

# OFFICER DECISION REPORT – TRAFFIC REGULATION ORDER (TRO)

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## INFORMAL CONSULTATION (Cabinet Member for Highways)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

<b>TITLE OF REPORT:</b>	<b>Bristol Road &amp; Station Road, Keynsham</b>
<b>PROPOSAL:</b>	<b>20 MPH Speed Limit</b>
<b>SCHEME REF No:</b>	<b>24-011</b>
<b>REPORT AUTHOR:</b>	<b>Gina West</b>

### 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:

<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 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	
(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	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 30mph speed limit on Bristol Road, Keynsham to 20mph from the High Street / Station Road roundabout westwards for a distance of approximately 225 metres.

To reduce the existing 30mph on Station Road, Keynsham to 20mph from the High Street / Bristol Road roundabout to the 'Keynsham' boundary sign to the east of the entrance to Keynsham Train Station.

The proposals are shown on the attached drawing.

### 4. **BACKGROUND**

Funding has been secured to introduce a 20mph speed limit on Bristol Road and Station Road, Keynsham. It is considered that reducing the existing 30mph speed limits to 20mph would be appropriate having due regard for the nature of the roads and existing pedestrian and cycling activity in the area.

Station Road has three pedestrian crossings. Two of these are signal-controlled crossings, one being outside Keynsham Train Station, which is well used by commuters, and another at the entrance to the Somerdale Estate. There is also a zebra crossing next to St Johns Church, which is well used by school children, so reducing the speed limit to 20mph would help to maintain safety on these pedestrian crossings.

Traffic speed surveys recently carried out on Bristol Road and Station Road (June 2024) show that the average speed in both directions on Bristol Road was between 24 – 25 mph, and the average speed on Station Road was between 20 – 22 mph. Therefore, as this falls within the guidance of signed-only 20mph speed limits in terms of achieving compliance, it is considered that the proposed 20mph speed limits are likely to have a positive impact.

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

The scheme is included in the 2024/25 Transport Improvement Programme.

### 6. **CONSULTATION REQUIREMENT**

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

## 7. **COMMENTS RECEIVED TO DATE**

**Chief Constable** - Thank you for your email and the attached informal consultation document regarding the proposed 20mph speed limit on Bristol Road and Station Road, Keynsham, as shown on the plan in the attached.

*It is understood from the attached report that the proposal is “To reduce the existing 30mph speed limit on Bristol Road, Keynsham to 20mph from the High Street / Station Road roundabout westwards for a distance of approximately 225 metres. To reduce the existing 30mph on Station Road, Keynsham to 20mph from the High Street / Bristol Road roundabout to the ‘Keynsham’ boundary sign to the east of the entrance to Keynsham Train Station.” and that “Funding has been secured to introduce a 20mph speed limit on Bristol Road and Station Road, Keynsham. It is considered that reducing the existing 30mph speed limits to 20mph would be appropriate having due regard for the nature of the roads and existing pedestrian and cycling activity in the area.*

*Station Road has three pedestrian crossings. Two of these are signal-controlled crossings, one being outside Keynsham Train Station, which is well used by commuters, and another at the entrance to the Somerdale Estate. There is also a zebra crossing next to St Johns Church, which is well used by school children, so reducing the speed limit to 20mph would help to maintain safety on these pedestrian crossings.*

*Traffic speed surveys recently carried out on Bristol Road and Station Road (June 2024) show that the average speed in both directions on Bristol Road was between 24 – 25 mph, and the average speed on Station Road was between 20 – 22 mph. Therefore, as this falls within the guidance of signed-only 20mph speed limits in terms of achieving compliance, it is considered that the proposed 20mph speed limits are likely to have a positive impact.”*

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.

### **Ward Member**

**Cllr Alex Beaumont** – Happy to support this.

**Cllr George Leach** – I am supportive of the changes.

**Cllr Andy Wait** – No comment

**Cllr Hal MacFie** – No comment

**Cllr Alan Hale** – Having given this further thought I am not supportive of the 20mph limit for Bristol Road as I believe that it will not be adhered to and a police traffic enforcement is abysmal.

Regarding Station Road I am not overly concerned as traffic does not do much more than 20mph most of the time due to volume.

I would be grateful if you would supply me with the KSI records for both roads within the area concerned over the last three years please.

**Cllr David Biddleston** – On the map it shows a section in purple that extends down the hill and past Avon Mill Lane. Opposite Avon Mill lane there is a well used carpark for the station, food pubs and Keynsham park and my concern is that cars ought to be limited to 20mph from the bridge and a crossing be available to them next to Avon Mill Lane. Essentially, all of the purple area needs to be 20mph. I often see people running across that road and dodging traffic at that point.

Across the proposed length, cars are prevented from driving too fast by traffic lights, crossings, jams and junctions. You cannot travel 10 yards before having to slow again. The proposed 20 mph is already achieved then without the additional expenditure. Please focus your funding and attention at the dangerous crossings and speed from the bridge to Avon mill lane and provide a pedestrian crossing at that point.

*Officer response:*

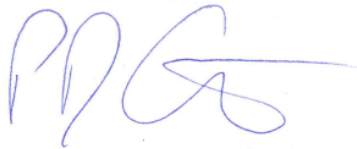
*The 20mph limit is proposed to start where the road environment changes and it becomes more built-up, which is more likely to result in greater levels of compliance.*

**Keynsham Town Council** – No comment

**Cabinet Member for Highways**

**Cllr Manda Rigby** – No comment

PROPOSALS APPROVED FOR INFORMAL CONSULTATION WITH THE CABINET MEMBER FOR HIGHWAYS.



Paul Garrod  
Traffic Management and Network Manager

Date:

