

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: Moorledge Road, Chew Magna

PROPOSAL: 20 M.P.H / 40 M.P.H Speed Limits

SCHEME REF No: 26-032

REPORT AUTHOR: Gina West

1. DELEGATION

The delegation to be exercised in this report is contained within **Part 2 Section 2.35** of the Constitution under the **Delegations of Functions to Officers**, as follows:

Section A	The Chief Executive, Executive Director - Chief Operating Officer, 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 their area of responsibility.
Section D	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 and the Head of Highways Delivery hold 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,	X
(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 introduce two 20 mph speed limit sections along Moorledge Road (along the more built up residential areas), in order to improve road safety and better reflect the character of the environment.

Additionally, it is proposed to implement a 40 mph speed limit on the approaches to these lower-speed sections. This transitional speed reduction will help encourage driver compliance and provide a safer progression into the residential areas.

4. **REASON**

Please refer to the Statement of Reasons.

The Council has had in mind and discharged the duty (as set out in section 122(1) of the Road Traffic Regulation Act 1984) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) so far as practicable. It has also had regard to the factors which point in favour of imposing 20mph / 40mph speed limits at Moorledge Road. It has balanced the various considerations and concluded that it is appropriate to promote the 20mph / 40mph speed limits. The Council has also considered and discharged its network management duty under section 16 of the Traffic Management Act 2004. It has concluded that the proposed 20mph / 40mph speed limits are consistent with that duty, having regard to its other policies and objectives.

5. **IMPACT ON EQUALITIES**

An Equality Impact Assessment has been undertaken in relation to the introduction of traffic management measures, which is available upon request. The Council has had due regard to the needs set out in section 149(1) of the Equality Act 2010. It considers that the proposed Order is consistent with the section 149 public sector equality duty, which it has discharged.

6. IMPACT ON HUMAN RIGHTS

The proposals are considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property). However, the Council is entitled to affect these rights where it is in accordance with the law, necessary (in the interests of public safety or economic well-being, to prevent disorder and crime, to protect health, or to protect the rights and freedoms of others), in pursuit of a legitimate aim and proportionate to do so. The proposal(s) within this report are considered to be in accordance with the law, necessary, in pursuit of a legitimate aim and proportionate.

7. SOURCE OF FINANCE

The scheme is included in the 2026/27 Local Active Travel and Safety Programme.

8. CONSULTATION REQUIREMENT

The proposal requires consultation with the Chief Constable, Emergency Services, Road Haulage Association, Freight Transport Association (Logistics UK), Parking Services, Waste Services, Ward Members and the Cabinet Member for Sustainable Transport Delivery.

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

9. OBJECTIONS / COMMENTS RECEIVED (following the public advertisement of the proposal(s))

The objections and comments received are shown below, with an officer response to the one objection underneath.

Comments / objections received: 4 support / 1 partly support / 1 objection

- The proposed changes will reduce speed of many drivers. This proposed change is supported by all residents of both Newtown and Moorledge who's homes are located on the road that I have spoken to. None have objected. Our residents report multiple incidents of accidents and near misses, including upturned cars at both sites, with speeding being the main issue. There is a much increased traffic of taxis because of Bristol airport who do not know the road and are contributing to the risks of residents. Reducing the speed limits will help improve road safety. David Harding Ward Cllr for the Chew Valley, and resident of Chew Magna.
- Small road for such fast traffic. Lots more traffic since the Airport has got bigger. Traffic needs slowing down before there is a fatal accident. It's difficult as a resident to safely get on and off my driveway.
- I am a resident of the Newtown Hamlet covered by the proposed 20 mile an hour speed limit planned near the Pony Chew Valley. I agree with the entire proposal. The road I live on near the Pony is shared between motorists, pedestrians, runners, horse riders, walkers and also a significant amount of through traffic to

Chew Magna. Several footpaths converge near the Pony Chew Valley, but the road is the only point of connection between the footpaths, so walkers in particular are at risk. The current national speed limit puts residents and all users of the road at risk in my opinion. I have seen numerous accidents on the road, and I have attached photos of some of them, as well as additional photos of damage to our property owing to traffic. I have been in contact with Chew Magna parish council and BANES on numerous occasions about this and am very pleased something is being proposed to protect residents and all users of the road.

- I am a resident of Moorledge Road and am writing to confirm that I wholly support the new speed limit plans for the road (our address is Knowle Hill, but we live on Moorledge Road just past the Pony pub in your newly proposed 20 mph zone). For years we have been contacting BANES, the parish council and our councillor to highlight the dangerous nature of the road as it is at the national speed limit. I mostly work from home and every few days I hear squealing tyres as a vehicle going too fast has had to screech to a halt as it has met another vehicle coming the other way, farm machinery, pedestrians or a horse rider. Our view has been that it would only be a matter of time before either a pedestrian, resident or a driver/passenger is seriously injured or worse. We have already seen over the last few years, a car flip on its roof just outside our house, someone hit the corner of our house, walls damaged and knocked down (ours and our neighbours) and numerous near misses. This coupled with increased traffic (new people recently moving in and more vehicles coming in and out) and more walkers, runners, cyclists etc has meant that the risks will continue to grow. We therefore feel this change to be essential especially as there are speed limits on other parts of the road with less risk, to make sure that residents and the general public are kept safe.
- Chew Magna Parish Council supports the proposal for the introduction of two stretches of 20mph restriction but requests that the remaining length of Moorledge Road is all restricted to 40mph.

