

**OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)**

5b

**OUTCOME OF TRO PROCESS - DECISION (no objections received)**

PREPARED BY: Traffic Management Team, Highways and Traffic Group

**TITLE OF REPORT: Publow Lane, Pensford**

**PROPOSAL: 20 MPH Speed Limit**

**SCHEME REF No: 24-009**

**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:

<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	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	
(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 speed limit on Publow Lane from de-restricted (60mph) to 20mph, from the existing 20mph just north of Pensford Memorial Hall and the Recreation Ground, to the junction with Parsonage Lane.

This proposal is shown on the drawing below.

### 4. **BACKGROUND**

Following requests from local residents and the Parish Council, funding has been secured to extend the existing 20mph speed limit in Publow Lane.

Publow Lane is heavily used by pedestrians, equestrians, and cyclists, with several blind bends and very few passing places.

It is anticipated that the proposed lower speed limit along Publow Lane will improve road safety for all road users within this rural setting.

### 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, and the Cabinet Member for Highways.

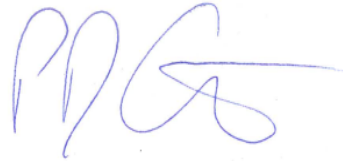
The responses to the informal consultation can be found in TRO report number 3.

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

No objections or negative comments have been received following the advertisement of the proposal(s).

**8. RECOMMENDATION**

That the Traffic Regulation Order as advertised is sealed.



Paul Garrod  
Traffic Management & Network Manager

Date: 14<sup>th</sup> June 2024

**9. DECISION**

As the Officer holding the above delegation, I have decided that the Traffic Regulation Order as advertised be sealed.

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.

The Council's policy framework has been used as the basis to develop the scheme with full engagement with stakeholders across the area.

I further note that the issue of deciding whether to implement any scheme is a matter of broad judgement, taking into account the wider transport and climate aims of the Council rather than a purely mathematical analysis on the numbers of positive or negative responses.

The arguments both for and against the scheme were clearly identified and were considered fully as part of the decision-making process before I made the final decision as set out above.



Gary Peacock  
Head of Service Highways Delivery

Date: 17<sup>th</sup> June 2024

