

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

HIGHWAYS, TRANSPORT AND WASTE SERVICE

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REFERENCE: HTW-1-2020

**UPPER WRAXALL VILLAGE
PROPOSED 20-MPH LIMIT**

Purpose of Report

1. To:
 - (i) Consider the objection to the advertised proposal for a 20-mph speed restriction in the village of Upper Wraxall.
 - (ii) Recommend the making of the Traffic Regulation Order (TRO) to implement the 20-mph limit as per the advertised proposal.

Relevance to the Council's Business Plan

2. The proposed 20-mph limit helps to meet key priorities of the Business Plan, as the local parish council and community worked together with Wiltshire Councillors and Council officers on the proposals. *"We want people in Wiltshire to be encouraged to take responsibility for their well-being, build positive relationships and to get involved, influence and take action on what is best for their own communities - we want residents to succeed to the best of their abilities and feel safe where they live and work"*.

Background

3. In April 2001 a 50-mph speed restriction was introduced on the A420 in the parish of North Wraxall. Within the extents of the restriction is the C174 which provides access to the village of Upper Wraxall. At the time the 50-mph limit was implemented, changes to the C174 were not identified and to accord with the requirements of the Traffic Sign Regulations and General Directions 2013 (formally TSRGD 1994) terminal signs to Diagram number 671 (de-restricted) were erected at the junction of Upper Wraxall and the A420.
4. In February 2018 North Wraxall Parish Council made a request seeking a reduction in the speed limit on the C174 (to Upper Wraxall) through the community issues system for consideration by the Area Board and Community Area Transport Group (CATG). The parish council felt the presence of de-restriction signs at the junction with the A420 provided a conflicting message to drivers and encouraged excessive speed in the village.
5. At its meeting on 23 July 2018, the Chippenham CATG agreed to consider the request for a reduction in the speed limit for Upper Wraxall. An assessment was undertaken by highway officers who examined both the recorded driven speeds

alongside the character and nature of the road under investigation. Upon conclusion of the assessment a 20-mph limit was recommended.

Detail

6. The TRO for this proposal was advertised from 28 November until 23 December 2019 and is shown at **Appendix 1**.
7. During the formal consultation period a single objection was received. The main point focuses on the impression that *'it was local residents who made up the majority of speeding vehicles in the village with the remainder delivering or providing services to residents of the village'*.

The correspondent was also unhappy the parish council would need to significantly increase in the parish council precept in 2020/21 to help pay for the proposed signs and *'felt it would be cheaper and more advantageous for residents to monitor their own speed'*.

8. **Officer Comments** – Speed / Volumetric data for the length shown in **Appendix 1** was obtained over a 7-day period in May 2019. The results were as follows:

Recorded number of vehicles	1,451
85 th percentile speed (mph)	23.8
Mean speed (mph)	19.3

Whilst the data does not indicate a significant speeding issue in the village, it is considered the current arrangement of a 50-mph limit on the main A420 and a de-restricted length on the minor village road is inconsistent and provides a confusing message for drivers. The village is characterised by narrow rural roads with little or no provision for pedestrians. Whilst it is clear the proposed 20-mph limit will not bring about a noticeable reduction in vehicle speed, it will serve as valuable visual reminder for drivers whilst reinforcing the rural nature of the road environment and the need for low speed.

A discussion with North Wraxall Parish Council has sought to clarify the issue relating to the proposed increase in precept for 2020/21. A parish council representative explained the increase is not solely to pay for the agreed contribution towards the 20-mph limit but will also be allocated to cover additional staff costs and build a small level of reserves which can be used towards future highway objectives in the parish.

Main Considerations for the Council

9. Consideration needs to be given to the objection received alongside the officer comments and a decision made on the way forward.

Safeguarding Considerations

10. There is no risk to the Council because of these proposals.

Public Health Implications

11. A reduction in the posted limit may reduce the risks associated with excess speed.

Corporate Procurement Implications

12. There is none in this scheme.

Environmental and Climate Change Considerations

13. A 20-mph speed limit will bring with it a modest increase in signs and this may be considered detrimental to the visual environment.

Equalities Impact of the Proposal

14. There is none in this scheme.

Risk Assessment

15. There is no risk to the Council because of these proposals.

Financial Implications

16. A monetary allocation of £4,000 has been made from the Chippenham CATG 2019/20 budget for design, implementation, supervision and monitoring works. Failure to spend the allocated money may result in the scheme being abandoned and used elsewhere for other identified schemes.

Legal Implications

17. All changes to speed restrictions on the highway network will require a new TRO. The process 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

18. To:
- (i) Implement the proposals as advertised.
 - (ii) Not implement the proposals.

Reason for Proposals

19. After consideration of the correspondence received alongside the officer's comments it is considered appropriate to introduce the 20-mph limit as per the advertised proposal.

Proposals

20. That:
- (i) The 20-mph speed restriction be implemented as advertised.
 - (ii) The objector be informed accordingly.

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

Email / Letters of representation