

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

5a

OUTCOME OF TRO PROCESS – DECISION (following objections)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: Charlton Road / Woppard 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:

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 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, Woppard 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, Woppard 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, Woppard 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.

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))

Support 3 / Objections 1 / Comments 6

- I am fully in support of the proposed speed limit reduction from national speed limit to 40 mph on the relevant section of Charlton Road extending to the junction with Woppard Lane. This will help to make the dangerous Redlynch Lane/Charlton Road junction safer to navigate. I also support the speed limit reduction proposed in Redlynch Lane itself and I support the proposed speed limit reduction in Woppard Lane. All these proposed changes are in the interest of road safety.
- Please see below a submission on behalf of Cllr A Halliday of Keynsham Town Council. I am writing in opposition to the Charlton Road 20 mph proposal for the stretch from the Charlton Park Junction to Monmouth Road junctions. also, not feel there is a need to impose these restrictions at these points, as we already have school crossing lights and manned position, and also road traffic lights at the exterior of St Keyna school grounds followed by a mini roundabout close by.

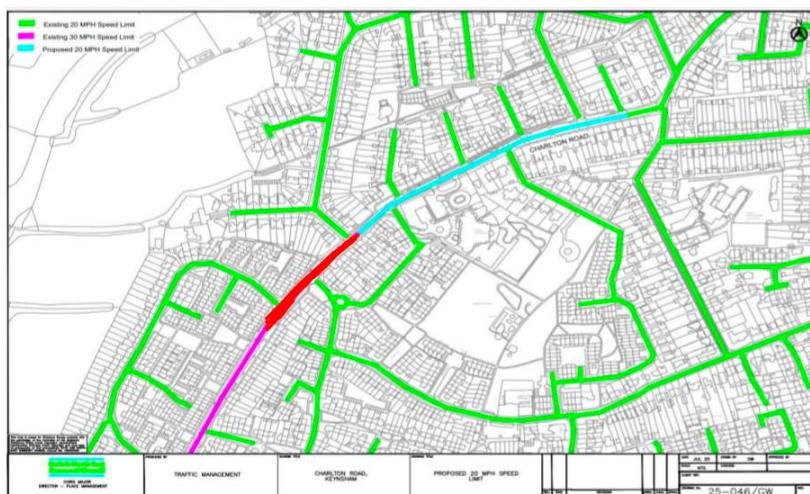
In my view most people travel the narrower stretch often at speed of car in front in many cases 20 mph, after Charlton Park roundabout the road is wider enough for parked cars outside nos 47 to St Ladoc Rd junction, 30 mph ensures traffic flows well, especially at busy times, subject to school crossing and use of the lights by Monmouth Road, where mini roundabout also can slow traffic down too. Without the means to patrol / enforce the proposed slower speeds I realistically cannot see any benefits from 20 mph in this relatively short stretch of Charlton Road.

- I would like to raise an objection to the proposed speed limit change under order 25-046 - CHARLTON ROAD.

Whilst I fully agree with the proposed extension of 20mph limit on Charlton road, I feel it should be extended a further 50m to provide additional protection to the Bus stop just south of Locking well road junction and the busy Lays Drive and Carnarvon Road junctions.

See red section on the attached mark-up of the proposed extension.

Plan 1



Not only would this protect the bus stop but this is also a crossing point for the school children from Broadlands school.

- It is proposed that the present speed limit of 30 mph is to be decreased in the area between Charlton Park and the roundabout by Saint Keyna School to 20 mph. I would like to see that limit **extended** far up Charlton Road at least as far as Bilbie Green.

If the proposal is instituted from Charlton Park up to Saint Keyna School at that roundabout there will be cars accelerating at the end of the 20mph zone into the 30mph Zone. By keeping the limit at 20 miles an hour up to Bilbie Green it is hoped that those cars won't accelerate in that way.

This slower traffic will really help residents along Charlton Road by making it safer for them and their children as well as going some way to alleviating the noise and particulate pollution problems caused by traffic in this area.

- Please can you consider the following as part of the consultation process for this element of TRO 25–046.

The existing 60mph speed limit on Redlynch Lane is totally inappropriate for such a busy and in places very narrow and windy lane and we fully support the reduction of the speed limit on Redlynch Lane to 40mph.

We have concerns with not only the amount of traffic along Redlynch Lane but even deeper concerns with the speed at which vehicles travel along this busy road and enter the village. Many vehicles come down the hill far too fast and don't start breaking until nearly at the junction with Chewton Road. It is only a matter of time before there is a serious accident.

