

# OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

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## APPROVAL TO PUBLICLY ADVERTISE THE TRO

PREPARED BY: Traffic Management Team, Highways and Traffic Group

<b>TITLE OF REPORT:</b>	<b>Temple Cloud Liveable Neighbourhood</b>
<b>PROPOSAL:</b>	<b>Zebra Pedestrian Crossing and Speed Limits</b>
<b>SCHEME REF No:</b>	<b>25-066</b>
<b>REPORT AUTHOR:</b>	<b>Traffic Management Team / KG</b>

### 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:

<b>Section A</b>	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....”
<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 their area of responsibility.
<b>Section D</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	
(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 zebra pedestrian crossing on Temple Inn Lane at its junction with the A37.

Modifications to some of the speed limits in Temple Cloud:

- extend the current 30mph speed limit on the A37 (Main Road, Temple Cloud) south towards Temple Bridge.
- extend the current 30mph speed limit on Temple Inn Lane to its junction with Marsh Lane.
- covert the remaining section of 50mph speed limit between Temple Bridge and High Littleton to 40mph

The proposals are shown on the attached drawings **Appendices 1 - 4**

### 4. **REASON**

Please refer to the two separate 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 proposed restrictions above. It has balanced the various considerations and concluded that it is appropriate to promote the above proposed 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 measures 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 Pedestrian Zebra Crossing and 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 [year] 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. INFORMAL CONSULTATION FEEDBACK**

**Chief Constable**

No comments.

**Emergency Services**

No comments.

**Road Haulage Association**

No comments.

**Freight Transport Association**

No comments.

**Parking Services**

No comments.

**Waste Services**

No comments.

### **Ward Members**

#### **Mendip Ward:**

Cllr Simon McCombe – No Comments.

### **Temple Cloud Parish Council –**

Temple Cloud and Cameley Parish Council have reviewed the TRO proposals reference "25-066 - Temple Cloud Zebra Crossing / Speed Limits - Preliminary Consultation - WM". The Parish Council make no objections to the proposed Temple Cloud Zebra Crossing / Speed Limits Traffic Regulation Order (TRO) 25-066. However, Temple Cloud with Cameley Parish Council would like to make the following observations:

#### **The introduction of a zebra pedestrian crossing on Temple Inn Lane at the junction with the A37.**

This was not the preferred position for the zebra crossing.

It is acknowledged that the position of the zebra crossing is dependent upon the foot path between Temple Inn Lane and Brandown Close.

It is acknowledged that moving the zebra crossing further into Temple Inn Lane would not prevent foot and bicycle traffic using the footpath from crossing at this point.

It is therefore acknowledged that the zebra crossing will increase the safety of pedestrians and cyclists and establish their right of way across Temple Inn Lane.

It is noted that the designers recognise the danger to pedestrians and cyclists from placing the zebra crossing so close to the A37 junction, and of the limited view afforded of the zebra crossing to traffic entering Temple Inn Lane from the A37; and their attempt to mitigate this by including a high friction road surface to assist vehicular traffic in stopping.

It is of note that solid fencing around the boundary of the Temple Inn Pub, which in places exceeds 1.83m (6') obscures the view of the proposed zebra crossing to vehicular traffic traveling south on the A37 and turning left into Temple Inn Lane. This hazard should be given further consideration as it would further mitigate the risk to pedestrians and cyclists from the proximity of the zebra crossing to the junction with the A37.

It is of note that Temple Inn Lane is used by LGV traffic accessing Marsh lane Industrial Units. LGVs turning into Temple Inn Lane, and being caused to stop for the crossing, will present a hazard and obstruction to road users of the A37.

#### **Extend the current 30mph speed limit on the A37 (Main Road, Temple Cloud) south towards Temple Bridge.**

This will require enforcement to be effective. The current 30mph speed limit boundary is largely ignored with speed actually reducing for the second part of the natural “S” bend in the carriageway, rather than the signage. It is submitted that new signage will have limited effect without enforcement.

Temple Cloud with Cameley Parish Council requested an average speed enforcement camera as part of the earlier consultation and it is noted that this is not included, or mentioned, in this consultation.

**Extend the current 30mph speed limit on Temple Inn Lane to its junction with Marsh Lane.**

This will require enforcement to be effective. The current speed limits along the length of Temple Inn lane are largely ignored with vehicular speed at the housing boundary actually reducing for the natural “S” bend in the carriageway where the road narrows and encounters increased gradient, rather than the signage. New signage will have limited effect without enforcement.

**Convert the remaining section of 50mph speed limit between Temple Bridge and High Littleton to 40mph.**

This will require enforcement to be effective. The current speed limit has been in place for many years and driver behaviour will take time to adapt to changes without enforcement. We consider this proposal is counterproductive as it will reduce the utility and purpose of the road.

**Other Comments**

It is noted that the grounds for the application include *“the avoidance of danger to persons or other traffic using the road or any other road, or for preventing the likelihood of any such danger arising...”*

As per the comments above. It is of note that the location of the crossing creates a new danger in that it changes the road layout and will take time for local road users to adapt; gives vulnerable traffic right of way which they may unwisely rely upon; and is positioned too close to the junction with the A37 such that traffic travelling south and turning left into Temple Inn Lane will have little advanced view / reaction time.

Signage on the A37 is likely to be missed among the volume of roadside furniture.

It is noted that this application does not include any measures for Eastcourt Road.

It is likely that use of Eastcourt Road and Marsh Lane will increase, as users seek a route to avoid the reduced speed limits on the main carriageway.

Eastcourt Road in particular has a number of dwellings, and businesses and is used by all road users including vulnerable road users. Speed reduction measures in Eastcourt Road are supported by the community and requested by the residents. An opportunity has been missed to include this within this TRO application.

Temple Inn Lane is no longer fit for purpose for heavy and large vehicles due to the residential nature of recent and proposed developments. However, access is required for goods vehicles to Marsh Lane Ind Units. This heavy traffic presents a risk to users of the zebra crossing and to users of the A37 when turning in.

It is of note that some years ago works commenced on an access road running from the junction of Hallatrow Hill and Langford Lane, to provide access for goods

vehicles directly to the rear of marsh Lane Ind Units. An opportunity has been missed to complete this road which would enable Temple Inn Lane to have weight and width restrictions imposed.

Thank you for considering the comments and observations provided by Temple Cloud with Cameley Parish Council.

**Cabinet Member for Sustainable Transport Delivery:**

Cllr Lucy Hodge - My comment is – Please proceed to consultation

**10. RECOMMENDATION**

The public advertisement of the Traffic Regulation Order should progress.



Paul Garrod  
Head of Highways Delivery

Date: 12<sup>th</sup> March 2026

**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: 13/03/2026