

CABINET MEMBER FOR HIGHWAYS AND TRANSPORT – CLLR PHILIP WHITEHEAD

HIGHWAYS AND TRANSPORT

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REFERENCE: HT-24-15

WILTSHIRE COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

1. THE COUNTY OF WILTSHIRE (VARIOUS ROADS, TROWBRIDGE) (20 MPH SPEED LIMIT ZONE) ORDER 2015
2. THE COUNTY OF WILTSHIRE (LEAP GATE, TROWBRIDGE) (RESTRICTED ROADS) ORDER 2015

Purpose of Report

1. To consider 11 comments in response to consultations regarding proposed 20 mph zones on various roads (Leap Gate residential development) and a proposed 30 mph limit on Leap Gate (from its junction with Green Lane to a point 100 metres south of the school roundabout) (see **Appendix 1**).

Relevance to the Council's Business Plan

2. The delivery of an east of Trowbridge distributor road will facilitate movement for vehicles to/from and through Trowbridge in line with the Council Business Plan which aims to promote/boost the local and wider Wiltshire economy. The speed limit subject to this consultation will ensure that safe and suitable access for both vehicles and pedestrians is achieved on this part of the local road network.

Background

3. The residential roads subject to this consultation have been designed to aid a self-enforcing 20 mph zone to meet with the requirements of a built residential area.
4. In the light of significant public representation to a previous speed limit consultation for Leap Gate, the Lead Cabinet Member, after due consideration, decided to promote a 30 mph limit between the junction of Leap Gate and Green Lane and 100 metres south of the school roundabout.
5. These proposals were duly advertised.
6. The consultation raised 11 comments from members of the public. All were in support of the 30 mph limit and accepting of the proposed 20 mph zone. A number of comments request that the 30 mph speed limit is extended further north on Leap Gate to meet with the A361. It is also noted that a significant proportion of comments received request a lowering of the proposed 50 mph speed limit from the school roundabout to West Ashton Road. Further comments also note the effect on the residents in regards to passing traffic, and in particular concerns over weight limits and freight vehicles.

Main Considerations for the Council

7. The remit of this consultation is to consider the implementation of a 20 mph zone (various roads Leap Gate estate) and the introduction of a proposed 30 mph limit on Leap Gate between its junction with Green Lane and a point 100 metres south of the school roundabout. The responses received in relation to an extension to the proposed 30 mph limit to the north and a lowering of the 50 mph to the south are outside the remit of this particular consultation.
8. At the time of a previous consultation full consideration was given by officers and the Lead Cabinet Member to speed limits to be applied to roads throughout the Leap Gate development. These included the northern section of Leap Gate and the southern section between the roundabout and West Ashton Road. A full and detailed decision can be viewed on the website.

Safeguarding Considerations

9. There are no Safeguarding Considerations.

Public Health Implications

10. The implementation of a 30 mph limit will offer a safe route for walking and encourage the use of walking and cycling as a method of travel to the school. The 20mph zone will help secure an appropriate balance between drivers and pedestrians/cyclists, with positive safety and amenity outcomes.

Corporate Procurement Implications

11. There are no Corporate Procurement Implications.

Environmental and Climate Change Considerations

12. A 30 mph limit will offer a safe route for walking and encourage the use of walking and cycling as a method of travel to the school and in turn encourage less use of the vehicle, mitigating vehicle emissions and traffic congestion.

Equalities Impact of the Proposal

13. The roads have been designed to promote a 20 mph speed limit and as such the introduction of the Traffic Regulation Order will regularise an existing situation.
14. The introduction of a 30 mph limit will ensure that vehicles travel at a speed within the statutory requirements applicable to the nature of the road design.

Risk Assessment

15. There is a risk that vehicles will not adhere to the proposed speed limit; however, the existence of the roundabout will encourage drivers to approach the speed limit at the correct speed.

Financial Implications

16. All costs in regards to advertisement and implementation have been met by the developer.

Legal Implications

17. All consultation and advertisement has been correctly followed. The previous Lead Cabinet Member's decision has been made available for public viewing.

Options Considered

18. To:
- (i) Implement the proposals as advertised.
 - (ii) Not implement the proposals.
 - (iii) Implement the proposals with amendments.

Reason for Proposal

19. The residential roads have been designed to promote a self-enforcing 20 mph zone.
20. In response to a large number of representations relating to an initially proposed 40 mph limit in the vicinity of Leap Gate, the Lead Cabinet Member made a decision to re-advertise the length of speed limit on Leap Gate from its junction with Green Lane to a point 100 metres south of the school roundabout as 30 mph.

Proposal

21. To:
- (i) Implement the proposed speed limits as advertised.

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

None