For whatever reason the 20mph sign for Chewton Keynsham has been sited some 25 yards after entering the village, beyond our driveway entrance (Russets). The sign is also not very visible as you come down the hill before entering the village (especially during the spring and summer months when trees and hedges are in full leaf), as it is around a bend. This may be a contributing factor in why so many vehicles leave it very late to break before the junction with Chewton Rd. It would make good sense and greatly appreciated if the sign could be moved further up the hill. We would ask for the 20mph sign at the bottom of Redlynch Lane to be re-sited up the hill at/or before the village entrance sign as part of the works proposed for this TRO.

Thank you in advance for your consideration.



It is a shame that a proposal like this has taken so long to come to fruition and I sincerely hope that regulations will be enforced as soon as possible to calm the traffic in Charlton Road.

I look forward to your comments on this matter as soon as possible

- I support the proposal to reduce the speed limits contained in the Notice of Intention.
- Absolutely support these measures. It is high time all our roads were subjected to proper risk assessment in this manner. 30mph has no place in

any urban areas- the experience is Wales has shown a staggering reduction in death and injury. Equally, having rural roads with 60mph limits- so enabling a 120mph head on collision- where is the proportionate approach to risk in that? The choice is simple: speed or safety. Good to see the council choosing safety.

- I came across the TRO consultation for reducing the speed limit along Charlton Road in Keynsham and wanted to flag the council's ambitions for this area of Keynsham.

The Creating Sustainable Communities in North East Somerset transport strategy looks to improve the active travel facilities between Keynsham and Whitchurch, with the section between Linnet Way and Redlynch Lane/Queen Charlton Lane being a key missing link in infrastructure. I've included the list of potential measures below and a link to the document, but I wanted to flag the desire to reduce the speed limit to 30mph, as relevant to the TRO consultation.

Implementation of continuous footway and cycleway provision along Charlton Road between its junctions with Parkhouse Lane to the south and Linnet Way to the north. Adding designated active travel lanes would enable smooth passage of both cars and bikes, as well as reducing traffic on this busy stretch of road as users switch to alternative modes of transport. This would improve walking and cycling / wheeling connections between Keynsham and Queen Charlton. The intervention would involve discussions with landowners for land, given the existing drainage scheme in place adjacent to Charlton Road;

Redesign of the Redlynch Lane / Charlton Road junction to provide safe crossings for those walking, wheeling, cycling and horse riders. This is the western extent of a pinch point on the highway network, where two major cycle routes meet. This junction is also currently an accident hotspot, including risks that traffic speeds on Charlton Road in a southwest-bound direction away from Keynsham have the potential for causing rear shunts to vehicles and those cycling waiting to turn right onto Redlynch Road;

Consideration of the possibility of extending the current 30mph speed limit zone eastward along Charlton Road to the junction with Parkhouse Lane, as part of the strategy to facilitate safe active travel along Charlton Road for connection into and through Queen Charlton towards south Bristol;

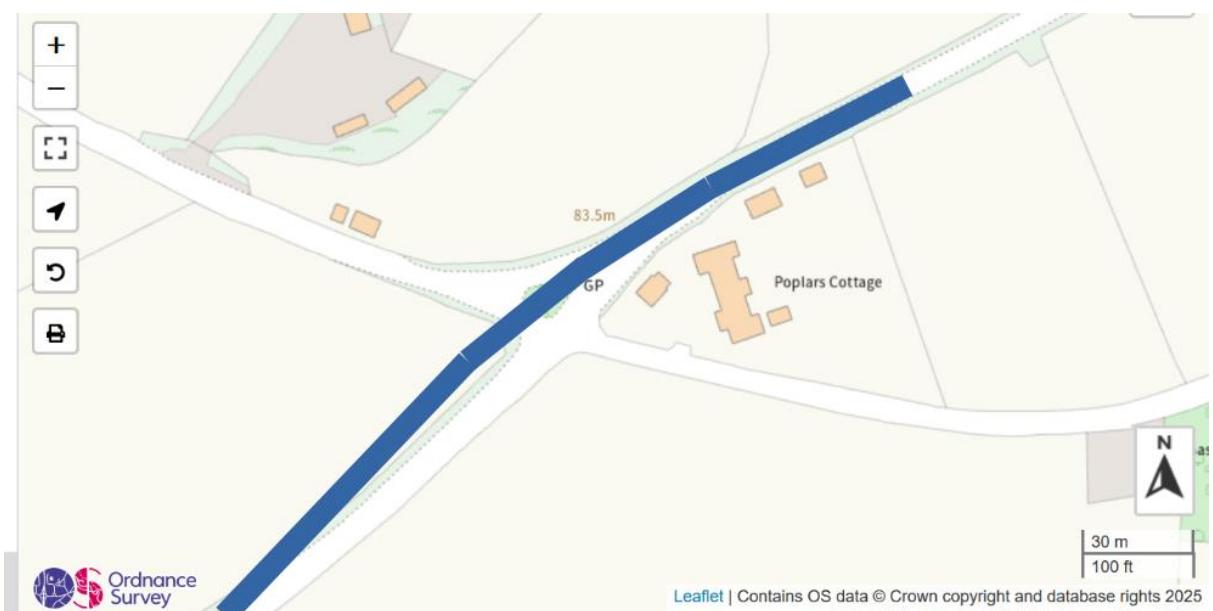
Rationalisation of off-road provision on Charlton Road; and

