

**OFFICER DECISION REPORT – SPEED LIMIT ORDER  
TRAFFIC REGULATION ORDER (TRO)**

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**APPROVAL TO PUBLICLY ADVERTISE THE TRO**

PREPARED BY: Traffic Management Team, Highways and Traffic Group

**TITLE OF REPORT:** Charlton Road / Woollard Lane / Redlynch Lane  
**PROPOSAL:** 20 M.P.H / 40 M.P.H Speed Limits  
**SCHEME REF No:** 25-046  
**REPORT AUTHOR:** Gina West

**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:

<b>Section A</b>	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility....”
<b>Section B</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.
<b>Section D9</b>	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,	
(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 a 20 mph speed limit on Charlton Road, Keynsham from the existing 20 mph extending in a westerly direction for approx. 396 metres.

To introduce a 40 mph speed limit on Charlton Road, Woollard Lane, and Redlynch Lane, reducing the existing de-restricted speed limit.

### 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 an extended 20 mph on Charlton Road, and 40 mph speed limits on Charlton Road, Woollard Lane, and Redlynch Lane. It has balanced the various considerations and concluded that it is appropriate to promote these reduced 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 speed reduction on Charlton Road, Woollard Lane, and Redlynch Lane 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 introduction of speed limits, 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 2025/26 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.

## 9. **COMMENTS RECEIVED TO DATE**

**Chief Constable** - Thank you for your email and attachments regarding the proposals to introduce a 20 mph speed limit on Charlton Road, Keynsham from the existing 20 mph extending in a westerly direction for approx. 396 metres and to introduce a 40 mph speed limit on Charlton Road, Woollard Lane and Redlynch Lane, reducing the existing de-restricted speed limit, as shown on the attached plan.

There has been a marked increase in the number of speed restrictions being introduced by local authorities across our Force area. This has prompted a review of our current processes. Going forward informal consultations should be received by the Traffic Management Unit with a minimum of a 6-week time frame (*This timeframe remains flexible after discussion, if required and enables the Traffic Management Unit to make a fully informed response on behalf of the Chief Constable to statutory consultation*). This should be accompanied by speed and collision data to support the consultation. The Traffic Management Unit will then review on behalf of the Chief Constable. The Constabulary may not support speed reductions if the data submitted is not sufficient and/or the road design is not appropriate.

Please may we have sight of the collision history and speed data which supports the current proposals, to enable us to make an informed response on behalf of the Chief Constable.

As previously discussed, we have a Force stance regarding the introduction of speed limits, which has been written to reflect the current speed environment. I copy this below for your information.

“Speed limits are only one element of speed management, and local speed limits should not be set in isolation. They should be part of a package with other measures to manage speeds, which include engineering, visible interventions and landscaping standards that respect the needs of all road users and raise the driver’s awareness of their environment, together with education, driver information, training and publicity.

The police service has to ensure all resources are used effectively in responding to community priorities. Avon and Somerset Constabulary will support all appropriate speed limits, including 20mph roads, where;

The limit looks and feels like the limit, giving visiting motorists who wish to conform that chance; the desired outcome has to be speeds at the limit chosen so as to achieve safe roads for other and vulnerable users, not high speeds and high enforcement;

The limit is self-enforcing (with reducing features) not requiring large scale enforcement;

The limit is only introduced where mean speeds are already close to the limit to be imposed, (24mph in a 20mph limit) or with interventions that make the limit clear to visiting motorists;

Speeding problems identified in an area must have the engineering, site clarity and need re-assessed, not simply a call for more enforcement.

Enforcement will be considered in all clearly posted limits, given other priorities, and this will be by:

Targeted enforcement where there is deliberate offending and the limits are clear; Where limits are not clear (that is they don’t feel like or look like the limit or are on inappropriate roads), they will not be routinely enforced, only targeted where there is intelligence of obvious deliberate disregard which may result in increased threat, harm or risk to other road users.

Deliberate high harm offenders will always be targeted and prosecuted whereas enforcement against drivers who simply misread the road may not be appropriate. None of the above should in anyway leave the impression that we will not enforce the law. As with all speed limits, and other enforcement work, we will use evidence to ensure that our resources are allocated in the most appropriate way using appropriate tactics.

Enforcement of limits that do not comply with the above representations could lead to mistaken offending and could risk the loss of public support. Enforcement cannot and must not take the place of proper engineering and or clear signing.”

We do not, as part of our response on behalf of the Chief Constable to formal consultation, check the accuracy or validity of what is being proposed but we do consider implications for road safety and enforcement.

It is not possible to dedicate an enforcement presence to such a restriction. The signage and any other physical measures to be introduced to enforce / heighten motorist awareness of the proposed scheme is therefore of importance. Any enforcement will be targeted, and intelligence led.

