

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:	Beauchamp Avenue & Surrounding Estate Roads
PROPOSAL:	20 MPH Speed Limit
SCHEME REF No:	23-036
REPORT AUTHOR:	Lewis Oxenham (on behalf of the Traffic Management Team)

1. DELEGATION

The delegation to be exercised in this report is contained within **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	
(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	
(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**

A Traffic Regulation Order is required to formalise the existing signed 20mph speed limit on Beauchamp Avenue and surrounding estate roads accessed from the A367 Fosseway to the south of Midsomer Norton.

The extent of the 20mph speed limit on Beauchamp Avenue is as follows:

- From a point 16m northwest of its northern junction with Fosseway South (A367) to a point 13m northwest of its southern junction with Fosseway South (A367)

The 20mph speed limit extent also covers the entire length of the following roads:

- Beauchamp Park
- Blackdown Way
- Cotswold Gardens
- Exmoor Close
- Mendip Green
- Polden Walk
- Quantock Close

The proposals are shown on the attached drawing and in Appendix A.

4. **BACKGROUND**

The developer who completed the housing estate adjacent to the A367 Fosseway, Midsomer Norton, entered into a section 38 Highways agreement with Bath & North East Somerset Council that included a 20mph speed limit on all of the estate roads contained within the development. 20mph speed limit signage has therefore been installed on Beauchamp Avenue and throughout the rest of the housing estate by the developer as part of the section 38 Highway adoption works. A new Traffic Regulation Order is required now that the roads have become adopted public Highway, to ensure that the signed speed limit is enforceable.

5. **SOURCE OF FINANCE**

Developer funded TRO by Barrett Homes Bristol.

6. **INFORMAL CONSULTATION REQUIREMENT**

Informal consultation was carried out with the Chief Constable, Ward Members, and the Cabinet Member for Highways.

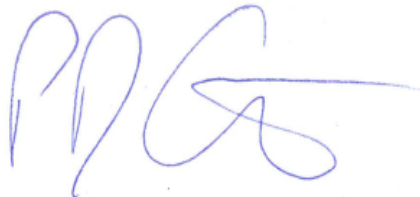
The responses to the informal consultation can be found in TRO report number 3.

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: 11th December 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.

A handwritten signature in black ink, appearing to read 'Chris Major', with a flourish at the end.

Chris Major
Director for Place Management

Date: 17/12/24