

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

HIGHWAYS AND TRANSPORT

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REFERENCE: HTW-43-18

**WILTSHIRE COUNCIL
ROAD TRAFFIC REGULATION ACT 1984
THE COUNTY OF WILTSHIRE (VARIOUS ROADS, ROYAL WOOTTON BASSETT)
(20 MPH SPEED LIMIT ZONE) ORDER 2018**

Purpose of Report

1. To consider the five representations in relation to the proposal to introduce a 20 mph speed limit on the Brynard's Hill estate in Royal Wootton Bassett in order to address residents' concerns about speeding traffic.

Relevance to the Council's Business Plan

2. To promote a healthy and safe environment that will safeguard the community and strengthen its resilience.

Background

3. In 2011 Wainhomes entered into a Section 38 agreement with Wiltshire Council to build the residential estate known as Byrnards Hill in Royal Wootton Bassett. The internal road network of the development was designed to encourage lower vehicle speeds appropriate for residential use, nominally 20 mph. However, there has been concern amongst residents that vehicle speeds are not as low as anticipated.

Main Considerations for the Council

4. The comments received are all in support of the proposal although several respondents queried the likelihood of enforcement of the speed limit. The estate roads have been designed to facilitate a low speed environment and incorporate features, such as bends, to restrict vehicle speed.
5. One comment notes that an initial proposal to install traffic calming on part of Brynard's Hill has been removed. This was agreed by Wiltshire Highways when it became apparent that the proposed traffic calming features would conflict with the highway/housing layout of the second phase of the development. At that time it was decided that the traffic calming would be replaced with a change of surface material as it was considered that the proposed road design and alignment would be adequate to maintain low speeds.
6. Another comment notes the need for the application of waiting restrictions. These are planned and are being advertised under a separate consultation.

Overview and Scrutiny Engagement

7. None.

Safeguarding Implications

8. Not applicable.

Public Health Implications

9. Lower vehicle speeds will encourage walking and provide a more amenable environment for children to play and undertake activity.

Corporate Procurement Implications

10. Not applicable.

Equalities Impact of the Proposal

11. Not applicable.

Environmental and Climate Change Considerations

12. Slower speeds will result in a safer environment for pedestrians, with reduced vehicle noise in a residential environment.

Risk Assessment

13. Not applicable.

Financial Implications

14. All costs of advertisement and implementation are being met by the developer.

Legal Implications

15. Full advertisement has been undertaken with statutory and interested parties.

Options Considered

16. To:

- (i) Implement the proposals as advertised.
- (ii) Not implement the proposals.
- (iii) Implement the proposals with amendments.

Reason for Proposal

17. The introduction of the 20 mph speed limit zone will ensure that vehicles are travelling at a speed suitable for the residential environment and the geometry of the road layout.

Proposal

18. That the proposals be implemented as advertised.

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

None