

**CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND WASTE-  
CLLR BRIDGET WAYMAN**

**HIGHWAY AND TRANSPORT SERVICE**

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**20 MPH SPEED LIMIT – ALL CANNINGS VILLAGE**

**Purpose of Report**

1.     To:
  - (i)     Consider the comments received following the formal advertisement of a 20 mph speed limit within the village of All Cannings.
  - (ii)    Recommend the making of the Traffic Regulation Order (TRO hereafter).

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

2.     The proposal meets two of the priorities in the Council's Business Plan 2017-2027. Those priorities being:
  - Priority 2 – Strong Communities. (Reduced road casualties, Reduced risk of floods, Healthier population, Good Countryside access and cycling and walking opportunities)
  - Priority 4 – Working with Partners as an innovative and effective Council – (Community involvement, Delivering together)

**Background**

3.     This request has been progressed primarily through the Devizes CATG. This is a process by which individuals or towns and parish councils can request highway improvements, which may benefit the local community.
4.     The Parish of All Cannings in the Devizes Community Area requested the CATG undertake an investigation to identify if the village would be suitable for the introduction of a 20 mph speed limit. This request was considered by the Devizes CATG and supported by the Devizes Area Board.
5.     An initial assessment was carried out in January 2018 to identify whether the village met the criteria for a 20 mph speed limit as set out by the Department for Transport. The assessment analysed the speed and collision data for the whole of the village and compared these with adopted Wiltshire Council guidance for 20 mph speed limits and zones. It was considered that the village of All Cannings met the criteria and was eligible for a 20 mph speed limit. A copy of the report can be provided on request.

6. The assessment report was considered and supported by Devizes CATG and All Cannings Parish Council, and prioritised for implementation during 2018/19. The Parish Council has provided financial support to the project.

### **Summary of Proposals**

7. A TRO proposing the 20 mph speed limit within the village of All Cannings was formally advertised for comment on 9 August 2018. The Council's closing date for receipt of objections or other representations to the advertised TRO, together with the grounds on which they were made, was 3 September 2018.
8. Proposals are to provide a 20 mph speed limit within the village of All Cannings. A plan outlining the extents of the proposed waiting restrictions is provided in **Appendix 1**.

### **Summary of responses**

9. One objection has been received in response to the Council's proposals; this was a resident of Matthews Close, All Cannings. There have been no letters of support for the proposals. There has been no comment from the Locally Elected Member.
10. The objector has commented as follows .... *At a time of austerity, it seems absurd to commit time and money to this project. There are no speed related incidents in the zone and current limits are not enforced. There is no Police presence to support the need for such changes. The objector argues the Council should demonstrate financial prudence and protect funds for vital social responsibilities.*

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

11. To consider the objectors comments.
12. The proposal has been developed following a request from the Parish Council and is considered to satisfy the criteria for a 20 mph speed limit as set out in the authority's guidance on the setting of Speed Limits. Whilst it is acknowledged that the recorded vehicle speeds remain at or near the new proposed limit, the desire to implement this project has been identified within the local community and the CATG has been developed to enable local prioritisation of schemes. The funding is specifically for the use within the highway sector and cannot be directed to alternative services.

### **Overview and Scrutiny Engagement**

13. There are none in this scheme.

### **Safeguarding Implications**

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

### **Public Health Implications**

15. There are none with this proposal.

### **Corporate Procurement Implications**

16. There are none with this proposal.

### **Equalities Impact of the Proposal**

17. There are none with this proposal.

### **Environmental and Climate Change Considerations**

18. The proposals will result in the erection of additional signs on the public highway. At present, there are minimal signs associated with the 30 mph speed limit, within the village, as the current 30 mph restriction is by virtue of street lighting. A 20 mph restriction will require additional repeater signs to be installed throughout the village and these can be considered detrimental to the street scene and visual vista.

### **Risk Assessment**

19. 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 allocations.

### **Financial Implications**

20. There is an allocation in the 2018-2019 Devizes CATG's budget which allows for the design and introduction of this scheme. Should the scheme not progress, the funding would be returned to the Devizes CATG budget allocation and would be available to be put towards other schemes.

### **Legal Implications**

21. The introduction of a new speed limit 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 restrictions being successfully challenged in the High Court.

### **Options Considered**

22. To:
- (i) Implement the proposed speed limit as advertised.
  - (ii) Abandon the proposals.

### **Reason for Proposal**

23. The proposal is intended to improve road and pedestrian safety by reinforcing the message to drive carefully within the village of All Cannings; in addition, it will provide a positive impact upon pedestrian and road safety. The proposals will also be in accordance with both Priority 2 and Priority 4 of the Council's Business Plan. The proposal has been developed as a result of local desire, and is fully supported by the Parish Council and Devizes Area Board.

### **Proposal**

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

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

None