

REGULATORY COMMITTEE
8th SEPTEMBER 2004

VILLAGE SPEED LIMITS:
OBJECTIONS AT CONSULTATION STAGE**Purpose of Report**

1. To consider objections made by Parish Councils to proposed village speed limits and to recommend the restrictions be advertised as originally proposed.

Background

2. At the meeting of this Committee on 31st March 2004, Members considered the Annual Traffic Management report and resolved that 30 mph speed limits would be introduced in 13 villages where the speed limit in the vicinity of the primary school was currently over 30 mph or unrestricted.
3. The proposal for each village was developed in conjunction with the Police. At this stage it was considered paramount that if the lower restriction was to be observed and be effective, the motorist would have to appreciate the need for the restriction. As such, the visual impression and frontage development are important factors in the decision as to the sections on which it was appropriate to introduce a 30 mph restriction.
4. The recent Government guidance on village speed limits reinforces this factor and states that a minimum of 20 properties over a 600 metre length is necessary to give the appropriate appearance and gain respect. The Committee has accepted this as the interim criteria for 30 mph restrictions in villages in Wiltshire.

Detail

5. The proposals for each village were forwarded to the Parish Councils for consideration.
6. The Parish Councils listed below have approved the proposals and the schemes have either already been formally advertised or will shortly be advertised:-

Broad Town	Advertised - no objections received. Whilst there were no objections to the advertised restriction, correspondence was received suggesting the imposition of a 30 mph limit on an additional length of rural road to the north-west of the village. The criteria for a 30 mph restriction are not met along the additional length.
Grafton	Advertised - no objections received.
Kilmington	To be advertised.
Landford	
Melksham Without (Sandridge)	Advertised - no objections received.
Semley	To be advertised.
Woodford	

7. Further correspondence has been received and discussions have been held with the following Parish Councils in respect of the extent of, or need for, the restriction, particularly in terms of the environmental impact of the number of signs necessary to introduce the restrictions. Agreement on revised proposals has already been, or is anticipated to be, reached shortly and amended proposals will then be advertised.
 - Horningsham
 - Redlynch (Nomansland)
 - Zeals
8. However, the following Parish Councils have objected to the proposals:-
 - Leigh
 - Market Lavington (and Easterton for part of the proposal)
 - Minety
9. The objections are set out in the attached **Appendices 1, 2 and 3** and recommendations made in respect of each location. Full copies of the letters are available in the **Members' Room** and from the Environmental Services Department prior to the meeting. Comments on the points raised by the Parish Councils are detailed in the respective **Appendices**.

Main Considerations for the Council

10. Members need to consider the Parish Councils' views and make a decision, in each case, as to whether the original proposals should be advertised or whether they should be amended prior to being advertised.

Environmental Impact of the Recommendation

11. The introduction of the 30 mph speed limit will require additional signing. Where it is considered to have a significant impact, this has been indicated to the Parish Council.

Risk Assessment

12. If speed limits are to be an effective tool in achieving the County Council's casualty reduction target, it is important that the criteria are adhered to so that effective limits are achieved. Otherwise, this could lead to increased disrespect for speed limits with the consequent knock-on effect on casualty targets.

Financial Implications

13. There is an allocation within the Traffic Management revenue budget for these schemes.

Options Considered

14. To introduce proposals originally prepared in conjunction with the Police.
15. To amend the proposals as requested by the Parish Councils.

Reasons for Recommendation

16. The comments in each Appendix in respect of each site detail the reasons. It is also to ensure the most appropriate speed limits are introduced.

Recommendation

17. That:-

- (i) The speed limits for:

- Leigh
- Market Lavington/Easterton
- Minety

be advertised as originally proposed and, if no objections are received, the Orders be implemented; and

- (ii) The Parish Councils be advised accordingly.

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

Letters from Parish Councils