Upgrade of the existing off-road PRoW to the northeast of Queen Charlton, to facilitate improved walking and cycling / wheeling connections between Queen Charlton and Charlton Road for access to Keynsham. However, it is noted that this is a steep route.

<https://www.bathnes.gov.uk/sites/default/files/Creating%20Sustainable%20Communities%20-%20Final%20-%20Feb%202025%20%281%29.pdf#page=31>

I hope the above is useful. If anything, it helps further justify the need to reduce the speed limit along this road to the public.

- I would like to add to the comments made by Councillor Duncan Hounsell in relation to the junction of Redlynch Lane and Charlton Road. Visibility for vehicles exiting or entering Redlynch Lane is extremely poor and owing to the boundary of Poplars Cottage cannot readily be improved, therefore I propose that the speed limit on Charlton Road should be reduced to 30mph immediately either side of this junction. I also suggest that the speed limit for the whole of Redlynch Lane be reduced to 30mph owing to the nature of the lane and its regular use by pedestrians and horse-riders.



Alternatively, or in addition, could the whole of this short section of Charlton Road be moved westwards towards Queen Charlton? This would require purchase of part of the field immediately west of the junction. It would create a landscape margin along the Poplars Cottage Charlton Road boundary as a visibility splay and secondly widen the entrance to Redlynch Lane allowing vehicles to queue more safely at this pinch point. I would be interested to hear reasons why this option has been ruled out.

- I am unable to locate anywhere on Charlton Road and Woppard Lane where it is safe to exceed 30mph. Redlynch lane and Hursley lane being single track should not have a speed limit in excess of 20mph. Therefore, object to the current 60mph and proposed 40mph speed limit.

Officer response:

The comments received are acknowledged. We propose to undertake an additional informal consultation with Ward Members and the emergency services to seek their views on extending the existing 30 mph speed limit on Charlton Road to a point west of its junction with Redlynch Lane, and for introducing a 30 mph speed limit on Redlynch Lane itself.

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

Chief Constable – Thank you for your email and our recent conversation regarding the additional proposal to extend the existing 30mph speed limit on Charlton Road to a point west of its junction with Redlynch Lane and introduce a 30mph speed limit on Redlynch Lane itself.

It is understood that the additional proposal is based on comments received during consultation for the previous speed limit proposal (as shown on the attached), the planned footpath installation along Charlton Road, the anticipated new housing development in the area which will impact traffic movement, and recent collisions at the Redlynch Lane junction.

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.

Councillor Duncan Hounsell - As a ward councillor, I fully support the proposed further speed limit reductions as described. These seem very sensible to address issues of highway safety in those locations.

Councillor Chris Warren - I have no comments to add.

Councillor Alan Hale – No comment.

Councillor David Biddleston – No comment.

Councillor Paul May – No comment.

Compton Dando Parish Council –

- As a local resident I fully support this proposal.

- Thank you for this additional opportunity to contribute to thinking around the dangerous Redlynch Lane/Charlton Rd interchange.

The crossroads is a very high risk feature, and there are regular accidents - particularly when the roads are wet or icy - caused almost always by cars accelerating eastwards out of Keynsham on Charlton Rd, and being unable to brake or take evasion action safely when encountering traffic emerging from Redlynch Lane, or failing to handle the bend successfully. So, I have a concern that extending the 30 mph limit to a point WEST of the crossroads risks missing the point, as traffic will still be able to accelerate towards what is in effect a blind junction. It would surely make far greater road safety sense to extend the limit to a point EAST of the junction.

This would also fit in well with the admirable proposal to limit traffic on Redlynch Lane itself to 30 mph - which I support fully on standalone grounds. To have some traffic accelerating towards the junction while other vehicles are slowing to turn into Redlynch Lane fails to address a critical element of the current problem and will miss an opportunity to handle the whole issue at one time. A half solution now creates a second half solution which will need to be addressed - and budgeted for - some few years hence.