On this narrow and winding country lane the Council considers that to leave two lengths of road, sandwiched between 20mph and 40mph restrictions, at NSL (60mph) is inappropriate particularly when the southernmost end of Moorledge Road joins the A368 which is, itself, restricted to 40mph.

Chew Magna Parish Council's revised proposal will reduce driver confusion, help to achieve adherence to speed limits and avoid an increase in the number of large speed limit signs required in this rural area.

- I am writing to object to the proposed Traffic Regulation Order (TRO 26-032) to introduce a 20 mph speed limit on sections of Moorledge Road. As a resident of Moorledge Road, I do not support the proposed reduction to 20 mph. I have spoken to a number of other local residents, and I have yet to find anyone who believes that a 20 mph limit is appropriate for this road.

Having lived on Moorledge Road my entire life, I do not believe there is any justification for reducing the speed limit to 20 mph. In my experience, the current proposal is unnecessary and does not reflect the nature of the road.

If the proposal had been to reduce the speed limit to 30 mph, I would have supported it, as I believe that would be a more reasonable and proportionate change. However, a 20 mph limit is excessively low and, in my opinion, is unlikely to improve road safety. Instead, it risks penalising otherwise careful drivers who may unintentionally exceed the limit by a small margin. The police speed bike will be the only winner here.

I would also appreciate it if you could explain the evidence and reasoning behind the proposal. In particular, I would like to know what data, such as collision records, traffic surveys, or other assessments, has led the Council to conclude that a 20 mph limit is necessary on Moorledge Road?

I respectfully ask the Council to reconsider this proposal.

Officer response

The purpose of the proposal is to support a safer road environment for all users, including pedestrians, cyclists, residents and motorists. While we recognise that Moorledge Road may not have a significant recorded collision history, the assessment of suitable speed limits is not based solely on collision records. A range of factors are considered, including the character of the road, surrounding land use, the presence of residential properties, walking and cycling activity, vehicle speeds, and the potential risk to vulnerable road users.

The Council's approach is informed by current national guidance and local road safety objectives, which recognise that lower traffic speeds can reduce both the likelihood of collisions occurring and the severity of injuries when they do occur. Research has consistently shown that even small reductions in vehicle speeds can deliver road safety benefits, particularly in residential environments.

In response to your request for further information, the proposal has been developed with consideration of the following factors:

- *Existing traffic speed data and vehicle movement patterns;*
- *The residential nature of the area;*
- *The function of Moorledge Road within the local road network;*
- *Opportunities to improve conditions for pedestrians and cyclists;*
- *The Council's wider road safety and sustainable travel objectives.*

All representations received during the statutory consultation period will be considered before any final decision is made.

10. ADDITIONAL COMMENTS FROM WARD MEMBERS AND CABINET MEMBER FOR SUSTAINABLE TRANSPORT DELIVERY (in response to the above)

Councillor Anna Box – No comment.

Councillor David Harding - I fully support this scheme to reduce the speed limits on Moorledge Rd. It is supported by all the residents I have spoken to in the last couple of months.

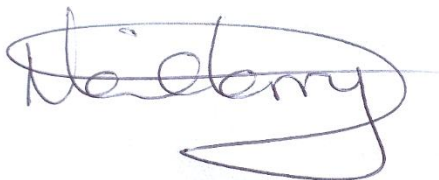
The Parish Council has requested that Moorledge Rd become 40mph up to the junction with the A368 given that the current speed on the A368 is 40mph. I support their proposed reduction of the speed limit on this section of road. The PC's comments are logical, and sensible. Putting up national speed limit signs off a restricted A road to a small single carriage (in places) lane confuses residents and drivers. Many fail to recognise that this sign on lanes means to drive to the road conditions rather than national speed limit.

Cabinet Member for Sustainable Transport Delivery

Councillor Lucy Hodge - Noting the Officer response and level of support, I am pleased to support this proposal for speed limit changes to introduce two 20 mph speed limit sections on Moorledge Road, Chew Magna in addition to a transitional 40 mph speed limit, which will improve safety for all road users.

11. RECOMMENDATION

That the Traffic Regulation Order as advertised should be sealed.

A handwritten signature in blue ink, appearing to read 'Neil Terry', with a large, stylized flourish at the end.

Neil Terry
Traffic Management & Network Manager

Date: 05/08/2026

12. DECISION

As the Officer holding the above delegation, I have decided that the objections / comments be not acceded to and the Order as advertised be sealed.

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', is positioned above a horizontal line.

Chris Major
Director for Place Management

Date: 06/08/2026