

CABINET MEMBER FOR HIGHWAYS AND TRANSPORT – CLLR PHILIP WHITEHEAD

HIGHWAYS AND TRANSPORT SERVICES

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REFERENCE: HT-16-16

20 MPH SPEED LIMIT AT KENILWORTH GARDENS, MELKSHAM

Purpose of Report

1. To consider comments received to the advertised proposals to introduce a 20 mph speed limit at Kenilworth Gardens, Melksham 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 Melksham Area Board, supported by the Community Area Transport Group (CATG), identified Kenilworth Gardens and surrounding roads for further investigation as a potential area for a 20 mph speed limit. Following further investigation it was concluded that Kenilworth Gardens and a number of other roads were suitable for a 20 mph speed limit and subsequently have been formally advertised through the statutory Traffic Regulation Order (TRO) process. A plan showing the area advertised is included at **Appendix 1**.
4. During the advertisement period for the TRO's two letters of comment have been received. No formal comment has been received from Melksham Town Council or the 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**.

Overview and Scrutiny Engagement

6. Not applicable.

Safeguarding Considerations

7. There are no safeguarding implications.

Public Health Implications

8. There are no public health implications

Corporate Procurement Implications

9. There are no Corporate Procurement implications.

Environmental and Climate Change Considerations

10. 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

11. There are none with this proposal.

Risk Assessment

12. 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

13. The on ground speed limit changes will be funded from the discretionary highways budget available to the Area Boards / CATG's.

Legal Implications

14. 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

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

Reason for Proposals

16. 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.

Proposals

17. That:

- (i) The 20 mph limit at Kenilworth Gardens and a number of other adjoining roads be implemented as advertised.
- (ii) The objector be informed accordingly.

The following unpublished documents have been relied on in the preparation of this Report:

- Letters of support
- Letters of objection