

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

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APPROVAL TO PUBLICLY ADVERTISE THE TRO

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: High Street / Bathford Hill, Bathford

PROPOSAL: 20 M.P.H Speed Limit

SCHEME REF No: 26-001

REPORT AUTHOR: Gina West

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 and the Head of Highways Delivery hold 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	X
(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 30 mph speed limit at High Street, Bathford, from the point where the existing 20 mph speed limit commences, extending in a southeasterly direction for a distance of approximately 500 metres. A short length of 30mph is proposed to remain between the proposed 20mph speed limit and the existing de-restricted speed limit in order to create a 'buffer' to encourage motorists to adjust their speed more gradually.

To reduce the existing 30 mph speed limit at Bathford Hill, Bathford, from its junction with Bradford Road extending in an easterly direction for approximately 400 metres.

4. **REASON**

Please refer to the Statement of Reasons.

The Council has had in mind and discharged the duty (as set out in section 122(1) of the Road Traffic Regulation Act 1984) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) so far as practicable. It has also had regard to the factors which point in favour of imposing 20mph speed limits on High Street / Bathford Hill, Bathford. It has balanced the various considerations and concluded that it is appropriate to promote these speed reductions. The Council has also considered and discharged its network management duty under section 16 of the Traffic Management Act 2004. It has concluded that the proposed speed reductions are consistent with that duty, having regard to its other policies and objectives.

5. **IMPACT ON EQUALITIES**

An Equality Impact Assessment has been undertaken in relation to the introduction of speed limits, which is available upon request. The Council has had due regard to the needs set out in section 149(1) of the Equality Act 2010. It considers that the proposed Order is consistent with the section 149 public sector equality duty, which it has discharged.

6. **IMPACT ON HUMAN RIGHTS**

The proposals are considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property). However, the Council is entitled to affect these rights where it is in accordance with the law, necessary (in the interests of public safety or economic well-being, to prevent disorder and crime, to protect health, or to protect the rights and freedoms of others), in pursuit of a legitimate aim and proportionate to do so. The proposal(s) within this report are considered to be in accordance with the law, necessary, in pursuit of a legitimate aim and proportionate.

7. **SOURCE OF FINANCE**

The scheme is included in the 25/2026 Local Active Travel and Safety Programme.

8. **CONSULTATION REQUIREMENT**

The proposal requires consultation with the Chief Constable, Emergency Services, Road Haulage Association, Freight Transport Association (Logistics UK), Parking Services, Waste Services, Ward Members and the Cabinet Member for Sustainable Transport Delivery.

9. **COMMENTS RECEIVED TO DATE**

Chief Constable - Thank you for your email and attachments and our previous communications regarding the proposal *“to reduce the existing 30 mph speed limit at High Street, Bathford, from the point where the existing 20 mph speed limit commences, extending in a southeasterly direction for a distance of approximately 500 metres. A short length of 30mph is proposed to remain between the proposed 20mph speed limit and the existing de-restricted speed limit in order to create a ‘buffer’ to encourage motorists to adjust their speed more gradually.*

To reduce the existing 30 mph speed limit at Bathford Hill, Bathford, from its junction with Bradford Road extending in an easterly direction for approximately 400 metres”.

It is understood from the Statement of Reasons that *“Reducing the speed limit along the more residential length of the High Street and Bathford Hill, Bathford to 20 mph will help create a safer environment for all road users, encourage lower vehicle speeds, and support the Council’s wider objectives for road safety and community well-being.”*

From previous correspondence, it is understood that the data shows the average speeds are as follows -

High Street	Average speed - 22.4 mph	85% - 32.1
Bathford Hill	Average speed – 22.1 mph	85% - 29.8

The average speeds would be commensurate with a proposed 20mph speed limit, as discussed.

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.

It is not possible to dedicate an enforcement presence to such a restriction. The signage and any other physical measures to be introduced to enforce / heighten motorist awareness of the proposed scheme is therefore of importance. Any enforcement will be targeted, and intelligence led.

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 be placed to accord to the descriptions in the order.

Emergency Services – No comment.

Road Haulage Association – No comment.

Freight Transport Association – No comment.

Parking Services – No comment.

Waste Services – No comment.

Ward Members

Councillor Kevin Guy – Thanks TRO team great job.

Councillor Sarah Warren – Yes thanks to the TRO team. I am fully supportive of this proposal.

Bathford Parish Council – Thank you for the expeditious amendments to the proposal for the implementation of a 20mph zone from Bradford Road, easterly up Bathford Hill and High Street, Bathford.

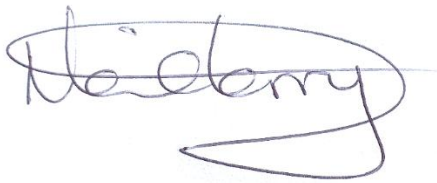
Bathford Highways Committee and Parish Council fully support and commend this proposal.

Cabinet Member for Sustainable Transport Delivery:

Councillor Lucy Hodge - I'm pleased to see this proposal for speed reduction measures come forward. Please proceed to consultation.

10. RECOMMENDATION

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

A handwritten signature in blue ink, appearing to read 'Neil Terry', with a large, sweeping flourish at the end.

Neil Terry
Traffic Management & Network Manager

Date: 22/01/2026

11. DECISION

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

A handwritten signature in blue ink, appearing to read 'Chris Major', with a large, sweeping flourish at the end.

Chris Major
Director for Place Management

Date: 27/01/26