

**WOOTTON BASSETT: LIME KILN AREA -**  
**20 mph ZONE ORDER**

**Purpose of Report**

1. To consider an objection made to an Order for a 20mph zone at Lime Kiln, Showfield, Sprats Barn Crescent and Manor House Close, Wootton Bassett.

**Background**

2. A Traffic Regulation Order was advertised for a traffic calmed area at Lime Kiln and Showfield in June 2003
3. The traffic calming was undertaken in two stages. Firstly, a length of Lime Kiln was traffic calmed in association with the school Private Finance Initiative (PFI) development, with a view to moderating local traffic speeds in the vicinity of the expanded school site. The school scheme was expanded through the additional traffic calming works which were undertaken by George Wimpey Homes in association with their development at Sprats Barn Crescent. The roads covered by the Order are shown on the plan at **Appendix 1**.
4. An objection was received to the advertised Order from Wootton Bassett Town Council on the grounds that the element of the works undertaken in association with the school PFI project was not sufficient to ensure that all traffic would be effectively addressed by the road cushion arrangement. The substantiation for this objection was based on the fact that vehicles could be centralised in the carriageway to avoid the effect of the vertical displacement. The letter of objection is attached at **Appendix 2**.
5. The County Council acknowledges that the design of the PFI traffic calming scheme is less than ideal, and will require attention to overcome the issue raised by the Town Council. Unfortunately, because the scheme was undertaken in accordance with approved drawings, there is no way of recovering the necessary finances from the PFI contractor.

**Main Considerations for the Council**

6. A decision has to be taken in relation to the proposed Order if the Council is to avoid further delay and the need to re-advertise the Order.
7. The Town Council makes a valid point in its letter of objection but there has not been a manifestation of the concerns in terms of accidents on the site.

8. As a result of the lateral spacing of some raised cushions, it is possible for cars to avoid the vertical deflection. It is reasonable to speculate that the effectiveness of the traffic calming is not as good as it could be. The situation can only be rectified by the installation of additional engineering works to the traffic calming scheme, which would be locally disruptive. Further monitoring of the situation could be undertaken and remedial works only carried out if a problem comes to light.

### **Environmental Impact of the Recommendation**

9. No environmental impact has been identified as a result of the recommendation of this report.

### **Risk Assessment**

10. The spacing of the cushions installed by the PFI contractor is such that vehicles are able to drive between them. The Town Council's concern is centred on the belief that this might lead to two oncoming vehicles attempting to do the same thing and colliding as a result. The cushions have been installed for several years and there have been no reported incidents. The risk of collisions may therefore not be as severe as perceived by the Town Council. However, it is considered that the situation should be kept under review and intervention taken in the event of evidence of a material safety issue.

### **Financial Implications**

11. The costs of making the current Order as advertised will be covered from identified funds. The costs of any additional works required as a result of ongoing monitoring of the situation would be funded from Local Transport Plan monies.

### **Options Considered**

12. The options are:-
- (i) To make the Order as advertised and to undertake remedial works at a later stage funded through the Local Transport Plan Integrated Transport Block allocation.
  - (ii) To not make the Order as advertised but to undertake the works when funding is available and to then re-advertise.

### **Reasons for Recommendation**

13. In view of the additional costs and time delays associated with the second option above, it is preferable that the Order be made as advertised and that the requirement for further works be monitored over a period of time with a view to undertaking enhancement works at a later stage.

## **Recommendation**

14. That:-

- (i) The Order be made as advertised with the area signed as a 20 mph zone;
- (ii) The Town Council be advised accordingly; and
- (iii) The concerns of the Town Council be further monitored over time to consider the need to reinforce and enhance the works undertaken by the Private Finance Initiative contractor in Lime Kiln.

## **GEORGE BATTEN**

Director of Environmental Services

Report Author

**PHIL TILLEY**

Transportation and Development Manager

---

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

None