

OFFICER DECISION REPORT – RAISED TABLE SPEED HUMP
Traffic Regulation Order (TRO) ‘Notice’

5a

OUTCOME OF TRO PROCESS – DECISION (following objections)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: Bear Flat Mobility Hub CRSTS Scheme

PROPOSAL: Raised Table Speed Hump

SCHEME REF No: 26-043a

REPORT AUTHOR: Traffic Management Team / KG

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 Highways Act 1980 Section 90A which permits a highway authority to both construct and remove road humps in a public road, for which they are the highway authority, if the highway is subject to a legal speed limit for motor vehicles of 30 miles per hour or less or the road humps are specially authorised by the Secretary of State.

3. PROPOSAL

Funding has been secured to install a Raised Table Speed Hump on Shakespeare Avenue, Bruton Avenue, Hayes Place and Bloomfield Avenue as part of a wider scheme to improve walking and public transport facilities on Bear Flat.

It is considered that the proposed raised table speed humps would improve pedestrians' ability and safety to cross the side roads and help to reduce vehicle speeds at the junctions.

The proposal to introduce raised table speed humps on Shakespeare Avenue, Bruton Avenue, Hayes Place and Bloomfield Avenue at their junctions with A367 Wellsway are required to support opportunities for active travel.

The proposals are shown on the attached Appendix 1 drawing.

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 the new raised table speed humps. It has balanced the various considerations and concluded that it is appropriate to promote the proposal of a new raised table speed humps. 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 raised table speed humps 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 these proposed 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 proposal 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**

This proposal is being funded through cost code: TCSVL004S.

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 received have been summarised below with the technical responses in italics underneath each one. Full responses and supporting comments can be found in the attached **Appendix 2**.

Response Summary

Support	3
Partly Support	3
Object	13

Summary of objections and partial objections

Responses in relation to the proposed road humps / side road junction design (this TRO).

Comment	Response
I would like road humps on more roads – e.g Kipling Avenue / Bloomfield Road.	Following feedback to a previous public consultation process, changes to Kipling Avenue / Bloomfield Road junction were removed from the scheme scope.
I object to road being narrowed resulting in unsafe traffic lane widths and layout for cycles.	The revised road layout is subject to a Road Safety Audit and any concerns highlighted are addressed in the final design. Lane widths are aligned with relevant design guidance.
I object to the road being narrowed due to the impact on buried utilities and drainage.	As for any scheme of this nature, surveys of underground utilities and drainage have been undertaken throughout the design process and the scheme designed to minimise diversions, and impacts on drainage connections.
The narrower road will increase congestion.	Traffic modelling of the scheme shows congestion to be reduced overall as the shorter pedestrian crossing results in shorter red-signal durations for vehicles on Wellsway.

Comment	Response
The scheme will have a negative impact on air quality – not neutral as stated.	The 'neutral' assessment is a qualitative assessment based on the modelled impacts indicating a reduction in congestion but traffic levels to remain. It is acknowledged there will be some impact during the construction phase - these will be minimised by construction industry standard processes.
The placement of speed humps on a hill will create drainage issues and be unsafe to traverse. No drainage assessment has been published.	The profile of the humps has been designed to take account of the underlying gradient, and drainage considered in the design to prevent pooling. Technical surveys / assessments have been undertaken but are not routinely published.
Speed Humps on Bloomfield Avenue, and Hayes Place are not required.	The proposed speed hump is expected to improve pedestrians' ability and safety to cross the side roads and help to reduce vehicle speeds at the junctions, as stated in the Statement of Reasons.
'Keep clear' markings should be retained.	'Keep clear' markings are to be retained where they comply with current lining design guidance.
The removal of the right turn lane into Hayes Place makes the turn less safe for cycles on this key cycle route – physical protection should be provided.	The design includes a space for cycles to wait to turn right. The design is subject to a Road Safety Audit and any concerns highlighted are addressed in the final design.
I would like right-turn lanes to be retained.	Existing right-turn lanes are retained, except at Hayes Place, where a narrower space is provided for cycles only. Traffic modelling indicates congestion is reduced overall.
I would like zebra crossings to be provided across side roads instead of road humps.	Zebra crossings cannot be provided at side road crossings as there is not space for the statutory signing and lining including 'Belisha' beacons.
The Council has not presented data on collision history, vehicle speeds etc. to evidence the need for speed humps.	Raised table crossings and the wider scheme design will provide a more accessible street environment - they are a standard improvement within similar schemes. The evidence base for the need for the scheme as a whole is set out in the Business Case for the scheme.
I'm concerned the impacts on the historical character / townscape of Wellsway have not been considered. Less intrusive options could have been considered.	These are considered through the Business Case process, not the TRO.
Coloured surfacing on speed humps may give pedestrians an unrealistic sense of security.	It is not proposed to provide coloured surfacing on the road humps.
The raised table crossings will increase congestion as vehicles on Wellsway wait for people crossing the side roads.	Existing right-turn lanes are retained except Hayes Place, so waiting vehicles will not obstruct northbound traffic.
The proposed 'continuous footways' are not aligned with design guidance.	The proposed design does not provide 'continuous footways' – the side road treatments are standard uncontrolled crossings on raised tables.

