

**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: Durley Lane, Keynsham

PROPOSAL: 20 M.P.H Speed Limit

SCHEME REF No: 25-034

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 holds 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	

(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 20 mph speed limit at Durley Lane, Keynsham from its junction with Durley Hill extending in a northern direction for approximately 530 metres.

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 20 mph speed limit. It has balanced the various considerations and concluded that it is appropriate to promote a 20 mph 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 a 20 mph 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 introducing a 20 mph speed limit 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))**

The objections received have been summarised below with the technical responses in italics underneath each one.

Objections 8 / Support 0

- I am writing to formally object to the proposed speed limit reduction on Durley Lane, Keynsham (BS31 2AJ). Having lived in the area and observed the ongoing issues, I believe the proposed changes do not address the real problems and overlook important concerns that need urgent attention.

My key concerns are as follows:

- Private Land Included in Proposal: The speed limit map appears to extend onto private land, which is not part of the public highway and cannot legally be subject to any speed restrictions. This oversight raises questions about the accuracy and validity of the proposal.
- Blocked Passing Place: One of the two essential passing places on Durley Lane has been taken over as private parking by residents of a newly built property opposite the passing place, severely limiting safe passing opportunities for vehicles. The other passing place occasionally gets used by the same residents; however since they've claimed the old footpath access as their car park, this hasn't been the case.
- Yellow Lines Needed: To prevent parking in key areas that obstruct traffic flow, the installation of double yellow lines would be a practical and effective solution. I strongly suggest these be added to parking places regardless of the existing or new speed limit.
- Poor Road Surface: The road is in a deteriorating state, with numerous potholes creating safety hazards for drivers, cyclists, and pedestrians.

- Overgrown Hedges: Vegetation encroaches on the roadway, reducing visibility and the usable width of the lane. Cutting back these hedges would significantly improve safety.
- Public Footpath Concerns: The original public footpath has been cordoned off and is reportedly being used by the same residents as a private car park. Additionally, the current footpath has been altered without planning permission, restricting access for wheelchair users.
- Planning Permission Issues: The newly built property occupying public space and altering the passing place appears to have been constructed without proper planning permission. The unlawful changes to the footpath and road layout likewise seem to lack the necessary approvals.
- I respectfully request guidance on who to contact regarding the enforcement of planning permission breaches and unauthorised changes to public land and footpaths.

Rather than imposing a new speed limit, I urge the council to prioritise enforcement of existing regulations, restore public access and rights of way, carry out necessary road repairs, install parking restrictions, and maintain roadside vegetation. These measures will address the root causes of safety concerns far more effectively.

- I'm writing this to object to the proposal of the 20mph speed limit.

I feel this is a waste of time and tax payers money as I believe the safest option to this issue would be to double yellow line opposite the house (where the passing place used to be before it's been worn away). Also the next passing place has now been signed with private parking and taken over by who I believe is occupied by the residents of Durley park cottages (according to your map). They used to have their own parking within their property however there is now all new buildings which I can't see there has been any planning permission, please could you forward any details as I may be miss informed.

Also regarding your map of the new speed limit, you have tried to enforce a speed limit onto private property onto two different sections.

Seeing your planning on doing work in this lane please can you come repair the roads which we pay for (I've previously put in for a claim for a wheel repair for very large pot holes and have had nothing back). We've also lost roughly 4ft of road surface in certain areas due to unkept verges, please ensure these are cut back soon.

- I am writing to raise concerns regarding the recently proposed speed limit reduction, Durley Lane Keynsham BS31 2AJ

So my understanding behind the proposal is to improve road safety, I believe this approach is not only unnecessary but also unlikely to address the real issues affecting the area. There are several far more pressing matters that need attention and enforcement:

Blocked passing place: One of the two existing passing places on the road has been blocked and is now being used as private parking by occupants of a newly built property. This has a direct impact on traffic flow and safety, particularly on a single lane road that already has limited space. It's also worth noting that the property in question appears to have been constructed without proper planning permission to my knowledge.

Altered public footpath: The public footpath has been unlawfully altered or moved, and now restricts access for wheelchair users and people with mobility issues. This change appears to have been made without planning consent to my knowledge and was unnecessary.

Proposed speed limit map inaccuracies: The map outlining the proposed speed limit includes areas of private land, which will not—and cannot—be subject to any speed limit regulation. Including private property within a public road traffic order is misleading and potentially invalidates part of the proposal.

Ongoing neglect of road maintenance: The road itself is in poor condition, with numerous potholes that pose a danger to all road users. In addition, overgrown hedges and vegetation are restricting visibility and encroaching into the carriageway. These issues have persisted for some time and should be addressed as a matter of priority.

Instead of reducing the speed limit—which is unlikely to resolve any of these problems—I urge the council to consider more appropriate and effective alternatives. Installing double yellow lines at key points, enforcing planning regulations, restoring the public footpath, and carrying out basic maintenance would all have a far greater impact on safety and accessibility.

