

OUTCOME OF TRO PROCESS – DECISION (following objections)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

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

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**

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 being financed through cost code: TLN00063

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 objections received have been summarised below with the technical responses in italics underneath each one. Full responses and supporting comments can be found in the attached **appendices 5a and 5b**.

Appendix 5a – Speed Limits - Summary of total responses received:

- Partial Objections – 3
- Partial support – 3
- Support - 4

Appendix 5a – Speed Limits - Summary of partial objection comments:

- The current proposals for traffic speed restriction do not go far enough.
- Speed camera required and enforcement, otherwise there will be no change in speeds.
- The extension of the 40 mph would mean there is a very short section of 50 mph on the other side of the carriageway of the A37, meaning frequent changes from 30 to, 40, 50 and back down, I am not sure how helpful this is.

- Would question moving to 40 mph approaching a set of traffic lights, especially as there was a fatal accident at these quite a few years ago.
- I would completely support the reduction of the speed limit from 60 to 30 on the lower end of Temple Inn lane, however given the narrow nature of the lane, size of the lorries that travel and that there is no footpath, would the continuation of 20mph along the duration of Temple Inn lane not be more applicable?
- I would like to see the 30 mph limit decreased right up to White Cross traffic lights from Temple Inn Bridge
- I would also like to see the repositioning of the bus stop which heads north, to be moved further south beyond the bend as you head towards Temple Bridge
- I would also like to know how you are going to police this as at the moment, a lot of car's speeds up once out of the village and many are doing much faster than 50 mph
- The increase in housing developments in the Norton Radstock area has had a significant impact on the amount of traffic travelling along the A37. This is such a dangerous bit of road which has been ignored. There have been over the years a number of fatalities.

Officer response: The requested additional changes are not within the scope of the proposals.

Appendix 5b – Zebra Crossing - Summary of total responses received:

- Partial Objections – 1
- Objections – 4
- No response given- 1

Appendix 5b – Zebra Crossing - Summary of objections and partial objection comments:

- Crossing is too close to the A37. Traffic will come round the corner and either hit crossing pedestrians or get rammed from behind.
- Will slow flow of traffic on the main road which will cause even more pollution in this hotspot.
- The proposed location, close to the junction of Temple Inn Lane and the A37 will be extremely hazardous for pedestrians using the crossing.
- Lack of visibility when crossing from the north side of Temple Inn Lane (the Pub side), as it is not possible to see clearly onto the A37 southbound.
- Vehicles turning into Temple Inn Lane, when travelling southbound on the A37 will not have clear visibility of the crossing until they are in Temple Inn Lane.
- Dangerous for pedestrians and school children who use this route.

- Will result in more congestion
- HGVs trying to turn onto this road from the A37 will have to wait on the A37 to allow people to cross
- Request to move the crossing to an alternative location on this same road

Officer response: The proposed location was selected to maximise pedestrian connectivity between key village amenities and the primary school, whilst remaining within visibility and stopping sight distance requirements. The design ensures that approaching vehicles have adequate visibility of the crossing point, and the proximity to the junction has been assessed against Manual for Streets principles to avoid conflict with turning movements. Relocating the crossing further along Temple Inn Lane would reduce its effectiveness for school routes and increase walking distances.

A swept path analysis was undertaken to confirm that larger vehicles, including HGVs, can safely pass through the junction and approach the crossing without causing obstruction. This analysis demonstrates that there is sufficient stacking space between the A37 junction and the crossing for a typical vehicle queue, meaning that vehicles turning into Temple Inn Lane should not be required to stop on the A37 under normal operating conditions. Zebra crossings are a low-impact intervention compared to signalised crossings, and the anticipated pedestrian demand is moderate. This approach aligns with LTN 1/20 principles for balancing pedestrian priority with network efficiency.

Visibility from the A37 turn has been reviewed on site. The crossing has been positioned to maintain clear sightlines for drivers emerging from the junction, accounting for existing constraints such as boundary walls and on-street parking. The design meets relevant visibility criteria, ensuring sufficient time for drivers to see and react to pedestrians at the crossing.

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

Ward Members

Mendip Ward:

Cllr Simon McCombe – No Comments.

Temple Cloud Parish Council:

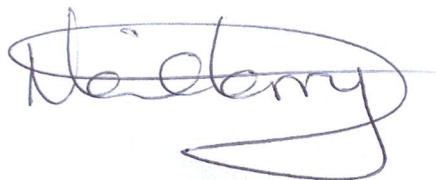
No comments.

Cabinet Member for Sustainable Transport Delivery:

Cllr Lucy Hodge – Noting the comments and Officer responses in the report, I support the introduction of a zebra pedestrian crossing on Temple Inn Lane and the modifications to speed limits in Temple Cloud as set out within the proposal.

11. RECOMMENDATION

That the Traffic Regulation Order as advertised should be sealed.



Neil Terry
Traffic Management & Network Manager

Date: 29/05/2026

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:03/06/2026