

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

**HIGHWAYS AND TRANSPORT SERVICE**

**OFFICER CONTACT:** David Thomas 01225 713312 email: [dave.thomas@wiltshire.gov.uk](mailto:dave.thomas@wiltshire.gov.uk)

**REFERENCE:** HT-03-17

---

## **SPEED LIMIT – LIMPLEY STOKE 20 MPH**

### **Purpose of Report**

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

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

2. The proposed Traffic Regulation Order (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 process by which future requests for these types of speed limits 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 (CATG) 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. Bradford on Avon CATG considered a number of requests across the community area from Town and Parish Councils and progressed two locations. Subsequently, the group decided to continue to develop solutions and prioritised a request from Limpley Stoke Parish Council for further investigation.
6. The subsequent assessment concluded that a 20 mph speed restriction was appropriate for a number of areas of Limpley Stoke, and outlined the extents of the limit considered to satisfy the criteria and which maintain an acceptable level of compliance.

7. The assessment recommendations were considered by both the CATG and Parish Council, and supported by both. A plan outlining the extents of the proposals is provided in **Appendix 1**.
8. During the advertisement period one item of correspondence has been received in response to the proposals contained within the advertised TRO.
9. No comments were received from the local Wiltshire Council Member.

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

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

### **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 methods of transport and travel, and reducing car use, also have 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 Councils 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