

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

**HIGHWAYS ASSET MANAGEMENT AND COMMISSIONING**

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**20 MPH SPEED LIMIT - CHILMARK**

**Purpose of Report**

1. To consider comments received to the advertised proposals to introduce a 20 mph speed limit at Chilmark and to recommend implementation as advertised.

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

2. The proposal meets two of the priorities set out in the Council's Business Plan 2017-2027.
  - 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).
3. Priority 2 has been met through the proposed introduction of a 20 mph speed limit that will address issues directly raised by members of the local community and their elected representatives. Addressing issues raised by members of the local community will contribute towards the building of a stronger community.
4. Priority 4 has been met through the development of the proposals (to which this report relates) with members of the local community through the Council's formal Traffic Regulation Order (TRO) process and South West Wiltshire Community Area Transport Group (CATG).

**Main Considerations for the Council**

5. Consideration needs to be given to the comments received on the Council's advertised proposals and whether or not changes should be made to them in light of the comments received.
6. The proposal has been developed following requests through the CATG, championed by Chilmark Parish Council and supported by the local elected Wiltshire Council representative. It is considered to meet the criteria as set out in the authority's guidance on setting 20 mph speed restrictions.

**Background**

7. Following the Council's adoption of the Wiltshire 20 mph speed restriction policy, the South West Wiltshire Area Board, supported by the CATG, identified the village of Chilmark for further investigation as a potential location for a 20 mph speed restriction.

8. The area was assessed against Wiltshire's 20 mph speed restriction policy and it was concluded that the village was suitable for a 20 mph speed limit. The report containing the detail of the assessment is included at **Appendix 3**.
9. The proposal was subject to formal advertisement through the necessary TRO process between 28 November 2019 and 23 December 2019. A plan showing the area advertised is included at **Appendix 1**.
10. During the advertisement period a total of two items of comment were received, of which one could be classed as an objection. The comments received and officer response can be found in **Appendix 2**.

### **Overview and Scrutiny Engagement**

11. There is none required as part of this scheme.

### **Safeguarding Implications**

12. There are no safeguarding implications.

### **Public Health Implications**

13. There are no public health implications. The introduction of this speed limit may encourage greater uptake of walking and cycling due to increased actual and perceived road safety because of the reduced speed limit.

### **Procurement Implications**

14. There are no procurement implications.

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

15. There is no impact upon people who share protected characteristics.

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

16. The installation of speed limit signs and posts, particularly where none previously existed, together with road markings could be considered detrimental to the visual vista and street scene. Any potential modal shift to more sustainable modes of travel will have a positive impact on climate change.

### **Risk Assessment**

17. Not proceeding with this scheme, given the strength of local community support, risks undermining the Council's reputation and the engagement of that community.

### **Financial Implications**

18. The estimated cost of the scheme is £3,000. South West Wiltshire Area Board has made an allocation of £1,000 available from their discretionary CATG fund towards this project to cover the cost of the legal order. Chilmark Parish Council has committed to funding the remaining cost of the scheme, i.e. the installation of statutory signs.

### **Legal Implications**

19. 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**

20. To:
- (i) Implement the advertised changes.
  - (ii) Implement the advertised changes with additional amendments to the speed limits in the area.

### **Reason for Proposal**

21. The proposals have been assessed and developed in accordance with the guidance provided by the Department for Transport and the adopted Wiltshire policy on 20 mph speed restrictions.

### **Proposal**

22. That:
- (i) The 20 mph limit be implemented as advertised.
  - (ii) Those who made comment be informed accordingly.

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

None