

OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

OUTCOME OF TRO PROCESS – DECISION (following objections)

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PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: A4175 Durley Hill, Keynsham

PROPOSAL: 30 M.P.H Speed Limit

SCHEME REF No: 26-033

REPORT AUTHOR: Courtney Johnson

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,	
(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**

To introduce a 30 mph speed limit on Durley Hill, Keynsham, from the existing 30mph speed limit on the approach to the mini roundabout at the Durley Hill, Bristol Road and Old Bristol Road junction, to a point approximately 70m south of Hicks Gate roundabout.

To introduce a 30mph limit on that length of Durley Hill which is no longer a through route but provides access to the bus gate at its junction with the A4 Bath Road.

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 30mph speed limit at Durley Hill. It has balanced the various considerations and concluded that it is appropriate to promote the 30mph speed limit. 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 30mph 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 introduction of traffic management measures, 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 2026/27 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))

The comments received have been recorded below with an officer response to the objection underneath.

6 Support / 5 Partly Support / 0 Partly Object / 1 Objection.

- I wholly object to this proposal. There is minimal inherent danger associated with the stretch of road currently having a 40mph speed limit and no proof has been presented that reducing this speed limit reduces the risk to anybody. It is not a major pedestrian or cycling route, and it is unlikely to ever be considered so. It is relatively far from any current residential dwellings. The proposal serves only the purposes of spending public money on a pointless scheme and annoying car users by imposing speed limit restrictions, once again, far lower than required on the stretch of road in question.
- Whilst I greatly agree with the 30MPH limit I feel that unless it is forcibly enforced many vehicle users will still greatly exceed the limit, my wife and I have lived here for the past 12 years and the speed some drivers go is frightening, I do think that the best method would be to combine the new 30MPH limit with a speed camera, for the safety of us locals when exiting Durley Park, Durley Lane and our driveways.
- In addition to the proposed speed reduction, I would like to see enforcement via a fixed speed camera.
- Dropping the speed to 30mph would make it feel much safer when pulling out of Durley Lane onto Durley Hill. Traffic is often pelting down at faster speeds than

40mph and its nerve racking to pull onto or off Durley Hill. I wholly welcome this proposal

- This is long overdue. The turning from Durley Hill onto both Durley Lane and Durley Park is a site where near misses are a daily occurrence.
- This proposed speed limit change will greatly assist us residents when turning out of Durley Lane across the traffic to go towards Hicks Gate. As people are coming down currently at 40mph, it can be a long wait for a gap, and quite scary sometimes. Sometimes I have to turn left instead and go down to the mini roundabout to turn back up the hill. Cars can sometimes pick up a lot of speed after passing the fire station and starting down the hill, it cos especially scary if I'm on my bike or if I'm on foot and needing to cross there for the bus stop
- The current speed limit of 40mph definitely needs to be reduced. Trying to drive in or out of Durley Lane is very difficult and dangerous currently. I feel further measures to make this safer are needed as well as a reduced speed limit.
- Traffic in & out of Keynsham has increased during the last few years. In addition, many cars accelerate down into Keynsham from the Hicks Gate roundabout, making entering or exiting Durley Park difficult & dangerous
- I support a 30mph speed limit on Durley Hill. It feels too fast the traffic on that road and with vehicles pulling on and off that road it is dangerous sometimes. Thank you
- The access from Durley Park, Durley Lane and Old Bristol Road is treacherous in its current form. I welcome the proposed speed limit wholeheartedly. The potential development at the former Babcock site at Devonport house at the end of Durley Park should also be very carefully considered in respect of public safety and the potential for vehicular incidents given the narrow, inadequate and dangerous junctions that exist between the aforementioned roads and Durley hill
- The reduction to 30mph is very much welcomed as an essential part of improving the safety of what is currently an exceptionally dangerous road for cyclists, pedestrians (on the narrow footpath) and indeed vehicle drivers given the blind bend and downhill nature of the main road. The reduction, if successfully enforced, will also help alleviate some of the danger created by the concentrated junctions of Old Bristol Road, Durley Lane and Durley Park with the A4175, though the danger at this pinch point will not be entirely solved. While I appreciate resources are finite, the best way to ensure adherence to the new speed limit would be through the installation of a fixed speed camera near the junctions. This point also serves as the crucial crossing place for pedestrians to access the bus stop toward Bristol as well as cross from the direction of Stockwood Vale to the east. Enforcement and encouragement of the reduction to 30mph at this point is particularly crucial as the run in flow to Durley Hill is from the west bound Keynsham A4 bypass and south bound Ring Road, both of which are 70mph. The enforcement to 30mph at this stage will also improve safety further on where the road passes well frequented spots grounds attended by many children weekly and help set the

