

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

### HIGHWAYS AND TRANSPORT SERVICE

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REFERENCE: HT-10-16

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### **A3102 SPEED LIMIT AT SANDRIDGE**

#### **Purpose of Report**

1. To consider the comments received following the formal advertisement of speed limit changes on the A3102 at Sandridge, and to recommend an appropriate way forward.

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

2. The proposed TRO meets two priorities of the Council's Business Plan.
  - 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. The background to the advertised changes on the A3102 at Sandridge is set out in the previous Cabinet Member report reference HT-020-12. A copy of this is included at **Appendix 1**.
4. The Traffic Regulation Order (TRO) associated with the proposed change for the A3102 at Sandridge has recently been advertised. During the advertisement period for the TRO, one letter of objection and one of support have been received. No comment was received from any affected Wiltshire Council Member. A plan showing the proposed speed limit changes is included at **Appendix 2**.

#### **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 in **Appendix 3**. Details of the commentors are provided in **Appendix 4**.

#### **Safeguarding Implications**

6. There is no risk to the Council as a result of these proposals.

#### **Public Health Implications**

7. There are none with this proposal.

#### **Corporate Procurement Implications**

8. There are none with this proposal.

#### **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. However, given the existing highway infrastructure in place on this length of the A3102 this is not considered to have a high impact in this case.

#### **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 Highways budgets

#### **Legal Implications**

13. None.

#### **Options Considered**

14. To:
- (i) Implement the advertised changes.
  - (ii) Retain the existing speed restrictions and delete the proposal from the implementation programme.
  - (iii) Amend the advertised changes in accordance with the comments made.

#### **Reason for Proposals**

15. The proposals have been assessed and are in accordance with the guidance provided by the Department for Transport, Circular 01/13 'Setting Local Speed Limits'.

#### **Proposals**

16. That:
- (i) The proposals 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:**

None