

CABINET MEMBER FOR HIGHWAYS AND TRANSPORT – CLLR PHILIP WHITEHEAD

HIGHWAYS AND TRANSPORT SERVICE

OFFICER CONTACT: Gareth Rogers 01225 713384 email: gareth.rogers@wiltshire.gov.uk

REFERENCE: HT-22-16

SPEED LIMIT – DEVIZES EAST

Purpose of Report

To consider the comment received following the formal advertisement of speed limit changes associated with the request for a 20 mph speed limit in the Brickley Lane area, and to recommend an appropriate way forward.

Consultation

The proposal has been developed following prioritisation of this request by the Devizes Community Area Board. The assessment report and preliminary proposals have been considered and supported by Devizes Town Council. In addition, the Town Council was invited to undertake a consultation exercise with local residents prior to the advertisement of the Traffic Regulation Orders.

No comment was received from the affected Wiltshire Council Member.

Options Considered

To:

- (i) Implement the advertised changes.
- (ii) Abandon the proposals and retain the existing restriction.

Reason for Decision

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', and Wiltshire Council's own adopted policy for 20 mph restrictions.

DECISION MADE

I approve that:

- (i) The proposals be implemented as advertised.
- (ii) The objectors be informed accordingly.

This decision was published on 17 August 2016 and will come into force on 25 August 2016


The following supporting documents are attached:

- Appendix 1 – Advertisement Plan
- Appendix 2 – Comments Received/Officer Comment
- Appendix 3 – List of objectors

The following supporting documents are available from the officer named above:

Letters of comment

Date...17th August 2016.....

Signed.....


Cllr Philip Whitehead
Cabinet Member for Highways and Transport

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1. To consider the comment received following the formal advertisement of speed limit changes associated with the request for a 20 mph speed limit in the Brickley Lane area, and to recommend an appropriate way forward.

Relevance to the Council's Business Plan

2. The proposed TRO meets two of the priorities in 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 Department for Transport published revised guidance on the setting of speed limits in 2013. This included a substantial revision to the department's stance and guidance on the use of 20 mph Speed Limits and 20 mph Zones. As a consequence of the revised guidance, Wiltshire Council developed its own policy covering the use of 20 mph Speed Limits and 20 mph Zones to ensure clarity and consistency of approach. The policy was approved under decision reference HSB-007-13.
4. The policy also set out the processes on how future requests for these types of speed limit should be managed. The policy set out that requests for the introduction of 20 mph restrictions are managed and prioritised by each of the Community Area Transport Groups on an annual basis.
5. Following the adoption of the Policy, each of the eighteen community areas were provided the opportunity to submit two locations for initial assessment. Devizes CATG considered a number of requests across the community area from the Town and Parish Councils, and prioritised the Brickley Lane and surrounding area for assessment.
6. The subsequent assessment concluded that a 20 mph assessment was appropriate for the majority of the area, but would require additional measures in a small number of locations to assist in reducing vehicle speeds to levels below that required by the guidance.
7. The assessment recommendations were considered by the CATG, and Town Council, and supported by both. An outline design was prepared detailing the extent of the restriction and engineering measures proposed and the view of the Town Council sought. The Town Council raised some initial queries as to the level of restriction at some locations but supported the proposal on the whole. A plan outlining the extents of the proposals and varying levels of restriction is provided in **Appendix 1**.

8. Devizes Town Council was offered the opportunity to undertake some pre advertisement consultation with the local community; however, it considered this was not necessary and advised that it wished the proposal go straight to formal advertisement of the associated Traffic Orders, which have now taken place. During the subsequent comment period, nine representations were made. One of which was an objection to the 20 mph limit, and five objections to the 40 mph element. One representation of support was received, and two representations with general comments. It is noted that those who made representations regarding the proposed 40 mph restriction took the opportunity to support the proposed 20 mph restriction.

Main Considerations for the Council

9. To consider the comments received during the consultation period. A summary of the issues raised and officer comments are included in **Appendix 2**. Details of the commentator are provided in **Appendix 3**.

Overview and Scrutiny Engagement

10. There are none with this proposal.

Safeguarding Implications

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

Public Health Implications

12. The introduction of measures which encourage the use of alternative and sustainable method of transport and travel, and reducing car use. This has the benefit of reducing air borne pollution and improving air quality.

Corporate Procurement Implications

13. There are none with this proposal.

Environmental and Climate Change Considerations

14. 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

15. There are none with this proposal.

Risk Assessment

16. 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

17. The on ground speed limit changes will be funded from the Local Transport Plan Integrated Transport allocation. Failure to proceed with the project may leave funding unallocated and subject to underspend within the current financial year.

Legal Implications

18. There are none with this proposal

Options Considered

19. To:

- (i) Implement the advertised changes.
- (ii) Abandon the proposals and retain the existing restriction.

Reason for Proposals

20. 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', and Wiltshire Council's own adopted policy for 20 mph restrictions.

Proposals

21. That:

- (i) The proposals be implemented as advertised.
- (ii) The objectors be informed accordingly.

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

None