

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

HIGHWAYS AND TRANSPORT SECTION

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REFERENCE: HTW-03 -19

HIGHWAYS ACT 1980 – SECTION 90A
TRAFFIC CALMING FEATURES – ROUNDWAY RISE, CALNE WITHOUT

Purpose of Report

1. To consider one objection (requesting an additional speed cushion), two letters of support and one comment in regards to the advertisement of a proposed traffic calming system on Roundway Rise, Calne, comprising a raised traffic table and two speed cushions (see **Appendix 2**).

Relevance to the Council's Business Plan

2. Safe Communities – Reduced Road Casualties.

Background

3. As part of the planning consent for the residential development by Redrow Homes, known as Marden Farm Calne, the developer is required to apply for and implement a 20 mph speed limit zone along Roundway Rise. A 20 mph speed limit zone is required to be self-enforcing and due to the alignment of Roundway Rise this can only be achieved by the use of traffic calming measures. To ensure that vehicles adhere to the speed limit a traffic calming system comprising a raised traffic table and two speed cushions is proposed.

Main Considerations for the Council

4. The responses received are broadly in support of the introduction of the proposed traffic calming scheme. However, one response requests the addition of an extra speed cushion. Highway officers have visited the site and are satisfied that the proposed traffic calming measures are appropriately located and sufficient to ensure that the speed of vehicles will meet the 20 mph speed limit. As such, it is not considered necessary to introduce any other traffic calming features.

Safeguarding Implications

5. Not applicable.

Public Health Implications

6. Slower vehicle speeds will improve the safety and amenity of Roundway Rise for all road users, particularly pedestrians and playing children.

Corporate Procurement Implications

7. Not applicable.

Environmental and Climate Change Considerations

8. Not applicable.

Equalities Impact of the Proposal

9. The proposal will require vehicles to drive slowly, which will improve safety and amenity for all road users, and may help encourage people to walk more often.

Risk Assessment

10. Not applicable.

Financial Implications

11. All costs associated with the advertisement /processing and implementation on site is to be met by the developer.

Legal Implications

12. There are none.

Options Considered

13. To:

(i) Implement the proposals as advertised.

(ii) Not implement the proposals.

(iii) Implement the proposals with amendments.

Reason for Proposal

14. The introduction of traffic calming will encourage vehicles to adhere to the 20 mph speed limit and create a self-enforcing 20 mph zone improving the safety and amenity of residents.

Proposal

15. That the proposals be implemented as advertised.

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

None