

## CABINET MEMBER FOR HIGHWAYS AND TRANSPORT – CLLR PHILIP WHITEHEAD

### HIGHWAYS AND TRANSPORT SERVICES

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### 20 MPH SPEED LIMIT AT LOWER BEMERTON, SALISBURY

#### Purpose of Report

1. To:
  - (i) Consider comments received to the Council's advertised proposal to introduce a 20 mph speed limit in Lower Bemerton, Salisbury.
  - (ii) Recommend the implementation of a 20 mph speed limit in Lower Bemerton as advertised.

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

2. The proposal meets two of the priorities of the Council's Business Plan. Those 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. Lower Bemerton is situated to the west of Salisbury City Centre in the Fisherton and Bemerton Village electoral ward. Lower Bemerton is covered by a 7.5t weight limit restriction and is served by an hourly bus service. The main road running through Lower Bemerton is Lower Road. Along with residential properties, Lower Road has two churches, a primary school (Bemerton St. John's) and a public play park situated within it. Lower Road, along with Church Lane, serves as the main pedestrian and vehicular route to the aforementioned churches, school and play park. Both Lower Road and Church Lane are subject to intermittent footway provision along their lengths.
4. Following the Council's adoption of the Wiltshire 20 mph Speed Restriction Policy, the Salisbury Area Board, supported by its Community Area Transport Group, identified the Lower Bemerton area for investigation as a potential location for a 20 mph speed limit. The subsequent investigative work undertaken concluded that a number of roads in the Lower Bemerton area were suitable for a 20 mph speed limit.
5. In consideration of the results of the investigative work a Traffic Regulation Order (TRO) proposing the introduction of a 20 mph speed limit in the Lower Bemerton area was formally advertised for comment on 26 November 2015. A plan showing the extent of the proposed 20 mph speed limit is attached as **Appendix 1**. The Council's closing date for the receipt of objections or other representations to the advertised TRO, together with the grounds on which they were made, was 21 December 2015.

### **Summary of Responses**

6. A total of 22 items of correspondence have been received in response to the proposals contained within the advertised TRO. Of the 22 items of correspondence received, 20 expressed support for the Council's proposals. The other 2 items of correspondence objected to or offered comments on the Council's proposals.
7. Details of the correspondents who supplied comments on the Council's proposals are attached as **Appendix 2**. A full summary of the issues raised by the correspondents, together with officer comments, is attached as **Appendix 3**.

### **Main Considerations for the Council**

8. Consideration needs to be given to the responses received to the TRO consultation and a decision made as to whether or not a 20 mph speed limit should be introduced in the Lower Bemerton area.

### **Safeguarding Considerations**

9. There are no safeguarding implications.

### **Public Health Implications**

10. There are no public health implications.

### **Corporate Procurement Implications**

11. There are no corporate procurement implications.

### **Environmental Impact of the Proposal**

12. The installation of speed limit signs and associated signposts (particularly repeater signs) where none previously existed, together with road markings and coloured surfacing at the terminal points of the proposed speed limit restriction, could be considered detrimental to the visual aspect of the area.

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

13. There are none with this proposal.

### **Risk Assessment**

14. 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 on future budget allocations.

### **Financial Implications**

15. The on ground changes required to introduce a 20 mph speed limit into Lower Bemerton will be funded from the discretionary highways budget available to the Salisbury Area Board and its Community Area Transport Group.

### **Legal Implications**

16. The implementation of the proposed speed limit restriction 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**

17. To:
- (i) Implement a 20 mph speed limit in Lower Bemerton as advertised.
  - (ii) Retain the existing speed restrictions and delete the proposal from the implementation programme.

### **Reasons for Proposal**

18. The proposal has been assessed and developed in accordance with the guidance provided by the Department for Transport and the adopted Wiltshire Council policy on the provision of 20 mph speed restrictions and has the support of the local community.

### **Proposal**

19. That:
- (i) The 20 mph speed limit at Lower Bemerton, Salisbury be implemented as advertised.
  - (ii) Supporters and objectors be informed accordingly.

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

- Lower Bemerton, Salisbury – 20 mph Speed Restriction Assessment Report
- Letters of support
- Letters of objection