

OUTCOME OF TRO PROCESS

PREPARED BY: Traffic Management Team, Highways and Transport Group

<b>TITLE OF REPORT:</b>	<b>A4 Bath Road / Bristol Road, A39 Wells Road and Pennyquick Hill / Whiteway Road speed limit order 2022</b>
<b>PROPOSAL:</b>	<b>Proposed 40mph Speed Limit</b>
<b>SCHEME REF No:</b>	<b>21 – 023 and 023a</b>
<b>REPORT AUTHOR:</b>	<b>Kelly Huggins</b>

**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:

<b>Section A</b>	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility....”
<b>Section B</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.
<b>Section D9</b>	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	<b>X</b>
(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	
(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	<b>X</b>
(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**

It is proposed to reduce the existing 50mph speed limit to a 40mph speed limit on the identified section of roads.

The existing speed limit plans are provided within **Appendix A** and the proposed speed limit plans are provided within **Appendix B**.

### 4. **BACKGROUND**

Funding has been secured to introduce a 40mph speed limit on the A4 Bristol Road (to and from Bath to Bristol), the A39 Wells Road, Corston and Pennyquick Hill/Whiteway Road, Bath.

Due to the nature and characteristics of these roads, it is deemed appropriate to reduce the speed limit to provide a safer environment and to ensure continuity for traffic travelling these routes. It is also anticipated that the introduction of the proposed 40mph speed limit will also encourage motorists to reduce their speeds when approaching the built-up areas where there are existing 30mph speed limits in force.

### 5. **SOURCE OF FINANCE**

This proposal is being funded through the 2021/2022 Transport Improvement Programme.

### 6. **INFORMAL CONSULTATION REQUIREMENT**

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

The responses, if required, to the informal consultation can be found in TRO report number 2.

**7. OBJECTIONS / COMMENTS RECEIVED (following the public advertisement of the proposal(s))**

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

**A4 BATH ROAD / BRISTOL ROAD and A39 WELLS ROAD**

**Objections – 6, Support – 18, Support in Part – 1, neither – 1**

**Objections (Main points raised):**

- What is the evidence of a need? Is there a poor safety record on this stretch of road?
- View is that 50mph is safe since it is a wide, long straight non-residential road.
- It is stated to be in the interest of road safety; please could you tell me how many serious accidents there have been on that stretch of road on the last, say, 5 years?
- Unreasonable speed restrictions affecting journey times, with very few benefits.
- Details on what the current average or 85th percentile speeds of traffic on that road, current levels of compliance and an approximation of how dropping the speed limit to 40 is expected to make this change.
- Speed limit has already been reduced from 60mph to 50mph so if that didn't work, just dropping it further won't help.
- If speeds on a road are too high relative to the speed limit, either the design of the road is wrong, or the speed limit is.
- Speed limit should especially not be set with the thinking that if you artificially set them very low, people who genuinely drive too fast will only dare drive 5 or 10mph over the posted limit.
- Why have the speed limit change on the dual carriage way 350 yards before the roundabout?

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

**In response to these objections:**

The A4 Bath Road between Saltford and the Globe Roundabout, and the A39 Wells Road between Corston and the Globe Roundabout, are semi-rural in nature, but there is activity along these lengths of road other than through traffic, including pedestrians, cyclists, and users of public transport. There is similar activity on all legs of the Globe Roundabout.

In reviewing the speed limits along these lengths of road, reference has been made to the Department for Transport (DfT) guidance 'Setting Local Speed Limits'. It is considered that these lengths of road satisfy the guidance for the introduction of 40mph speed limits, notably that 40mph is appropriate for roads that are on the outskirts of built-up areas and where there is little development.

In addition, it is recommended that existing average (mean) speeds should be considered when determining local speed limits. No data is available for the A39 Wells Road, but a traffic survey from July 2017 indicates that existing mean speeds on this length of the A4 Bristol Road are generally between 39 and 41mph.

If the speed limit on the A4, A39, Pennyquick and Globe Roundabout itself are reduced to 40mph, it would be impractical for the speed limit on the Bristol Road (dual carriageway) approach to the Globe Roundabout to remain at 50mph. A 40mph over this relatively short length of dual carriageway would also be beneficial for the operation of the existing signal-controlled pedestrian crossing adjacent to the Globe Roundabout.

The reduction in speed limit over these relatively short lengths of road would have no impact on traffic volumes or journey times.