reducing pattern as the vehicles enter Keynsham, where the speed limit becomes 20mph.

- As a resident who often struggles to exit Durley Park due to speeding cars on Durley Hill, I fully support this recommendation

Officer response:

Durley Hill serves a diverse range of road users, including pedestrians, schoolchildren, cyclists and public transport users. The route provides access to residential properties, bus stops, walking routes and cycling infrastructure, resulting in regular interaction between motor vehicles and more vulnerable road users.

Evidence from national road safety research consistently demonstrates that lower vehicle speeds reduce both the likelihood of collisions occurring and the severity of injuries sustained when collisions do occur. In particular, pedestrians involved in collisions with vehicles travelling at lower speeds have a significantly greater chance of avoiding serious or fatal injury than those struck at higher speeds.

The proposed reduction in the speed limit is therefore intended to help create a safer and more appropriate road environment for all users of Durley Hill by encouraging lower vehicle speeds and improving driver awareness. The proposal is not based solely on historic collision data but also reflects the characteristics of the route, the presence of vulnerable road users, and the need to support safe and sustainable travel choices within the local area.

Durley Hill forms an important route for cyclists travelling from Keynsham towards Brislington and onward into Bristol, and vice-versa. The Bristol to Bath Strategic Corridor project is likely to increase the use of this route by pedestrians and cyclists.

In addition, two bus stops, collectively known as Keynsham Cemetery, are located on Durley Hill adjacent to Keynsham Cemetery. These stops are currently served by four significant bus routes: the 39, 43, 522 and A4 Airport Flyer. Given the absence of a formal crossing facility on Durley Hill, pedestrians using the north-westbound bus stop are required to cross the carriageway without dedicated crossing infrastructure.

Along Durley Hill, there are a number of residential properties located between the junction with Durley Park and Hicks Gate Roundabout where residents experience difficulty when exiting their driveways and joining the carriageway. Similarly, residents of properties along Durley Park, including those accessing Devonport House at the end of the road, often encounter difficulties turning onto Durley Hill. The same concerns apply to a number of properties along Durley Lane, where turning in and out of Durley Hill can be challenging.

The purpose of the proposal is, therefore, to enhance road safety and support the needs of all road users. The determination and enforcement of speed limits are undertaken solely on road safety and traffic management grounds, and the local

authority does not derive any financial benefit from the introduction of speed limits or associated Traffic Regulation Orders.

Increased enforcement through the installation of a fixed speed camera has been suggested; however, this falls outside the scope of the current scheme. The proposal relates solely to the introduction of a revised speed limit, with any future enforcement measures requiring separate consideration, assessment and funding.

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

Councillor Alex Beaumont – No further comment

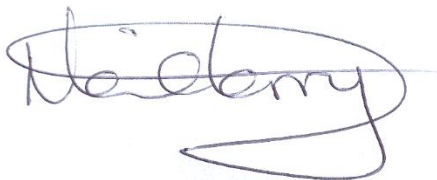
Councillor George Leach – No further comment

Keynsham Town Council – I can report that Keynsham Town council are supportive of the same and the proposals.

Cabinet Member for Sustainable Transport Delivery (Councillor Lucy Hodge) – I am supportive of these proposals.

11. RECOMMENDATION

That the Traffic Regulation Order as advertised should be 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: 03/09/2026

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.

A handwritten signature in black ink, appearing to read 'Chris Major', is written over a light blue rectangular background.

Chris Major
Director for Place Management

Date:08/09/2026