

**CABINET MEMBER FOR HIGHWAYS, STREET SCENE & FLOODING –
CLLR NICK HOLDER**

HIGHWAYS ASSET MANAGEMENT & COMMISSIONING

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REFERENCE: HSSF- 13-24

PROPOSED SPEED LIMIT ALTERATIONS
A4 STUDLEY, CALNE WITHOUT

Purpose of Report

1. To consider representations made to the advertisement of Traffic Regulation Orders (TROs) in relation to proposed speed limit alterations on the A4 at Studley, Calne Without, and to recommend an appropriate way forward.

Relevance to the Council's Business Plan

1. The proposed TROs meet the following priorities in the Council's Business Plan 2022 to 2032:
 - Empowered People - 'We are safe', 'We stay Active'.
 - Resilient Society – 'We ensure decisions are evidence based'.
 - Thriving Communities – 'We have vibrant, well-connected communities'.
 - Sustainable Environment - 'We are on the path to carbon neutral'.

Background

2. Following the publication of Wiltshire Council's Speed Limit Strategy (2007), Wiltshire Council made a commitment to undertake assessments of speed limit restrictions where requests for review were made, supported and funded through the Local Highways and Footway Improvement Groups (LHFIG).
3. An assessment of the A4 between Chippenham and Calne was commissioned and funded in 2022 through the Calne LHFIG in response to concerns raised by Calne Without Parish Council (CWPC) and the local community. An assessment of this route was made by Wiltshire Council term consultants, Atkins, in accordance with Circular 01/2013 Setting Local Speed Limits. The recommendations from this assessment can be read in full in **Appendix 1**.
4. The recommendations were considered by the Calne LHFIG and CWPC, and it was subsequently resolved to prioritise the implementation of the recommendations, which can be seen as a plan in **Appendix 2**.

Consultation

5. The draft TROs were consulted upon from 7 December 2023 to 8 January 2024. This was beyond the normal consultation period to allow for an additional week due to the Christmas holiday period.
6. During the advertisement period a total of 19 representations were received by email or through the Wiltshire Council online portal.
7. All 19 representations outlined support of the proposed alterations to reduce the speed limits. However, 10 representations included comments which outlined further changes, including suggestions to extend the reduction in speed limits over a greater length of the A4, or reduce the restrictions below the proposed limits. One representation objected to an increase in the speed limit from 50mph to national speed limit on a short section of road (approximately 200 metres in length).
8. The proposals are situated within the Calne Without division. The Wiltshire Council elected member for this area did not offer comments during the statutory consultation period. The proposals have been considered by the Calne LHFIFG and CWPC and they have resolved to fund the changes.

Main Considerations for the Council

9. To consider the representations received during the consultation period. Details of correspondence together with the officer responses to the comments can be found in **Appendix 3**.

Safeguarding Considerations

10. There is no risk to the Council because of these proposals.

Public Health Implications

11. There are none with this proposal.

Corporate Procurement Implications

12. There are none with this proposal.

Environmental and Climate Change Considerations

13. The introduction of speed limits requires the erection of traffic signs. These signs could be considered a visual intrusion to the streetscape. However, given that there are existing speed limits in the locality, it is not considered that new and additional signs will negatively impact the surrounding environment.

Equalities Impact of the Proposal

14. There are none with this proposal.

Risk Assessment

15. There is no risk to the Council arising from these proposals.

Financial Implications

16. The proposed alterations will be funded by Calne LHFIFG. Should this scheme not progress the funding would be returned to the LHFIFG budget allocation and would be available to be put towards other schemes.

Legal Implications

17. Alterations to existing speed limit restrictions require amendments to TROs. This process is governed by the Road Traffic Regulation Act 1984 and associated procedural regulations. Failure to adhere to the statutory processes could result in the restrictions being successfully challenged in the High Court.

Options Considered

18. To:
- (i) Implement the proposals as advertised.
 - (ii) Implement the proposals as advertised with amendments.
 - (iii) Abandon the proposals.

Reason for Proposals

19. Alterations to the speed limits on the A4 in Studley, Calne Without are proposed in response to concerns raised by the Calne LHFIFG on behalf of CWPC and the local community. The assessment has been completed in accordance with the relevant Department for Transport Guidance and the proposals meet the expectation of this.

Proposals

20. That:
- (i) Proposals be implemented as advertised.
 - (ii) All stakeholders be advised of recommendations.

The following unpublished documents have been relied on in the preparation of this Report:

None