

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

**HIGHWAYS, TRANSPORT AND WASTE SERVICE**

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**REFERENCE:** HTW-07-20

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**WINGFIELD, CHURCH LANE**  
**PROPOSED 20-MPH SPEED LIMIT AND TRAFFIC CALMING FEATURES**

**Purpose of Report**

1. To:
  - (i) Consider the objections received to the advertised proposal for a 20-mph speed limit and traffic calming features along Church Lane in Wingfield.
  - (ii) Recommend the making of the Traffic Regulation Order (TRO) to implement the 20-mph speed limit but to defer the introduction of the physical traffic calming features.

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

2. The proposed 20-mph speed limit and traffic calming features 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 Church Lane at Wingfield for measures to reduce speed on the length from Frome Road to Moores Yard was first raised with the Bradford on Avon Community Area Transport Group in July 2018 and was prioritised for action.
4. Wingfield Parish Council was concerned that having deployed its trailer mounted Speed Indicator Device (SID) in Church Lane that it had recorded speeds in excess of 30-mph on the length from Frome Road to Moores Yard.
5. A speed detection radar (SDR) survey was undertaken in June 2019 with speeds recorded for four days. The SDR was located on the Post Box adjacent to Moores Yard. Over the four days of survey a total of 1,286 vehicle movements were recorded with the average and 85%ile speeds being 18 and 22 mph respectively. A driven assessment was undertaken by highways officers who examined both the recorded driven speeds alongside the character and nature of the whole length of Church Lane with the conclusion being that it met the Council's adopted criteria for a 20-mph speed limit.

6. Although the recorded SDR speeds on the length of Church Lane from Frome Road to Moores Yard were low the Parish Council remained concerned about the high speeds recorded by its SID and it was therefore agreed to include traffic calming features in the form of full width vertical humps to ensure that appropriate speeds were maintained.

### **Detail**

7. The TRO for this proposal was advertised from 24 January 2020 until 17 February 2020 and the plan is shown at **Appendix 1**.
8. During the formal consultation period a total of 36 items of comment were received. In terms of the proposed 20-mph speed limit 35 items of support and 1 item of objection were received. However, many of the commenters, whilst supporting the speed limit, objected to the proposed traffic calming measures. Of the 36 items received 17 objected to the traffic calming measures.
9. A list of Objectors and Supporters can be found at **Appendix 2**.

### **Main Considerations for the Council**

10. Consideration needs to be given to the comments received.
11. Whilst there is overwhelming support for the proposed 20-mph speed limit, concern and objection is made about the use of physical traffic calming measures. Points of substantive objection relate to the lack of recorded evidence of speeding, that speed humps will cause damage to vehicles, increase traffic noise, be an inconvenience to residents, increase air pollution, do not offer good value for money, and that Church Lane does not have a history of accidents. Some criticism is also made on the way in which the proposals have been notified to local residents.
12. A summary of objections and officer comments is included at **Appendix 3**.
13. A number of options are available to the Council to move the scheme forward. The proposals could be implemented as advertised or abandoned completely. However, in light of the recorded SDR speeds it would be possible to proceed to implementation of the 20-mph speed limit as a standalone. This would then provide the opportunity to revisit the need and form of any traffic calming features required, if at all, with the 20-mph limit in place.

### **Safeguarding Considerations**

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

### **Public Health Implications**

15. A reduction in the posted limit may reduce the risks associated with pedestrian and vehicle use of Church Lane.

### **Corporate Procurement Implications**

16. There are none in this scheme.

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

17. 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**

18. There are none in this scheme.

### **Risk Assessment**

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

### **Financial Implications**

20. An allocation has been made by the Bradford on Avon CATG to fund this project alongside a local contribution from Wingfield Parish Council. Should the scheme not proceed then the funding can be allocated to other schemes in the Bradford on Avon Community Area.

### **Legal Implications**

21. 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**

22. To:
- (i) Implement the proposals as advertised.
  - (ii) Not implement the proposals.
  - (iii) Implement the proposals with modification.

### **Reason for Proposals**

23. After consideration of the correspondence received alongside the officer's comments it is considered appropriate to introduce the 20-mph speed limit but to defer the introduction of the physical traffic calming measures.

### **Proposals**

24. That:
- (i) The 20-mph speed restriction be implemented as advertised.
  - (ii) The physical traffic calming measures not be progressed.
  - (iii) The objectors be informed accordingly.

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

Email / Letters of representation