A 40mph speed limit would help to increase compliance with the existing 30mph speed limits in Corston and Saltford.

## **PENNYQUICK HILL and WHITEWAY ROAD**

No objections or comments have been received following the advertisement of the proposals.

### **Ward Members:**

#### **Saltford;**

**Cllr Duncan Hounsell** - I note that there have been three times as many expressions of support from the public as objections in the consultation. The low number of respondents overall may reflect that the proposals are not seen as particularly contentious. The relevant Parish Councils have given support to these proposals. My view is that the TRO proposals should go ahead in its entirety as soon as possible.

**Cllr Alastair Singleton** - This outcome is very encouraging. I fully support that the proposals should proceed as outlined.

#### **Twerton;**

**Cllr Sarah Moore** – Thank you for sending this over, I am fully supportive of the reduction in speed on these roads.

**Cllr Tim Ball - As am I.**

**Cabinet Member:**

**Cllr Manda Rigby – No comments.**

**8. RECOMMENDATION**

That the Traffic Regulation Order is sealed as described below.



Paul Garrod  
Traffic Management & Network Manager

Date: 3<sup>rd</sup> February 2022

**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.  <i>specify minor amendment to Order here:</i>	

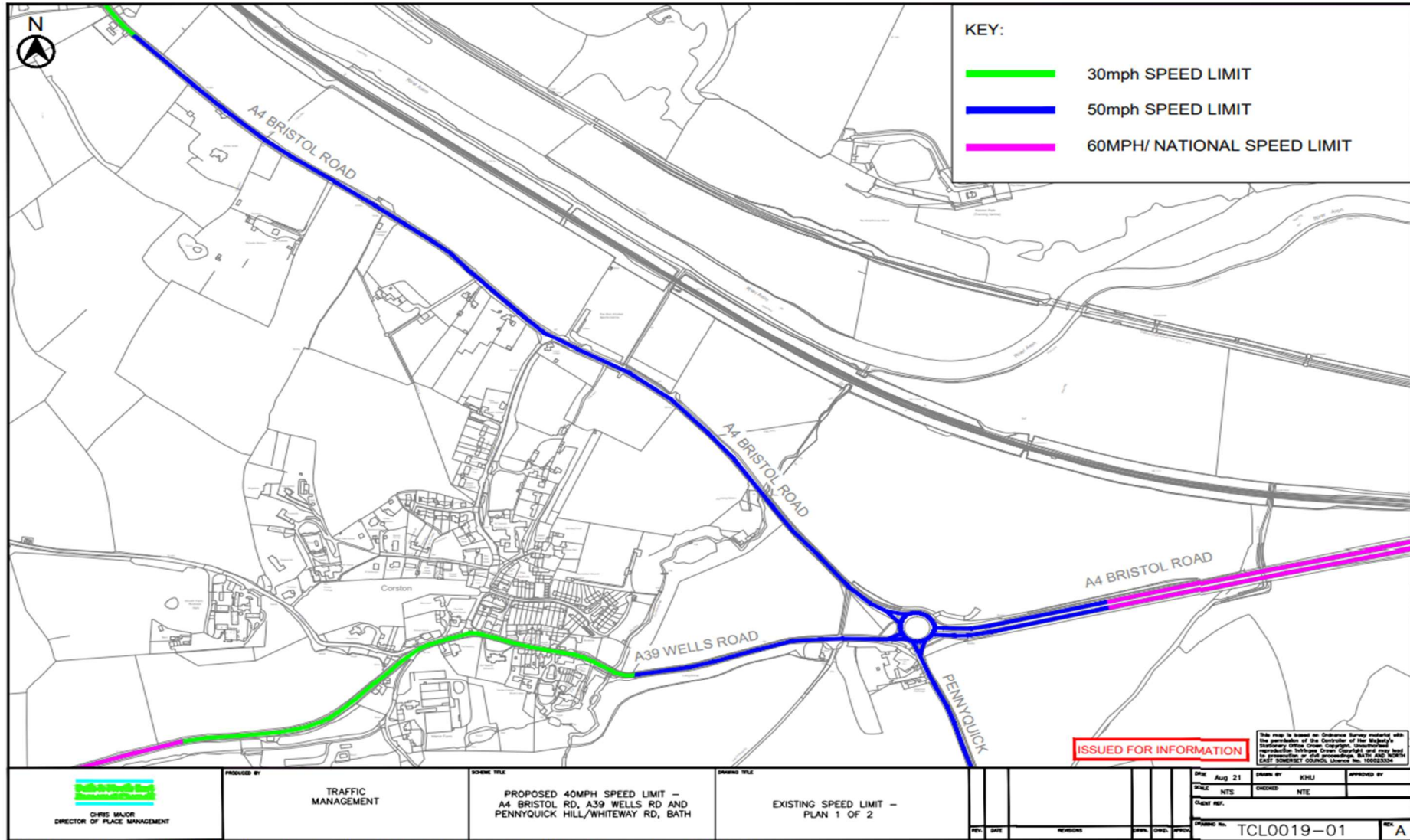
In taking this decision, I confirm that due regard has been given to the Council's public sector equality duty, which requires it to consider and think about how its policies or decisions may affect people who are protected under the Equality Act.