Could you also confirm who is responsible for investigating possible breaches of planning or highway law, and who to contact regarding the unlawful development and changes to the public footpath?

Thank you for taking the time to consider these concerns. I look forward to a response and to seeing appropriate action taken where necessary.

- I object to the proposed reduction of the speed limit on Durley Lane. The road is not a through route or commuter cut-through; it is used almost exclusively by residents, visitors, and business traffic for the Durley Lane Industrial Estate. Vehicle numbers are low, and drivers are generally familiar with the road and conditions.

There is no evidence of a collision history that would justify lowering the limit. Instead, practical maintenance and access management would deliver far greater safety benefits and a better way to spend the funding:

- **Vegetation clearance** could widen the lane by up to 4ft in some areas, improving visibility and reducing conflict.
- **Reinstating existing passing places** (currently obstructed by resident parking) would allow safer two-way movement without unnecessary speed

reductions. To reclaim the original passing places, the Council should investigate and remove “Private Parking” signs that residents on Durley Lane have erected.

- **Managing parking for operational access** – Network Rail frequently needs to park several vehicles on Durley Lane when carrying out essential railway maintenance. This area was always kept clear and only used as a passing place for this very reason. Currently, the lane is often obstructed by vehicles that could easily be parked on residents’ private property. Reducing the speed limit will not address or help with any of these parking issues.
- **Regarding the new parking area on Durley Lane**, I request that the Council clarify how and why this has been constructed. It is reportedly padlocked and restricted to specific individuals, effectively limiting public access. Furthermore, it appears to have been built over a public footpath, potentially contravening rights of way legislation under the Highways Act 1980. I urge the Council to investigate this matter urgently to ensure compliance with public access laws and proper planning permissions.
- **Jurisdiction over private land** – While seeking to impose the reduced speed limit, the Council has also attempted to include private land belonging to the Industrial Estate, over which it has no governance. Any such inclusion would be beyond the Council’s legal authority and should be removed from the proposal immediately.

I urge the Council to retain the current speed limit and instead focus on vegetation clearance, reinstating public passing places, and ensuring essential operational access for Network Rail and other service providers. Please record my objection as part of the consultation.

- I am writing to raise concerns regarding the recently proposed speed limit reduction on Durley lane. While I understand the intention behind the proposal is to improve road safety, I believe this approach is not only unnecessary but also unlikely to address the real issues affecting the area. There are several far more pressing matters that need attention and enforcement: Blocked passing place: One of the two existing passing places on the road has been blocked and is now being used as private parking by occupants of a newly built property. This has a direct impact on traffic flow and safety, particularly on a narrow stretch of road that already has limited space. It’s also worth noting that the property in question appears to have been constructed without proper planning permission. Altered public footpath: The public footpath has been unlawfully altered or moved and now restricts access for wheelchair users and people with mobility issues. This change appears to have been made without planning consent and was unnecessary.

Proposed speed limit map inaccuracies: The map outlining the proposed speed limit includes areas of private land, which will not—and cannot—be subject to any speed limit regulation. Including private property within a public road traffic order is misleading and potentially invalidates part of the proposal. Ongoing neglect of road maintenance: The road itself is in poor condition, with numerous

potholes that pose a danger to all road users. In addition, overgrown hedges and vegetation are restricting visibility and encroaching into the carriageway. These issues have persisted for some time and should be addressed as a matter of priority. Instead of reducing the speed limit—which is unlikely to resolve any of these problems—I urge the council to consider more appropriate and effective alternatives. Installing double yellow lines at key points, enforcing planning regulations, restoring the public footpath, and carrying out basic maintenance would all have a far greater impact on safety and accessibility. Could you also confirm who is responsible for investigating possible breaches of planning or highway law, and who to contact regarding the unlawful development and changes to the public footpath? Thank you for taking the time to consider these concerns. I look forward to a response and to seeing appropriate action taken where necessary.

- I wanted to share some thoughts regarding the proposed speed limit changes on Durley Lane, Keynsham (BS31 2AJ). As someone who uses the lane regularly, I can appreciate the importance of road safety, but I feel that reducing the speed limit in this case may not be the most effective solution.

Durley Lane is already quite a slow road by nature – it's narrow, lightly trafficked, and used mostly by local residents or visitors. The main issues here aren't to do with speeding, but rather practical problems that affect road safety more directly, such as:

One of the only two passing places has been taken over and used as private parking, making it really difficult for vehicles to safely pass each other. The road surface has deteriorated quite a bit, with several potholes now making it unsafe and uncomfortable to drive.

The hedges and vegetation are quite overgrown, which is reducing visibility and forcing vehicles closer to the centre of the lane.

Also, I noticed that part of the proposed speed limit area shown on the consultation map seems to include private land, which wouldn't be covered by the limit anyway. That may need to be reviewed for accuracy.