- Compton Dando PC support these amendments to TRO 25-046. One councillor has also added the comment, that he felt 'rumble strips' would also be needed on Charlton Road, to bring drivers' attention to the junction as speed limits are often ignored.
- With ref to the changes to speed limit on Redlynch lane and Charlton Road to Redlynch Lane and beyond. Current proposal is to change to 40 mph. It would be far better and safer for all concerned to make the speed limit 30mph. in both cases. 40mph is still far too fast for the Redlynch Lane and its junction with Charlton Road. Extending the 20mph. from Keynsham up Charlton Road as proposed and then changing to 30mph NOT 40mph from Keynsham to beyond the Redlynch Lane junction and down Redlynch Lane to the 20mph at Chewton Keynsham would ensure that junction and Lane are far safer for the residents coming from Chewton Keynsham, Compton Dando and Queen Charlton and also for the residents currently living on Charlton Road and in relation to the new proposed housing and also for the greatly increased amount of traffic using Redlynch Lane.
- I am writing to fully support both proposals:

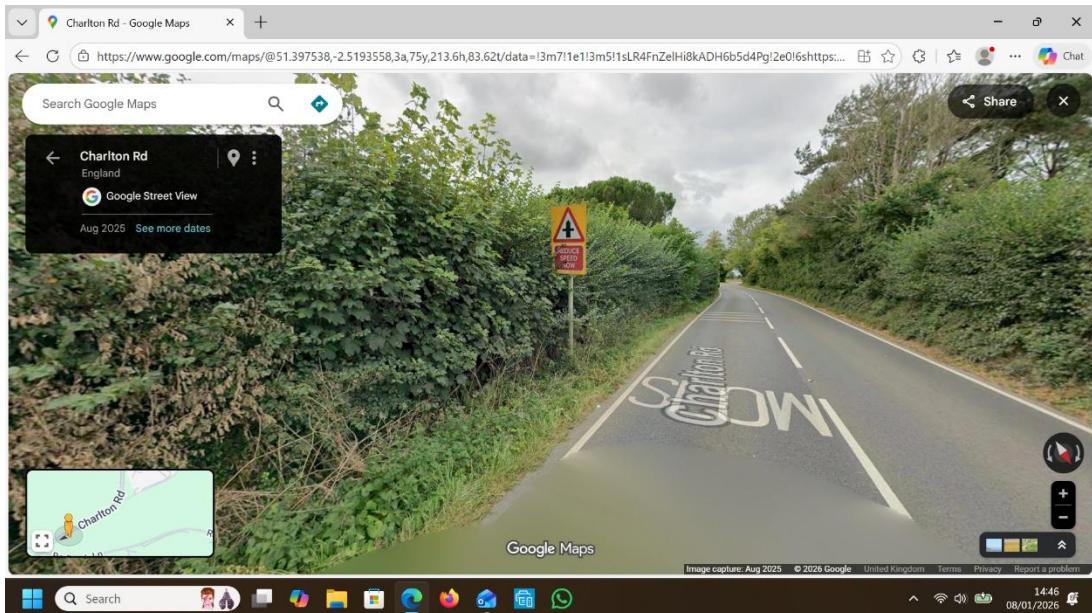
Extending the existing 30mph speed limit on Charlton Road to a point west of its junction with Redlynch Lane.

Introducing a 30mph speed limit on Redlynch Lane itself.

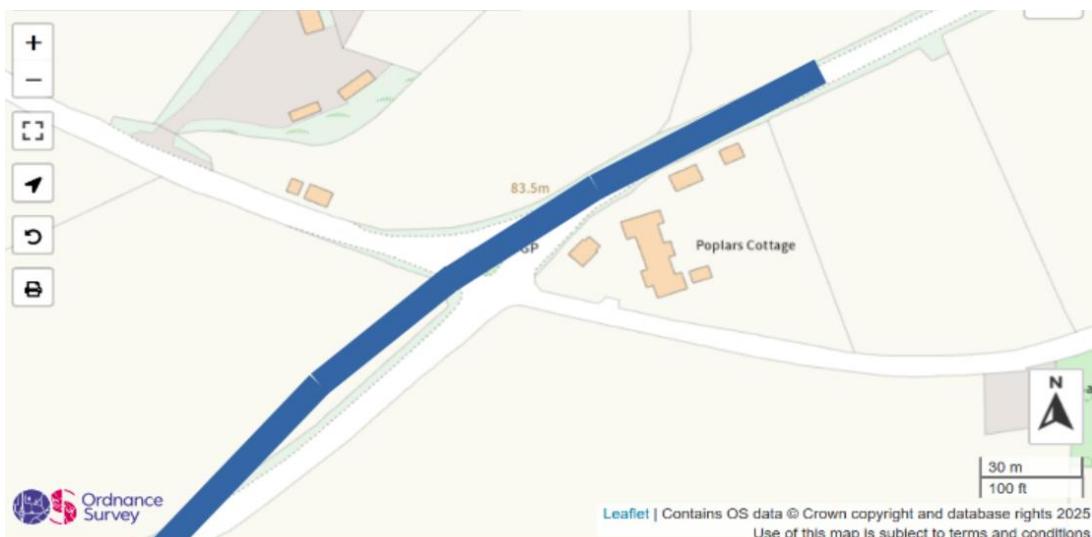
I also support the previous comments regarding moving the 20mph limit at the bottom of Redlynch Lane westwards to the village millennium stone, away from the junction with Chewton Road.

