

BRISTOL CITY COUNCIL

Downs Committee

22nd April 2013

Report of: Alistair Cox, Service Manager, City Transport

Title: Installation of traffic signs on green space land next to Clifton Down (road)

Ward: Clifton

Officer Presenting Report: Helen Wigginton, Project Leader: 20mph Citywide Rollout, City Transport

Contact Telephone Number: 903 6449

RECOMMENDATION

That the Committee grant permission to erect two signposts on the green space land, either side of Clifton Down (road)

Summary

Clifton Down (road) is included within Phase 1 of the citywide rollout of 20mph speed limit areas. Clifton Down (road) is an entry/exit point of the 20mph area. However, because there is no available footway next to the carriageway on Clifton Down (road) it is necessary to install speed limit signs in the green space land, which forms part of The Downs, either side of the carriageway.

The significant issues in the report are:

Because of the lack of a footway along one side of Clifton Down (road), if the posts were not installed in the green space land this would mean excluding Clifton Down (road) from the 20mph area because it would not be possible to lawfully sign it. See Appendix 1 – overview map.

Policy

1. The adopted Joint Local Transport Plan sets out Bristol City Council's Transport Strategy. As stated in the plan, 20mph limits will be rolled out to cover all the Bristol City Council administrative area.

Consultation

2. Internal

City Design Team
Parks & Estates Team
Corporate Finance
Legal Services

3. External

Not Applicable

Context

- 4.1 Clifton Down (road) has been included within Phase 1 of the city's 20mph speed limit rollout programme. The A4176 Clifton Down/Bridge Valley Road form part of the perimeter boundary of the Phase 1 scheme. The side roads leading off this A road are subject to the proposed 20mph speed limit and require signing to alert drivers that they are entering/leaving the city's 20mph area.
- 4.2 Traffic Authorities have a duty under section 85 of the Road Traffic Regulations Act 1984 to erect prescribed speed limit signs on roads in accordance with the Secretary of State's directions, i.e. in accordance with the Traffic Signs Regulations and General Directions, 2002 (TSRGD). To avoid the risk of failed prosecutions, it is of the greatest importance that speed limits be signed lawfully. It is equally important that speed limits be signed clearly so that drivers are not in any doubt about the prevailing speed limit.
- 4.3 TSRGD, Direction 8 requires the placing of paired terminal signs to indicate the start of a speed limit, and Direction 8(3) requires that the terminal signs are placed at or as near as practicable to the point where the speed limit begins. Direction 9(3&4) requires that terminal signs must be within 20 metres of a junction.
- 4.4 Minimum clear visibility distances for terminal signs are 20 metres for an approach speed limit of 20mph and 30 metres for an approach speed limit of 30mph.
- 4.5 It is not required to illuminate the signs at this site, so no ancillary excavation work will be undertaken apart from the digging of post foundations to a depth of approximately 750mm and an area of width - 600mm and length - 600mm.
- 4.6 The carriageway of Clifton Down (road) splays at its junction with the A4176 Clifton Down and is more than 20 metres in width with several traffic lanes. In addition, the carriageway alignment of Clifton Down

bends by around 45 degrees which affects the visibility of traffic signs for drivers when entering or exiting the junction.

4.7 There is no footway on the western side of Clifton Down (road) along nearly its entire length, from its junction with the A4176 Clifton Down southwards to its junction with Observatory Road.

4.8 The Construction stage for Phase 1 of the citywide 20mph rollout programme is due to begin in July 2013, lasting 2 months.

Proposal

5. To Install upright signposts, 3 metres in height on either side of Clifton Down (road) with back-to-back 20 and 30 speed limit terminal signs. See Appendices 2/2a.

Other Options Considered

6. Install signs at the mouth of Clifton Down opposite Ladies Mile, but this is impracticable as the junction is very wide here and signs would not be conspicuous to drivers turning into or out of the road, particularly those turning right from Bridge Valley Road, and so was discounted. Install the signs further along Clifton Down (road) and use an existing lamp column on one side and install a new upright post opposite. However, the carriageway is tree-lined and there are Bus Stops present which make this impracticable. In addition, this option would still involve the installation of a new post and would still require permission from the Downs Committee to proceed, so was discounted.

Risk Assessment

7. In order that as much as possible of Clifton Down (road) is included within the Phase 1 scheme, new signs need to be installed as close as practicable to the end of the road as possible. Because of the lack of footway along one side of the carriageway on Clifton Down, if the posts were not installed this would ultimately mean that the road becomes excluded from the scheme. As mentioned above (paragraph 4.6) the geometry and width of the carriageway at the junction of Clifton Down with the A4176 Clifton Down is such that the placing of traffic signs in accordance with statutory guidance is not practicable.

