**OFFICER DECISION REPORT – TRAFFIC REGULATION ORDER**

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**INFORMAL CONSULTATION**

PREPARED BY: Traffic Management Team, Highways and Transport Group

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| **TITLE OF REPORT:**  **PROPOSAL:**  **SCHEME REF No:**  **REPORT AUTHOR:** | **B3116 Wellsway, Keynsham**  **Variation of 20, 30 and 40mph speed limits.**  **21 - 029**  Lewis Cox / Neil Terry |

**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:

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| **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 purpose 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:

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| (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 especially 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**

To extend the existing 20mph speed limit on the B3116 Wellsway to the point where the existing 30mph speed limit currently ends (outbound), and to introduce a 30mph speed limit between the extended 20mph and a point approximately adjacent to number 200 Wellsway. This coincides with the extent of the existing street lighting along the Wellsway.

A short length of 20mph will be introduced in Chewton Road from its junction with the Wellsway. Note: a 20mph speed limit along Chewton Road (and through Chewton Village) in currently included in the draft 2022/23 Transport Improvement Programme.

**4. BACKGROUND**

A 40mph speed limit was initially introduced on the Wellsway in February 1965, from a point approximately 90m south of its junction with Chewton Road to a point approximately 180m south of its junction with Courtenay Road. It is assumed that the speed limit along the Wellsway approaching Chewton Road at that time was derestricted / national speed limit (60mph), and that the speed limit beyond Chewton Road was 30mph by virtue of the presence of street lighting.

The speed limits along the Wellsway were not reviewed again until October 2013 (as part of a wider review), when a 20mph speed limit was introduced from its junction with Bath Road to a point 70m north of its junction with Chewton Road. This left a length of 30mph from a point approximately 90m south of its junction with Chewton Road to the start of the new 20mph limit.

A 40mph speed limit was introduced through the village of Burnett in September 2006, and this was subsequently extended towards Keynsham in February 2019. This resulted in a continuous 40mph speed limit from the southern end of Burnett, through the village and along the Wellsway to just before its junction with Courtenay Road (180m south).

However, it is now considered that the existing 40mph speed limit covering the street-lit length of the Wellsway is no longer appropriate, having due regard for its residential nature, the activity associated with its side roads and accesses, and the efforts of the Council to encourage greater walking and cycling for some journeys.

In addition, there is an aspiration to divert the route of the Avon Cycleway to Manor Road and Chewton Road, to avoid it crossing the B3116 in Burnett. This will result in cyclists using the Wellsway for a short distance, in both directions, between its junctions with Manor Road and Chewton Road. Extending the existing 20mph, as described above, will cover this length of the Wellsway, and it is considered that a 30mph on the inbound approach will increase compliance with the extended 20mph speed limit.

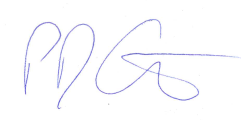
# 5. SOURCE OF FINANCE

This scheme is included in the 2021/22 Transport Improvement Programme.

**6. CONSULTATION REQUIREMENT**

Theproposal requires informal consultation with the Chief Constable, Ward Members and the Cabinet Member for Transport.

PROPOSAL(S) APPROVED FOR INFORMAL CONSULTATION WITH THE CHIEF CONSTABLE AND WARD MEMBERS.



Paul Garrod Date: 2nd February 2022

Traffic Management and Network Manager