The use of Redlynch Lane (and Chewton Road) by vehicles continues to increase significantly; it is a trend which one can only see continuing. The junction of Redlynch Lane with Charlton Road is both dangerous and narrow,

with completely inadequate visibility splays which cannot be improved owing to the boundary wall of Poplars Cottage. Reducing the speed limit on both Charlton Road and Redlynch Lane will reduce the risks to pedestrians, cyclists, horse riders, drivers and passengers using these roads. Please also consider whether the signage on Charlton Road (heading away from Keynsham) - image below, is adequate given the nature of the junction ahead.



I would also appreciate a response to my query regarding whether a short section of Charlton Road could be moved westwards towards Queen Charlton. This would require purchase of part of the field immediately west of the junction. It would create a landscape margin along the Poplars Cottage Charlton Road boundary as a visibility splay and secondly widen the entrance to Redlynch Lane allowing vehicles to queue more safely at this pinch point.



- Further to recent notification that the council is considering additional proposals on the above TRO we would like to add our full support to the

following proposals on the grounds of improved health and safety of all road users (vehicles, cyclists, horses and pedestrians) as well as the local wildlife.

1. Extending the existing 30mph speed limit on Charlton Road to a point west of its junction with Redlynch Lane.
2. Introducing a 30mph speed limit on Redlynch Lane itself.

- Reference your Email to the Compton Dando Parish Council Et al regarding your consideration of:

Extending the existing 30MPH speed limit on Charlton Road to a point West of its junction with Redlynch Lane

Introducing a 30 MPH speed limit on Redlynch Lane itself

As daily users of these roads and junctions we fully support these proposals. These proposals would clearly reduce the risk of further serious accidents especially recognising the amount of use of these roads by horse riders, delivery vehicles including HGV's (currently servicing the solar farm construction at Compton Dando), "rat runners" circumnavigating Keynsham Town Centre, farm vehicles, cyclists and pedestrians. I should add that it would not be a stretch to make a case for Redlynch Lane to have a 20 MPH limit from Charlton Road to the current 20MPH limit sign at the junction with Chewton Road.

May I also bring to your attention the absolute need to have the current Chewton Road 20MPH limit which starts/finishes opposite the Chewton Keynsham Church, extended in a Westerly direction for a distance of 200 metres or so, to a point just past Greatwood House. This stretch of road is well used by the same range of vehicles, cyclists, horse riders, pedestrians, etc and is even narrower than Redlynch Lane. In a number of places this stretch of road is only wide enough for one vehicle to pass, which is clearly not acceptable on an unrestricted well used village road. If adopted, this proposal would bring the whole of Chewton Keynsham under a 20MPH speed limit, not just 75% of the village as it currently stands.

In terms of demonstrating the need for the 20MPH to be extended as stated above and utilising Section 2 (Legal Authority) of your "Officer Decision Report", it is viewed that the following reasons are easily demonstrated by this proposal.

- (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
- (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
- (e) (without prejudice to the generality of paragraph (d)) 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.

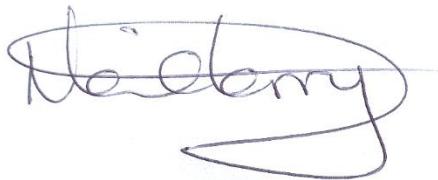
We look forward to your proposal for Charlton Road and Redlynch Lane being accepted and a positive response to our proposal to extend the Chewton Road 20MPH limit as stated above.

Cabinet Member for Sustainable Transport Delivery

Councillor Lucy Hodge - I support the further speed limit reductions as described.

11. RECOMMENDATION

That the Traffic Regulation Order as advertised is sealed.

A handwritten signature in black ink, appearing to read "Neil Terry".

Neil Terry
Traffic Management & Network Manager

Date: 22/01/2026

12. DECISION

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

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: 27/01/26