Public Sector Equality Duties

8a) Before making a decision, section 149 Equality Act 2010 requires that each decision-maker considers the need to promote equality for persons with the following “protected characteristics”: age, disability,

gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation. Each decision-maker must, therefore, have due regard to the need to:

- i) Eliminate discrimination, harassment, victimisation and any other conduct prohibited under the Equality Act 2010.
 - ii) Advance equality of opportunity between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to --
 - remove or minimise disadvantage suffered by persons who share a relevant protected characteristic;
 - take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of people who do not share it (in relation to disabled people, this includes, in particular, steps to take account of disabled persons' disabilities);
 - encourage persons who share a protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
 - iii) Foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to –
 - tackle prejudice; and
 - promote understanding.
- 8b) The overall 20mph Rollout Citywide project has been assessed in terms of Equalities. Specifically regarding the signing issues set out in this report, these requirements have been considered and it is not anticipated that installation of speed limit signposts at this location will adversely impact upon any of the protected equalities groups.

Legal and Resource Implications

Legal

The legal implications are covered elsewhere in this report - in particular, paragraph 4.2.

(Legal advice provided by Peter Malarby, Solicitor, Legal Services)

Financial**(a) Revenue**

Following their construction and formal adoption by the council as the local highway authority, any future maintenance costs associated with the signposts would be funded from the Highways annual maintenance budget. Therefore, there will be no revenue implications for the Downs Committee.

(b) Capital

The material and construction costs of the signposts will be funded from the capital budget of the 20mph Speed Limit Area Citywide Rollout Programme. Therefore, there will be no capital implications for the Downs Committee.

(Financial advice provided by Tony Whitlock, Accountant, Corporate Finance)

Land

Not Applicable

Personnel

Not Applicable

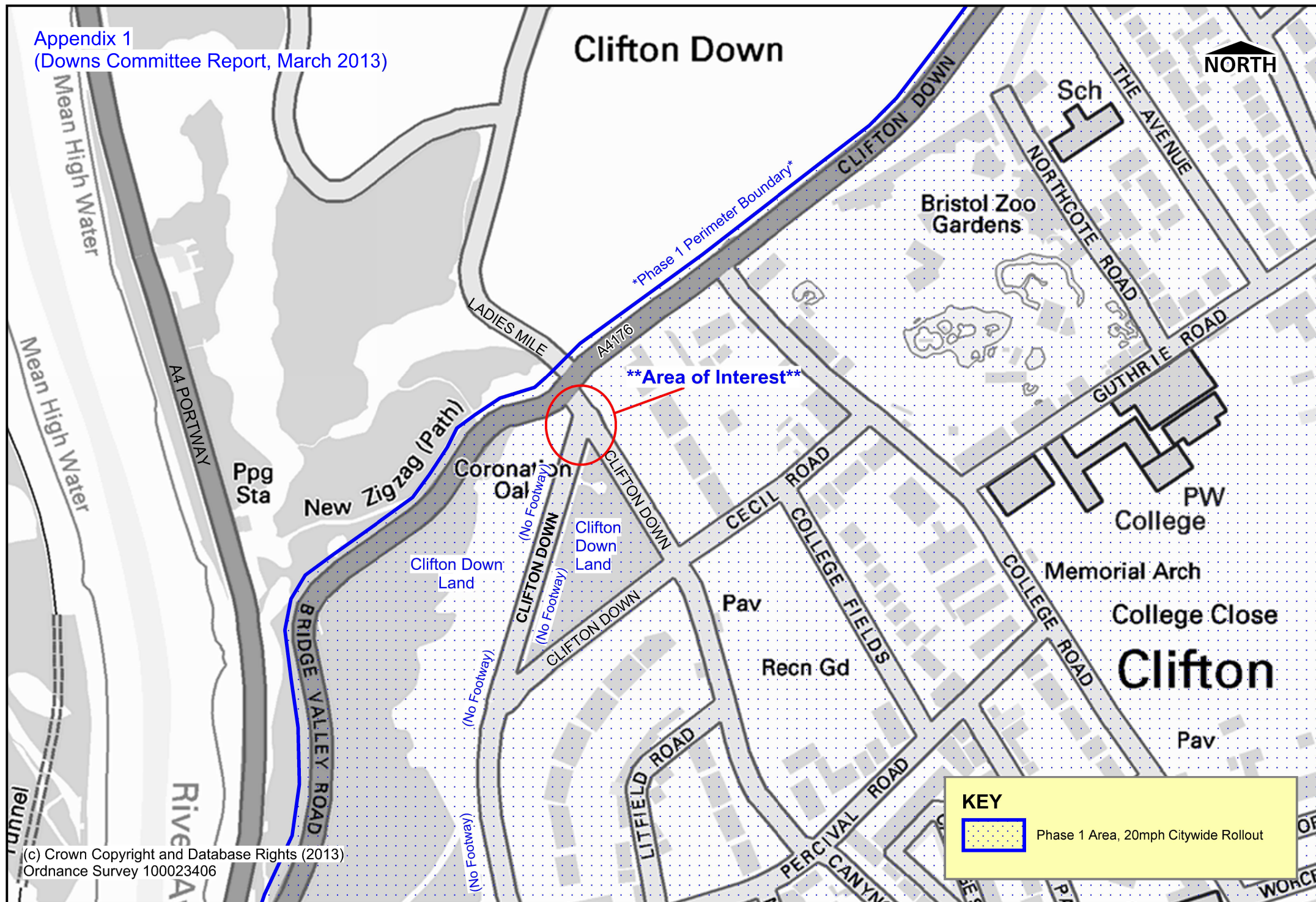
Appendices:

