

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

HIGHWAYS, TRANSPORT AND WASTE SERVICE

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REFERENCE: HTW-03-20

STATION ROAD, CALNE
PROPOSED 20-MPH SPEED LIMIT AND WAITING RESTRICTIONS

Purpose of Report

1. To:
 - (i) Consider the objections to the advertised proposal for a 20-mph speed restriction and waiting restrictions on Station Road Calne and surrounding areas.
 - (ii) Recommend the making of the Traffic Regulation Order (TRO) to implement the 20-mph speed limit as per the advertised proposal.

Relevance to the Council's Business Plan

2. The proposed 20-mph speed 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. A request to assess the Station Road area for a 20mph restriction was first raised with Calne Area Board in July 2018 and was prioritised for assessment in September, following consideration by the Town Council and Community Area Transport Group (CATG).
4. In addition to the above request, the Calne CATG has been tasked with implementing waiting restrictions in the Station Road area, following reports from residents that some service vehicles were having difficulty manoeuvring in the area due to parked cars and some verges were being overrun.
5. The Calne CATG agreed to consider the request for a reduction in the speed limit along Station Road and the surrounding areas. 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 speed limit was recommended and a review to take place of parking restrictions from the roundabout with New Road along Station Road and Bowood View.

Detail

6. The TRO for this proposal was advertised from 12 December 2019 until 13 January 2020 and is shown at **Appendices 1 and 2**.
7. During the formal consultation period four residents wrote in to support the proposals and one objection was received to implement a 20-mph speed limit. Whilst the majority of comments supported waiting restriction in the Station Road area, eleven comments were received asking for changes to the proposals. Calne Town Council is in support of all the proposals.

A summary of the comments can be seen in **Appendices 3 and 4**.

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

Metro Count Number	Total Traffic Volume (annual average daily)	85th %tile Speed (mph)	Mean Average Speed (mph)
Site 1 – Station Road opposite to Spring Lane	713	23.8	19.7
Site 2 – Station Road, approximately 75 metres West of Wenhill Heights junction	395	27.4	21.9
Site 3 – Wenhill Heights / Marden Way boundary	198	23.9	19.8

Mean average speed recordings show that the results are well within the guidance threshold of 24-mph therefore the area was recommended to implement a 20-mph speed limit, with lighter touch engineering measures such as painted carriageway roundels.

Main Considerations for the Council

9. Consideration needs to be given to the objections received alongside the officer comments and a decision made on the way forward. These are summarised in **Appendices 3 and 4**.

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. Although Calne CATG is leading on this project, Section 106 money from developer contributions (following new housing in the area) are being used to fund the whole project. This has been allocated for design, implementation, supervision and monitoring works associated with the 20-mph speed limit and waiting restrictions. 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 speed limit and waiting restrictions as per the advertised proposal.

Proposals

20. That:
- (i) The 20-mph speed restriction and waiting restrictions be implemented as advertised.
 - (ii) The objectors be informed accordingly.

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

Email / Letters of representation