

OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

5a

OUTCOME OF TRO PROCESS – DECISION (following objections)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: A368 Speed Limit Route Review

PROPOSAL: 20mph, 30mph, and 40mph speed limits

SCHEME REF No: 24-020

REPORT AUTHOR: Lewis Cox

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:

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

(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 limits along sections of the A368 within Bath and North East Somerset (including a small section of North Somerset as agreed), from Marksbury though to Ubley, which includes the villages of Chelwood, Stowey, Bishop Sutton, and Compton Martin. The proposals include speed limits of 20, 30, and 40 miles per hour.

The proposals are shown on the attached drawings 1 to 6.

4. **BACKGROUND**

A number of road traffic collisions have occurred along the A368, and road safety concerns have been expressed by residents, Parish Councils, Ward Members, and the Police. As a result, a review of the existing speed limits along the route, from Marksbury to Ubley has been undertaken by the Traffic Management Team.

The Traffic Management Team will also review other signage along the route and remove / upgrade / improve where it is deemed necessary.

If the 20mph speed limit proposals are introduced and compliance with this becomes an issue it may be necessary to consider traffic calming measures along some sections of road in the future.

5. **SOURCE OF FINANCE**

2024/25 Local Active Travel and Safety Programme.

6. **CONSULTATION REQUIREMENT**

The proposal requires informal consultation with the Chief Constable, Town Council, 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))**

A total of 366 responses have been received in response to the public advertisement of the speed limit proposals for the A368 with B&NES.

The objections received have been summarised in Appendices A and B, which are attached.

Appendix A:

- Support all of the proposals - 231 responses have been received.
- Support some of the proposals - 50 responses have been received.
- Other - 5 responses have been received which did not specifically indicate support or objection.

Appendix B:

- Object to all of the Proposals - 43 responses have been received.
- Object to some of the Proposals - 32 responses have been received.
- Other - 5 responses have been received which did not specifically indicate support or objection.

8. **ADDITIONAL COMMENTS FROM WARD MEMBERS AND CABINET MEMBER FOR HIGHWAYS (in response to the above)**

Cllr David Harding: No additional comments received.

Cllr Anna Box: This was a huge project and I am grateful for your and the wider teams efforts.

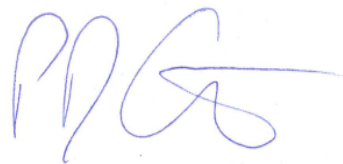
Cllr Sam Ross: No additional comments received.

Cabinet Member for Highways (Councillor Manda Rigby)

No additional comments received.

9. **RECOMMENDATION**

That the Traffic Regulation Order as advertised is sealed.



Paul Garrod
Traffic Management & Network Manager

Date: 8th January 2025

10. DECISION

As the Officer holding the above delegation, I have decided that the objections not acceded to and the 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.



Chris Major
Director of Place Management

Date: 05/02/2025