Responses relating to other aspects of the proposed scheme

Comment	Response
<i>Speed limit / bus lanes:</i>	Refer to 26-043c
I object to the lower a speed limit as current traffic speeds are acceptable.	Traffic speed survey data shows existing speeds slightly exceed 20mph – the proposed speed limit is appropriate for this location, supported by the revised road layout.
The Wellsway Bus Lane should the 24/7 - if vehicles use this lane outside peak hours there is a risk of swipe collisions for cycles.	The Bus Lane is proposed to operate in the AM peak only to make best use of the available space for other uses when the bus lane provides little benefit to buses. The design is subject to a Road Safety Audit and any concerns highlighted are addressed in the final design.
<i>Parking restrictions</i>	Refer to 26-043b
Removing the northern-most south-bound bus stop means bus passengers need to walk further from the pedestrian crossing on Wellsway.	The southbound bus stops have been consolidated to reduce confusion amongst passengers at the request of the bus operator - the southern-most stop has a slightly greater waiting area for passengers.
Visibility when crossing Bruton Avenue is obscured due to the proximity of parking – particularly outside the coop.	Pedestrians do have right-of way under the Highway Code and the scheme is designed to reinforce that through the on-ground infrastructure. The design includes a dedicated loading bay outside the coop. The need to reduce the extent of the parking will be considered- subject to findings of the Road Safety Audit.
<i>Other</i>	
I object to the proposal to prevent right-turns from Bloomfield Avenue.	There is no proposal to prevent right-turns from Bloomfield Avenue.
There should be more effort to reduce car travel through improving bus frequency/reliability, reducing ticket costs, and improving cycle parking.	The scheme is expected to reduce bus journey times and improve reliability. Additional cycle parking and interchange facilities are part of the wider scheme.
I would like to see a larger scheme with greater changes at Kipling Avenue / Bloomfield Road area.	Following feedback to a previous public consultation process, changes to Kipling Avenue / Bloomfield Road junction were removed from the scheme scope.

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

Councillor Alison Born and Councillor Stuart Bridge - Having reviewed the comments and officer responses for these reports we support these proposals.

Following our previous feedback, we are pleased to see that **KEEP CLEAR** markings have been added at the junction of Wellsway and Bloomfield Avenue, bringing the proposals into line with the current situation.

We note the comments regarding right turns into Hayes Place and the officers' response that there is insufficient space to provide a dedicated right-turn pocket, although the cyclist provision is helpful. We also note that it is anticipated an informal right-turn arrangement will operate in practice. We appreciate that this will be monitored as part of the post-implementation road safety audit.

We would have liked to see the proposed 20mph zone cover the road from the bottom of Wells Road to the Devonshire Arms. However, we respect the comments made by the police but hope this can be revisited in the future as we believe that a more consistent 20mph speed limit is more likely to achieve positive behaviour change.

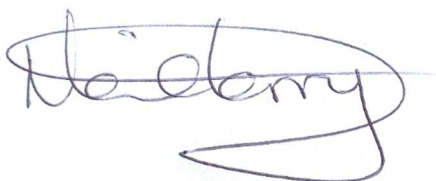
Concerns were also raised about the impact of the proposals on the historic character of Wellsway. We note the officer response that this is a matter considered through the business case rather than the Traffic Regulation Order, and we understand that a separate response will be provided to the resident who raised this issue.

Cabinet Member for Sustainable Transport Delivery

Councillor Lucy Hodge - Having reviewed the comments and Officer responses in this report, I support the raised table speed hump proposals on four side roads as part of the wider Bear Flat improvements which will improve pedestrian safety crossing the side roads and reduce traffic speeds approaching these junctions. These proposals form part of a wider set of measures which are anticipated to bring significant improvements for those walking, wheeling, cycling and taking public transport in this busy vibrant location, in particular for the many children making journeys to school.

11. RECOMMENDATION

That the proposal as advertised is implemented.

A handwritten signature in blue ink, appearing to read 'Neil Terry', with a large, sweeping flourish underneath.

Neil Terry
Traffic Management & Network Manager

Date: 23/07/2026

12. **DECISION**

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

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 stylized flourish at the end.

Chris Major
Director for Place Management

Date: 23/07/2026