

CABINET MEMBER FOR HIGHWAYS AND TRANSPORT – CLLR PHILIP WHITEHEAD

HIGHWAYS AND TRANSPORT SERVICE

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REFERENCE: HT-05-17

PROPOSED 20 MPH ZONE, WOODBOROUGH

Purpose of Report

1. To consider comments received in relation to proposals to introduce a 20 mph zone on C38 Broad Street and The Sands, C261 Woodborough, Chapel Lane, Church Farm Lane, Church Road and Smithy Lane, Woodborough.

Relevance to the Council's Business Plan

2. The proposed Traffic Regulation Order (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. Woodborough Parish Council made a request that The Sands, Broad Street, C261 (to West End) and Smithy Lane be subject to an assessment for a 20 mph speed restriction. This was supported by the Pewsey Community Area Transport Group (CATG).
4. The assessment was undertaken and a report outlining the recommendations was issued in January 2015. The report recommended the implementation of a 20 mph restriction and highlighted that additional calming features would be required on The Sands in order to reduce vehicle speeds at that location. The assessment identified that other routes assessed were already subject to vehicle speeds around 20 mph.
5. A bid was made to the Substantive CATG fund, along with contributions from the parish council and CATG, in order to fund the implementation of the scheme. The bid was successful and funding is available to implement the proposed scheme.

Summary of the Proposals

6. The proposal is to introduce a 20 mph zone encompassing the following locations:

ROAD NAME	DESCRIPTION
Smithy Lane	Complete Length
Church Road	Complete Length
Chapel Lane	Complete Length
Church Farm Lane	Complete Length
C261 Woodborough	From its junction with C38 to a point 44 metres east of the boundary of 1 Brow Cottages

C38 Woodborough to Lockeridge Road	From a point 203 metres north of its junction with Smithy Lane to a point 190 metres south of that junction
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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, are 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. There are none with this proposal.

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 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

18. To:
- (i) Proceed with the proposals as advertised.

- (ii) Not proceed with the proposals.

Reason for Proposal

19. It is recommended the proposal be implemented as advertised. The 20 mph speed restriction assessment identifies that the locations proposed meet the criteria, along with localised calming features, to deliver a self-enforcing 20 mph restriction. It would not be appropriate to extend the 20 mph limit as requested at this time.

Proposal

20. To proceed with the proposal as advertised.

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

None