Chris Major  
Director for Place Management

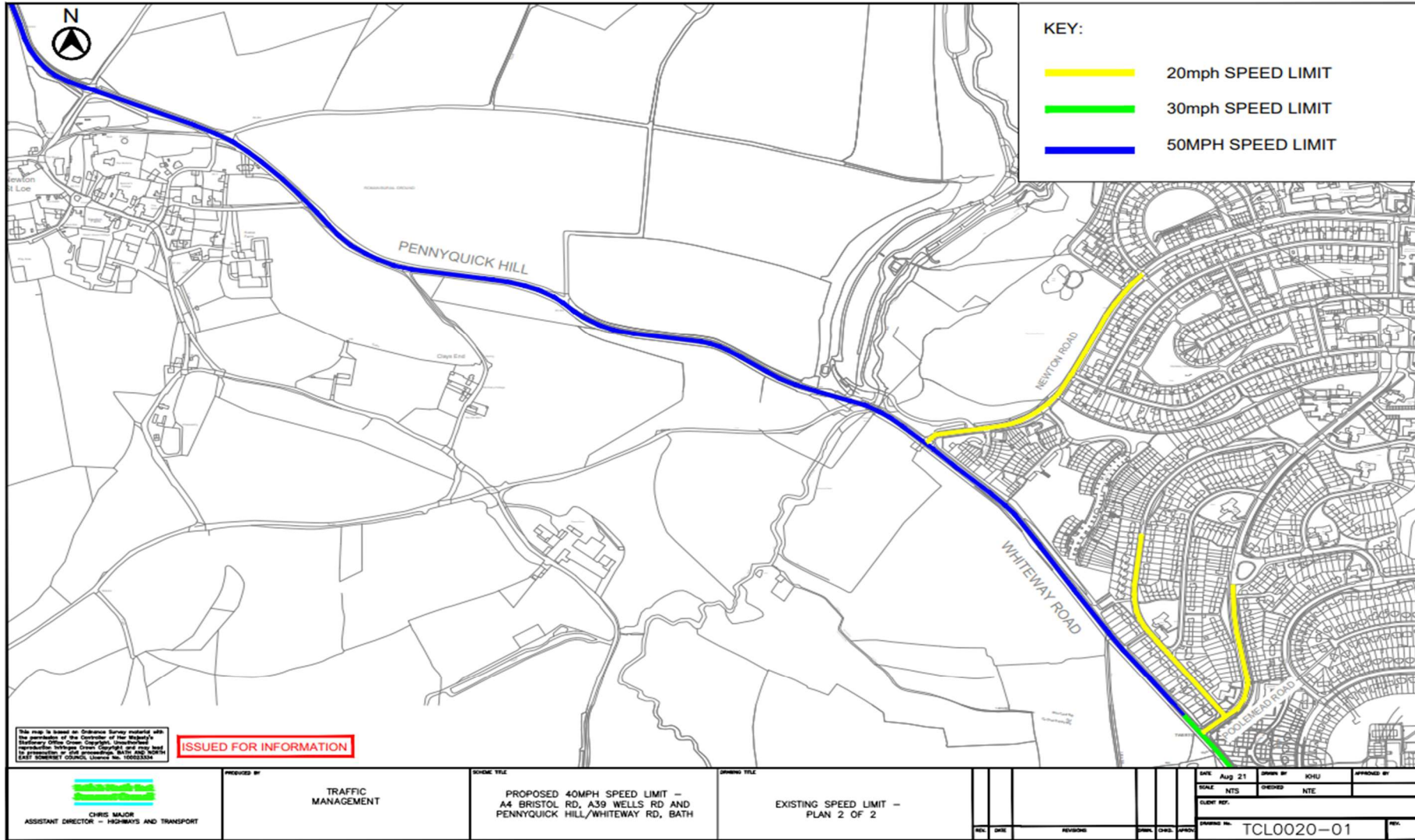
Date: 03/03/22

**APPENDIX A – Existing, Plan 1 of 2**

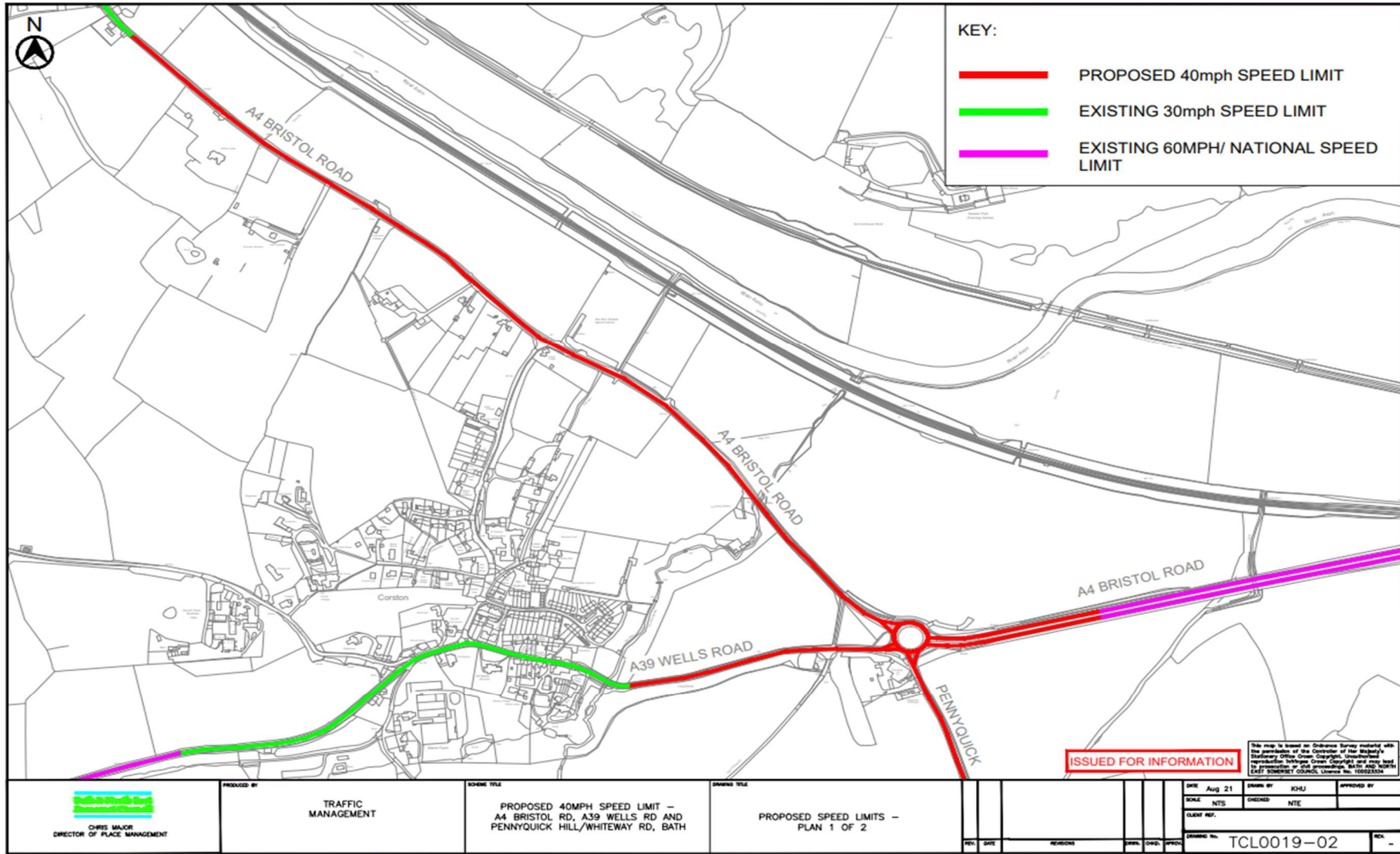


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Existing, Plan 2 of 2



**APPENDIX B – Proposed, plan 1 of 2**



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Proposed, plan 2 of 2

