

**CABINET MEMBER FOR TRANSPORT, WASTE, STREET SCENE & FLOODING –
CLLR DR MARK McCLELLAND**

HIGHWAYS ASSET MANAGEMENT & COMMISSIONING

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REFERENCE: HTW-31-21

SPEED LIMIT CHANGES
CALNE C394 OXFORD ROAD, WESTON CLOSE AND DEW WAY

Purpose of Report

1. To consider the comments received following the formal advertisement of a proposed 40 mph speed limit on Calne Oxford Road (north of Sand Pit Road) and proposed 20 mph Zones on Weston Close and Dew Way (newly developed residential areas) and to recommend an appropriate way forward.

Relevance to the Council's Business Plan

2. The proposed Traffic Regulation Order (TRO) meets two of the priorities in the Council's Business Plan.
 - Priority 2 – Strong Communities - (reduced road casualties, 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).

Background

3. Following new residential and commercial developments adjacent to Oxford Road, and the material changes these have caused to the highway network, it has been requested that amendments are considered to the current speed limit arrangement.
4. This section of Oxford Road has changed from being predominantly rural to a semi-urban environment, resulting in an increase of pedestrian and cycling activity. All highway authorities are required to review speed limits to ensure they meet the changing of roads for which they are responsible for. The road is currently subject to a 50 mph speed limit.
5. Whilst considering these changes, it was agreed that new 20 mph Zones should be promoted for two of the new residential roads, at Weston Close and Dew Way. Similar 20 mph Zones are to be advertised on other roads in this locality, once development have been completed.
6. A plan outlining the proposals is provided in **Appendix 1** and the proposed changes are considered to satisfy the criteria set out in the Department for Transport Circular 01/13: Setting Local Speed Limits.

Consultation

7. During the advertisement period four items of correspondence have been received in response to the proposals contained within the advertised TRO.
8. Calne Town Council has considered the proposal and “UNANIMOUSLY RESOLVED to comment that Calne Town Council is supportive of the Traffic Regulation Order for a 40 mph zone in Oxford Road and 20 mph zone in Weston Meadow and the sooner it is implemented the better as it has been long awaited”.
9. No comments were received from the local Wiltshire Council Member.

Main Considerations for the Council

10. To consider the comments received during the consultation period. A summary of the issues raised and officer comments are included in **Appendix 2**.

Safeguarding Considerations

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

Public Health Implications

12. There are none with this proposal.

Corporate Procurement Implications

13. There are none in this proposal.

Environmental and Climate Change Considerations

14. There are none in this proposal.

Equalities Impact of the Proposal

15. There are none in this scheme.

Risk Assessment

16. There is no risk to the Council arising from these proposals.

Financial Implications

17. The changes on the ground will be funded in full using Section 106 contributions associated with local developments. Failure to proceed with the project may result in contributions not being spent within the timeframes associated with these agreements.

Legal Implications

18. There are none with this proposal.

Options Considered

19. To:
 - (i) Implement the proposals as advertised.
 - (ii) Implement the proposals as advertised with amendments.
 - (iii) Abandon the proposals.

Reason for Proposals

20. The proposal is intended to improve traffic conditions by reducing the speed limit to 40 mph on Oxford Road adjacent to new housing developments and is in line with national guidance. The proposal also includes for new 20 mph Zones on the new residential roads of Weston Close and Dew Way, and collectively, these changes should provide a positive impact on road safety. The proposals will also be in accordance with both Priority 2 and Priority 4 of the Council's Business Plan.

Proposals

21. That:
- (i) The proposals be implemented as advertised.
 - (ii) The objectors be advised accordingly.

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

None