the decision-making process before I made the final decision as set out above.



Chris Major Date: 23/02/24

Director for Place Management