

CABINET MEMBER FOR HIGHWAYS AND TRANSPORT – CLLR PHILIP WHITEHEAD

HIGHWAYS AND TRANSPORT SERVICE

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REFERENCE: HT-

PROPOSED VERTICAL TRAFFIC CALMING, BRATTON ROAD, WEST ASHTON

Purpose of Report

1. To consider comments received in relation to proposals to install raised traffic calming features on Bratton Road, West Ashton, as advertised in accordance with the Highways Act 1980, section 90A

Relevance to the Council's Business Plan

2. The proposed traffic calming scheme 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. West Ashton Parish Council (WAPC) raised concerns regarding vehicle speeds through the village continuing to be in excess of the 30 mph speed limit, despite the operation of Community Speed Watch. WAPC requested Community Area Transport Group (CATG) investigate options for a traffic calming scheme within the village to control vehicle speeds.
4. A number of options were put to WAPC following site meetings and discussion. WAPC identified its preferred options and locations for calming features. A substantive CATG funding bid was made, with contributions put forward from WAPC and CATG, to cover the cost of scheme implementation. This bid was successful.
5. One objection has been received, alongside four comments of support. Those in support have requested consideration of additional measures within the village.

Summary of the Proposals

6. The proposal is to install a raised table on Bratton Road approximately 56 metres south of its junction with East Town Road along with the installation of a pair of speed cushions approximately 45 metres south-east of its junction with Orchard Close.
7. The advertisement plan is included at **Appendix 1**.

Main Considerations for the Council

8. To consider the objections received during the consultation period. A summary of the issues raised relating to the proposal and officer comments, is included in **Appendix 2**. Details of those who commented are provided in **Appendix 3**.

9. Overview and Scrutiny Engagement

There are none in this scheme.

Safeguarding Implications

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

Public Health Implications

11. There are none with this proposal.

Corporate Procurement Implications

12. There are none with this proposal.

Environmental and Climate Change Considerations

13. Vehicle speeds will reduce as a result of these proposals; however, localised traffic noise at the raised features may increase.

Equalities Impact of the Proposal

14. There are considered to be no equalities impacts.

Risk Assessment

15. There is no risk to the Council in relation to the proposals.

Financial Implications

16. All expenditure for the necessary works will be funded from the previously made Substantive CATG bid.

Legal Implications

17. The implementation of the proposed features is subject to advertisement under the Highways Act 1980, Section 90A. Failure to adhere to the statutory processes could result in a High Court challenge.

Options Considered

18. To:
- (i) Proceed with the proposals as advertised.
 - (ii) Not proceed with the proposals.

Reason for Proposal

19. It is recommended that the proposals be implemented as advertised with an additional carriageway level feature to be considered at a central location within the village. The

concerns raised by the objector can largely be mitigated during detailed design. Other comments are in support and predominantly request an additional feature.

Proposal

20. That the proposal be proceeded with as advertised.

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

None