We always expect that:

- a) the powers being exercised are available to you as traffic authority, are valid and are appropriate for the proposals;
- b) the descriptions of the lengths of road, the road names, the road numbers and any directional descriptions are correct and accurate;
- c) where any proposals replace existing restrictions or prohibitions, that the previous orders are adequately revoked or varied;
- d) the mandatory traffic signs giving legal effect to the order will be fully TSRGD compliant, will give drivers adequate guidance and will be placed to accord to the descriptions in the order.

**Emergency Services** – No comment

**Road Haulage Association** – No comment

**Freight Transport Association** – No comment

**Parking Services** – No comment

**Waste Services** – No comment

**Ward Members**

**Keynsham South**

Councillor Alan Hale – I have concerns with the imposition of a further length of Charlton Road as a 20mph limit.

Currently, the length of Charlton Road from High Street through to just south of Charlton Park junction is subject to a 20mph speed limit. Any observation or measurement will, I am sure, show that very few motorists drive at no more than 20mph, and many are in excess of the old 30mph. However, on this stretch such a limit is justified due to the very narrow road width and the inferior and narrow pavements, which in places are dangerous.

When the school crossing is being patrolled near Kelston Road and the wig-wags are flashing to show a 20 limit, observance is sporadic despite the presence of the crossing patrol and the schools. It might be better to extend a full-time 20 mph limit

from the end of the existing limit through to the junction with Lockingwell Road. This would cover the school and the nursery.

Beyond that junction, I believe that installing a 20mph limit will achieve very little because traffic on Charlton Road from the southern commencement of the existing 30 limit heading north or indeed in both directions frequently abuses the 30 mph limit and reducing the limit to 20 will just mean that there is more abuse of the imposed limit than there is currently. I believe that those who endeavour to stick to the 20 limits will be subject to road rage and there will be those who will make dangerous overtaking manoeuvres; the road safety intention will be undermined.

The fact that Avon and Somerset Police have virtually no Road Motor Patrol capability means that the limit will be abused on the basis that being caught is highly unlikely. Equally the Speed Detection Team are extremely thinly spread, so again little or no attention will be paid to the enforcement of the proposed new limit. Consequently, its worth will be undermined.

I believe that it would be far better to build a significant number of physically significant 'build-outs' causing traffic to slow down to negotiate and give way to opposing traffic. Those who abuse speed limits will have to slow down for the build-outs and opposing traffic.

I believe that imposing a 20 mph limit will give a false sense of safety to pedestrians, believing that traffic will be much slower moving, whereas a large majority of vehicles will be travelling well beyond the 20mph limit.

I agree with the imposition of a 40mph limit as described.

I am an Academy Member of Road Safety GB, I was previously Senior Road Safety Officer for South Gloucestershire Council, I was chair of the West of England Road Safety Partnership, twenty years' experience of police road motor patrol as an advanced class 1 driver and as a qualified advanced police driving instructor. Currently I am a driving examiner for IAMRoadSmart.

Councillor David Biddleston – No comment.

### **Saltford & Queen Charlton**

Councillor Duncan Hounsell - I support these proposals in the interest of highway safety for all. The junction of Redlynch Lane with Charlton Road is a notoriously difficult junction to navigate safely because of poor sight lines. The junction opposite is similarly dangerous, and that junction is the only significant way in and out of Queen Charlton village. There have been vehicular accidents on Charlton Road near this location and have been attributed at least in part to excessive speed. The proposal to reduce the speed limit on Redlynch Lane is welcomed but I wonder if that speed limit could be further reduced to 30mph in this rural lane.

Councillor Chris Warren – No comment.

## **Whitchurch & Publow**

Councillor Paul May – No comment.

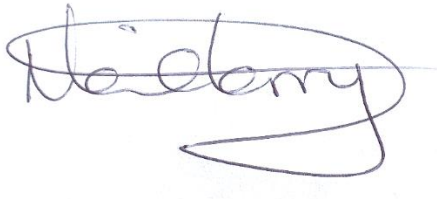
## **Cabinet Member for Sustainable Transport Delivery:**

Councillor Lucy Hodge – No comment, please proceed.

### **10. RECOMMENDATION**

That the public advertisement of the Traffic Regulation Order should progress.

The comments of Councillor Alan Hale are acknowledged and will be included in the TRO decision report following the public advertisement of the proposals.



Neil Terry  
Traffic Management & Network Manager

Date: 29/20/2025

### **11. DECISION**

As the officer holding the above delegation, I approve the progression of this Traffic Regulation Order.



Chris Major  
Director for Place Management

Date: 03/11/2025