Rather than introducing a new speed restriction, it might make more sense (and be more cost-effective) to focus on repairing the road, cutting back the overgrowth, and preventing inappropriate parking in key passing spots. Those changes would go a long way in improving both safety and access for everyone who uses Durley Lane.

Thanks for taking the time to read this. I appreciate the work you do for the local area and hope these suggestions are helpful. I'd be grateful if you could keep me informed of any updates.

- I'm writing to raise some concerns about the proposed speed limit reduction on Durley Lane, Keynsham (BS31 2AJ).

While I fully support efforts to keep our roads safe, I don't believe a new speed limit is the right solution for this particular road. Durley Lane already functions as a naturally slow road due to its narrow width, low traffic volume, and limited passing places. A formal speed limit would likely have little to no impact on actual driver behaviour — but would require funding, signage, and enforcement that could be better used elsewhere.

More importantly, there are other ongoing issues that would make a much greater difference to safety if addressed:

One of the two designated passing places has been taken over as a private parking space, which regularly causes problems when vehicles meet head-on with nowhere to pull in.

The road surface is deteriorating, with multiple potholes now posing a hazard to cars, cyclists, and pedestrians.

Overgrown bushes and hedges are encroaching onto the road, making visibility poor in places and narrowing the already tight lane.

The map provided with the proposal appears to incorrectly include a section of private land, which is not part of the public highway and should not fall under any speed restriction.

Rather than implementing a speed limit, I'd strongly encourage the council to focus on these practical maintenance and enforcement issues — especially reopening the blocked passing place and carrying out basic road repairs. These improvements would enhance safety far more effectively, without unnecessarily penalising responsible local drivers.

I hope you'll take these points into account as part of the consultation, and I'd appreciate being kept informed about any updates or decisions going forward. I've attached images of public land which has been taken over and is now being used as a car park by the residents of Durley cottage.

This has now blocked and restricted wheelchair users from using the public foot path.

I cannot see any planning which has changed use of the land into a car park. If you can please forward me the planning application for change of use.



- I object to the proposed reduction of the speed limit on Durley Lane. The road is not a through route or commuter cut-through; it is used almost exclusively by residents, visitors, and business traffic for the Durley Lane Industrial Estate. Vehicle numbers are low, and drivers are generally familiar with the road and conditions.

There is no evidence of a collision history that would justify lowering the limit. Instead, practical maintenance would deliver far greater safety benefits:

- **Vegetation clearance** could widen the lane by up to 4ft in some areas, improving visibility and reducing conflict.
- **Reinstating existing passing places** (currently obstructed by resident parking) would allow safer two-way movement without unnecessary speed reductions. To take back these original passing places, the Council would be better off investigating and removing “Private Parking” signs that have been erected by residents on Durley Lane.

I urge the Council to retain the current speed limit and focus on essential maintenance, vegetation clearance, and the reinstatement of public passing places to improve safety. Please record my objection as part of the consultation.

Officer response:

The extent of the public highway has been corrected on our GIS mapping system.

Concerns raised regarding vegetation and potholes have been reported to the relevant departments within the Council.

The request for ‘No Waiting at Any Time’ parking restriction at the passing places will be included in a future review of parking restrictions in the area.

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

Councillor Alex Beaumont – No comment.

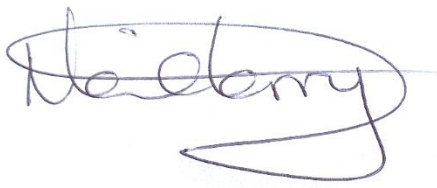
Councillor George Leach - I think that is probably best as it seems to have no support. Could we look to take forward some of the suggestions in the feedback via other departments?

Cabinet Member for Sustainable Transport Delivery

Councillor Lucy Hodge – I support this proposal for a 20 mph speed limit at Durley Lane which is consistent with our Net Zero approach to reduce the potential for serious injury on the Highways and to enable safe active travel. I have noted the Highways improvements requested in comments and would be grateful if these could be considered for future implementation by the Highways team.

11. RECOMMENDATION

That the Traffic Regulation Order as advertised is 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: 04/12/2025

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.

In addition to the above, whilst it is recognised that the benefits of a 20mph speed limit on Durley Lane might not be immediately apparent, it is important to remember that many rural areas and roads of this nature have the potential to be attractive for pedestrians and cyclists, particularly for leisure activities.

It is not unreasonable, therefore, for pedestrians and cyclists to have greater confidence that vehicle speeds will be appropriate for the road on which they are walking, wheeling, or cycling, having due regard for its characteristics.

In the event of a collision, a lower speed limit is also likely to lessen the severity of any potential injuries to those who are involved, which aligns with the Council's Road Safety policies.

A handwritten signature in black ink, appearing to read 'Chris Major', is positioned above the printed name and title.

Chris Major
Director for Place Management

Date:05/12/2025