

**CABINET MEMBER FOR HIGHWAYS AND TRANSPORT – CLLR PHILLIP WHITEHEAD**

**HIGHWAYS AND TRANSPORT SERVICES**

**OFFICER CONTACT:** Dave Thomas 01225 713312 email: [dave.thomas@wiltshire.gov.uk](mailto:dave.thomas@wiltshire.gov.uk)

**REFERENCE:** HT-

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## **20 MPH SPEED LIMIT AT TISBURY**

### **Purpose of Report**

To consider comments received to the advertised proposals to introduce a 20mph speed limit at Tisbury and to recommend implementation as advertised.

### **Consultation**

Tisbury Parish Council was consulted throughout the development of the proposals through the Community Area Transport Group meetings. Members of the public and the Emergency Services have been consulted through the statutory Traffic Regulation Order (TRO) process.

### **Options Considered**

To:

- (i) Implement the advertised changes.
- (ii) Retain the existing speed restrictions and delete the proposal from the implementation programme.

### **Reason for Decision**

The proposals have been assessed and developed in accordance with the guidance provided by the Department for Transport and the adopted Wiltshire policy on 20 mph speed restrictions.

**INTENTION TO MAKE DECISION**

Following consultation with officers I give notice that I intend to make the decision set out in the attached report. If you would like to make any representations to me on this issue please do so by

**The following supporting documents are attached:**

- Appendix 1 – Plan of proposals
- Appendix 2 – Summary of comments
- Appendix 3 – Details of commenters

Date .....

Signed.....

Cllr Philip Whitehead  
Cabinet Member for Highways and Transport

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**20 MPH SPEED LIMIT AT TISBURY**

**Purpose of Report**

1. To consider comments received to the advertised proposals to introduce a 20 mph speed limit at Tisbury and to recommend implementation as advertised.

**Relevance to the Council's Business Plan**

2. The proposal meets two of the priorities of the Council's Business Plan. These priorities being:

Outcome 2 – People in Wiltshire work together to solve problems locally and participate in decisions that affect them.

Outcome 6 – People are as protected from harm as possible and feel safe.

**Background**

3. Following the Council's adoption of the Wiltshire 20 mph speed restriction policy, the South West Wiltshire Area Board supported by the Community Area Transport Group (CATG) identified Tisbury High Street for further investigation as a potential location for a 20 mph speed limit. Following further investigation it was concluded that Tisbury High Street and a number of other roads were suitable for 20 mph speed limits and subsequently they have been formally advertised through the necessary Traffic Regulation Order (TRO) process. A plan showing the area advertised is included at **Appendix 1**.
4. During the advertisement period for the TROs, seventeen letters of comment have been received. No formal comment has been received from Tisbury Parish Council. None of the comments received was from an affected Wiltshire Council Member.

**Main Considerations for the Council**

5. To consider the comments received during the consultation period. A summary of the issues raised and officer comments are included at **Appendix 2**. Details of those who commented are provided at **Appendix 3**.

**Safeguarding Considerations**

6. There are no safeguarding implications.

**Public Health Implications**

7. There are no public health implications.

**Corporate Procurement Implications**

8. There are no Corporate Procurement implications.

### **Environmental and Climate Change Considerations**

9. The installation of speed limit signs and posts, particularly repeater signs where none previously existed, together with road markings and coloured surfacing could be considered detrimental to the visual vista and street scene.

### **Equalities Impact of the Proposal**

10. There are none with this proposal.

### **Risk Assessment**

11. If schemes programmed for design or delivery within the current financial year are not progressed the Council risks the potential of delayed delivery in subsequent years due to other funding demands and uncertainty of future budget.

### **Financial Implications**

12. The on ground speed limit changes will be funded from the discretionary highways budget available to the Area Boards / CATGs.

### **Legal Implications**

13. The implementation of the proposed restrictions requires the processing of a TRO. The process of introducing a TRO is governed by the Road Traffic Regulation Act 1984 and associated procedural regulations. Failure to adhere to the statutory processes could result in the TRO being successfully challenged in the High Court.

### **Options Considered**

14. To:
- (i) Implement the advertised changes.
  - (ii) Retain the existing speed restrictions and delete the proposal from the implementation programme.

### **Reason for Proposals**

15. The proposals have been assessed and developed in accordance with the guidance provided by the Department for Transport and the adopted Wiltshire policy on 20mph speed restrictions.

### **Proposals**

16. That:
- (i) The 20 mph limit at Tisbury be implemented as advertised.
  - (ii) The objectors be informed accordingly.

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

- Letters of support
- Letters of objection