

Report title: 20mph Zone – Bellrope Meadows, Burns Way, Mosscofts, Thaxted	
Report to: Councillor Kevin Bentley, Deputy Leader and Cabinet Member for Infrastructure	
Report author: Andrew Cook, Director for Highways and Transportation	
Date: 29 April 2020	For: Decision
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County Divisions affected: Thaxted	

1. Purpose of report

- 1.1. For the Cabinet Member for Infrastructure to consider the progression of the installation of a 20mph zone on Bellrope Meadows, Burns Way and Mosscofts in Thaxted. This proposal does not meet Essex County Council's (ECC) criteria under Highways Policy Note (HPN) 040 '20mph Permanent Speed Limits and Zones in Urban and Rural Areas'.

2. Recommendations

- 2.1 To agree that, although the Scheme falls outside of Essex County Council's Policy, that it will progress for formal advertising of the Speed Limit Order, whereby any objection would then be reported back to the Cabinet Member for Infrastructure for consideration and approval as to whether the Scheme should be implemented.

3. Summary of Issue

- 3.1. Bellrope Meadows, Burns Way and Mosscofts in Thaxted are all small roads installed as part of development works in recent years. Signage for a 20mph zone was installed as part of the development works, but without the Traffic Regulation Order (TRO) required to make it legally enforceable.
- 3.2. A separate scheme to look at introducing a 40mph speed limit on Sampford Road which is the main road that the aforementioned estate leads off has already been in progress. As part of the investigations involved with this the issue with the unenforceable 20mph zones was realised. It was decided therefore that we should look to formalise what is already on the ground at the same time.
- 3.3. The roads do not meet the criteria laid out in HPN 040 due to the mean speeds already being under 20mph. It is felt however that as the signage for a 20mph zone is already in place this is an appropriate limit for the roads to be legally signed as due to drivers already demonstrating their understanding of this as being appropriate through the means speeds achieved.

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- 3.4. The plan below shows the areas south of the red line which would be formally included within the order for a 20mph zone.



4. Options

Option 1 - Agree to the progression of the 20mph zone outside of guidance

- 4.1 This option would be the recommended option for the Town Council, District Councillors and the County Member and is supported by officers.

Although the mean speeds are lower than those required in the HPN for a 20mph zone or limit, it is already the natural speed adopted by drivers so this scheme would just be formalising what is already in place both from the perspective of the signage on site and driver behaviour.

Option 2 – Abandon the scheme

- 4.2 Through not formalising the existing signage for the 20mph zone we would be leaving an unenforceable speed limit on the network for which the signage would need to be removed and replaced with signs indicating a 30mph speed limit.

This would likely upset the residents who already consider that their properties are sitting within a 20mph zone and would view this as ECC raising the speed limit and potentially increasing driver speeds.

5 Issues for consideration

5.1 Financial Implications

- 5.1.1 If it is agreed to progress with the formalisation of the 20mph zone as per option one above then the funding of the legal advertising and the installation works would be via the Uttlesford Local Highways Panel at an estimated cost of £10,000. This would include the implementation of the 40mph limit on Sampford Road.

5.2 Legal Implications

- 5.2.1 There would be a statutory duty to formally advertise the intention to introduce the speed limits outlined within this report.

6 Equality and Diversity implications

- 6.1 The public sector equality duty applies to the council when it makes decisions, and this is covered by the equality impact assessment dated .

The duty requires us to have regard to the need to:

- (a) Eliminate unlawful discrimination, harassment and victimisation and other behaviour prohibited by the Act. In summary, the Act makes discrimination etc. on the grounds of a protected characteristic unlawful

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- (b) Advance equality of opportunity between people who share a protected characteristic and those who do not.
- (c) Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.

- 6.2 The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, marriage and civil partnership, race, religion or belief, gender, and sexual orientation. The Act states that 'marriage and civil partnership' is not a relevant protected characteristic for (b) or (c) although it is relevant for (a).
- 6.3 The equality impact assessment indicates that the proposals in this report will not have a disproportionately adverse impact on any people with a particular characteristic.

7. List of appendices – EQiA

8. List of Background papers - Scheme Request Forms and pertaining documentary evidence, Validation Reports, Proposal Scheme Lists

I approve the above recommendations set out above for the reasons set out in the report.	Date
Councillor Kevin Bentley, Cabinet Member for Infrastructure	29/04/2020

In consultation with:

Role	Date
ECC Director for Highways and Transportation Andrew Cook	28/04/2020
ECC Executive Director for Corporate and Customer Services (S151 Officer) Nicole Wood	CONSENT NOT REQUIRED
Laura Edwards on behalf of the Monitoring Officer Head of Network and Safety/Traffic Manager	CONSENT NOT REQUIRED
Liz Burr	27/04/2020
Essex Highways Head of Design Vicky Presland	27/04/2020