Appendix 1 – Overview map

Appendix 2/2a – Proposed Signpost Locations

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**Background Papers:**

None



Appendix 2
Downs Committee Report (22nd April 2013)



Phase 1, 20mph Speed Limit Citywide Rollout
Proposed Locations for Installing Entry/Exit Speed Limit Signposts

This map is based upon Ordnance Survey material

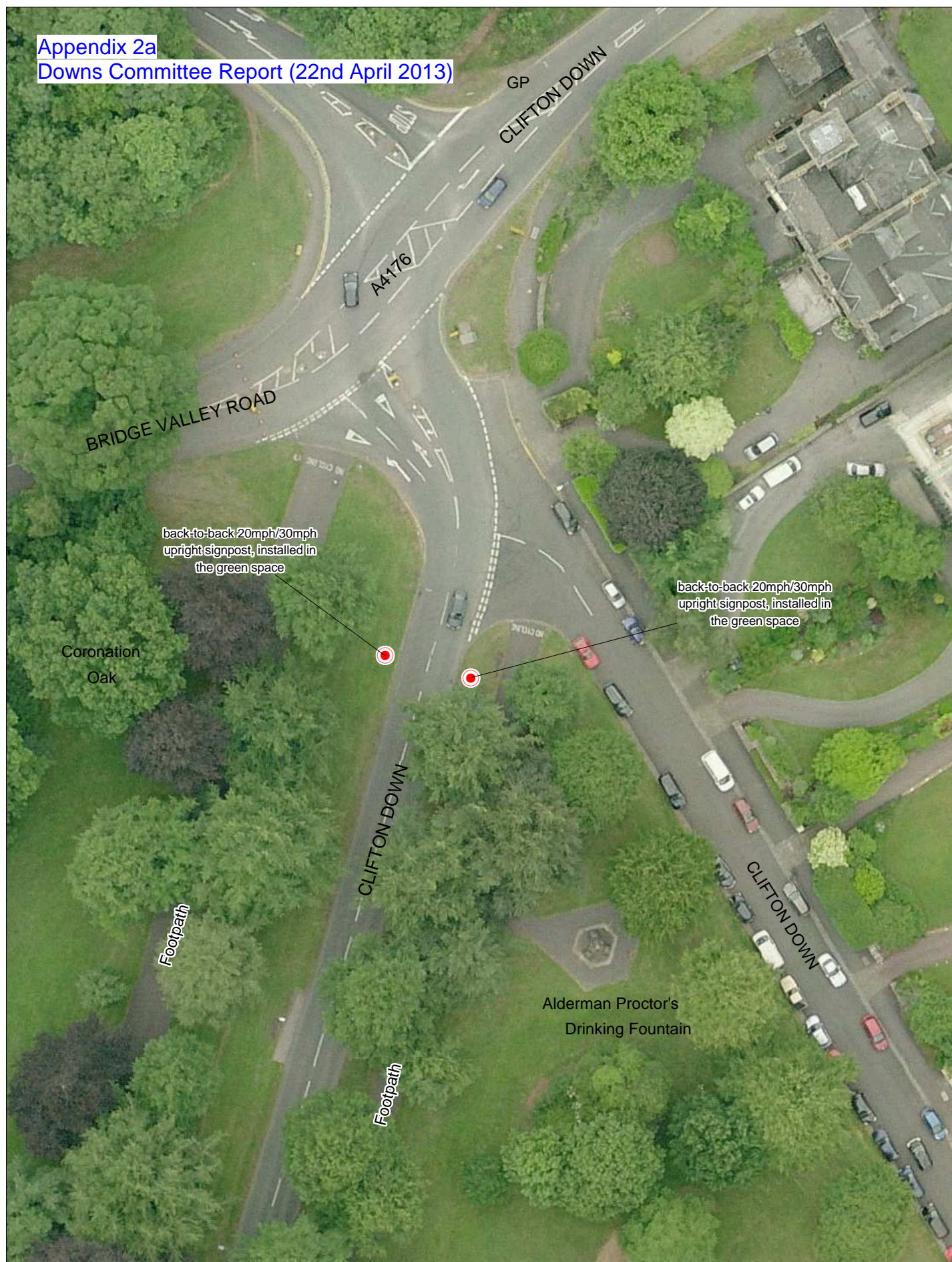
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Appendix 2a
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	Phase 1, 20mph Speed Limit Citywide Rollout Proposed Locations for Installing Entry/Exit Speed Limit Signposts		SCALE	NTS
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