

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: Bear Flat Mobility Hub CRSTS Scheme

PROPOSAL: Speed Limits and Bus Lane

SCHEME REF No: 26-043c

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 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,	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	
(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**

The introduction of a bus lane operating between 07:00 and 10:00 Monday – Friday on Bloomfield Road / A367 Wellsway, and a speed limit change from 30mph to 20mph on the A367 Wellsway.

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 a Bus Lane operating between 07:00 and 10:00 Monday – Friday and a 20mph Speed Limit. It has balanced the various considerations and concluded that it is appropriate to promote these restrictions. 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 Bus Lane operating between 07:00 and 10:00 Monday – Friday and 20mph Speed Limit is 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 Bus Lane and Speed Limit 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

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	4
Partly Support	1
Partly object	1
Object	7

Summary of objections and partial objections

Responses in relation to the proposed speed limits/bus lanes (this TRO)

Comment	Response
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 Council has not presented data on bus journey time improvements, queue reduction, interaction with Churchill gyratory, operations impacts, loading activity, bus reliability.	The impacts of the scheme have been modelled for the whole Wellsway corridor from Churchill Gyratory to Odd Down. The micro-simulation model replicates vehicle interactions along the corridor. The impacts and benefits are presented in the business case rather than the TRO but show significant journey time savings for all vehicles.

Comment	Response
The scheme introduces measures that hinder bus movements rather than support them.	The design has been developed with input and support from local bus operators.
The police response – requesting speed survey data - demonstrates the road design doesn't support the reduced speed limit.	It is standard practice to consider existing speeds survey data when considering speed limit changes.
Reducing the speed limit won't result in drivers slowing down.	The lower speed limit is supported by changes to the road geometry to further encourage compliance with a lower speed limit.
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 though the Business Case process, not the TRO.
The proposed 20mph limit should be extended south to the junction with Hatfield Road.	The extent has been agreed with the Police based on survey data and their request that speed limits are self-enforcing.
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.

Responses relating to other aspects of the proposed scheme

Comment	Response
<i>Road humps / side road junction design.</i>	Refer to 26-043a
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.
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.

Comment	Response
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.
I request the right-turn lane and yellow box marking are retained into Hayes Place.	There is not space for a formal right-turn pocket into Hayes Place due to the needs to extend the bus stop. At times when there isn't a bus in the bus stop, an informal right-turn arrangement will be practical, with other vehicles able to pass.
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>Parking restrictions:</i>	Refer to 26-043b
The loading bay outside coop should not be used at peak times to prevent hindering traffic flow at the busiest times.	The proposed loading bay is next to the carriageway so when occupied, won't obstruct the traffic lane.
There are no measures to prevent parking on the wider pavements.	The proposed parking restrictions apply to the back of the footway (pavements) – therefore the proposed restrictions do not permit parking on the wider pavements.
<i>Other</i>	
The proposal are presented under 3 different TRO consultations – the fragmented approach makes it difficult to understand the cumulative impact.	The TRO changes required three separate process to follow the statutory processes required. A summary plan and information has been produced to explain the scheme in full.
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.
Narrowing the road will hinder emergency services.	The scheme is expected to reduce congestion. Two lane single carriageways are a standard road layout.
I don't believe the scheme will make buses more reliable.	One expected benefit of the scheme is to reduce congestion on the Wellsway in the peak times.

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.

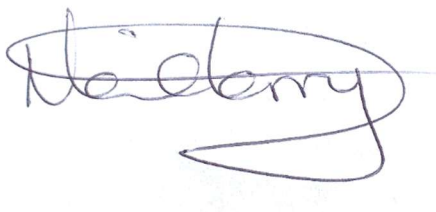
Concerns were also raised about the impact of the proposals on the historic character of Wellsway. We note the officer response that this is a matter considered through the business case rather than the Traffic Regulation Order, and we understand that a separate response will be provided to the resident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

Cabinet Member for Sustainable Transport Delivery

Councillor Lucy Hodge - Having reviewed the comments and Officer responses, I support this proposal for an additional section of bus lane and a speed limit reduction to 20 mph. Officers have worked closely with the bus operators who support this bus lane proposal. I am aware of significant support for a speed limit reduction in this location to 20 mph, which we know creates a safer environment for walking and cycling.

11. RECOMMENDATION

That the Traffic Regulation Order as advertised adjusted as described below and 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: 23/07/2026

12. **DECISION**

As the Officer holding the above delegation, I have decided that the objections / comments be acceded to in part and the following adjustments, being of minor significance; be included in the Order to be sealed.

specify minor amendment to Order here:

The following has changed:

- *The time on the bus lane is now just am peak.*

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 for Place Management

Date: 23/07/2026