

**CABINET MEMBER FOR TRANSPORT, WASTE, STREET SCENE & FLOODING –  
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**HIGHWAYS AND TRANSPORT**

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**REFERENCE:** HTW-16-22

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**ROAD TRAFFIC REGULATION ACT 1984**

**THE COUNTY OF WILTSHIRE (A342 SHAW HILL AND DRUMMOND PARK ESTATE  
ACCESS ROAD, LUDGERSHALL) (40 MPH SPEED LIMIT) ORDER 2022**

**Purpose of Report**

1. To consider no objections and two representations of support in connection with the proposed introduction of a 40-mph speed limit on part of the A342 Shaw Hill, Ludgershall as part of the works to construct a new roundabout access to residential development at Drummond Park (see Appendix 2). There were no objections.

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

2. To encourage resilient communities by facilitating improved safety on the public highway for all users.

**Background**

3. The changes to this part of the A342 form part of Section 278 works is required as part of the Drummond Park development on land to the south. The application submitted to the Council bearing reference number E/11/0001/OUT, and duly approved, granted outline planning permission for the redevelopment of the site (Drummond Park) for a phased residential development (Class C3) with primary access from the A342 and matters relating to layout, scale, appearance, internal access and landscaping reserved.
4. Condition 6 attached to the outline permission stated that:

“External access to the site from the A342 shall be by means of a roundabout junction in accordance with illustrative Drawing no. SK10 dated 9 March 2011. Full details of this roundabout and related traffic calming measures and signage shall be submitted to the local planning authority for further approval prior to commencement of development (excluding building demolition and site clearance works). The roundabout and related traffic calming measures and signage shall be provided in accordance with the approved details and the separate programme for the phasing of the development”

This was duly discharged under subsequent planning application 021/02106/DOC, following submission and approval of s278 drawings of which Drawing 2050-200-P (**Appendix 3**) forms a part. The reserved matters application for the main site (21/02122/REM) submitted at the same time granted planning permission for a residential layout accommodating 410 dwellings.

## **Main Considerations for the Council**

5. No objections have been received to this speed limit proposal, but the letter of support from Ludgershall Town Council (LTC) expresses a desire to extend the existing 30-mph limit through the new roundabout to the terminal point proposed with the national speed limit to the west of the junction. It is expressly stated (**Appendix 2**) that “There is concern re: the 40-mph limit going around the new roundabout and would ask that the 30-mph be extended up to the national speed limit”.
6. In determining the appropriate speed for this length of the A342, due regard has been made to Circular 01/2013 ‘Setting Local Speed Limits’. This Circular is used by the Council (Highways) to apply a consistent approach in determining whether a new speed limit is appropriate for a given location. Factors will include the nature of the road, i.e. rural/urban and the amount of frontage development (particularly with direct access). Within the Circular Table 1 provides recommendations on appropriate speed limits for urban roads, this part of the A342 taken to be more urban than rural given its edge of town location. It states that the use of a 30-mph limit should apply in built-up areas (where motor vehicle movement is deemed more important) and critically where there is development on both sides of the road. A 40-mph speed limit in an urban setting is deemed to apply, or be more appropriate, on “higher quality suburban roads or those on the outskirts of urban areas where there is little development, with few cyclists, pedestrians or equestrians” and “On roads with good width and layout, parking and waiting restrictions in operation, and buildings set back from the road”. Both the above considerations apply to this part of the A342, there is no development frontage on the north side whilst development associated with Drummond Park is to be set back, with no direct frontage access to property from the A342. As such, the 40-mph limit zone as proposed complies with guidance in Circular 01/2013, whilst conditions for defining a 30-mph speed limit extension are not met.
7. The point inferred by LTC about the 40-mph limit encouraging high driver speeds of similar quantum though the roundabout is unfounded. Roundabouts are used on roads up to the national speed limit, but in all cases the approach geometry must meet tightly defined ‘entry deflection’ standards set out in document CD 116 ‘Geometric design of Roundabouts’ within the ‘Design Manual for Roads and Bridges’ (DMRB). The purpose of this deflection is to encourage ‘slowing’ on entry by design, thereby discouraging ‘excess’ speeds at entry. The roundabout shown in Drawing 2050-200-P (**Appendix 3**) has been checked for compliance with this element of CD 116 and approved as compliant. In short, negotiating the roundabout safely will require driver entry speeds considerably less than 40-mph due to the physical layout.
8. Both LTC and Councillor Christopher Williams make observations about the desire for additional signing in this location to enforce the existing 7.5 Tonne weight restriction on Butt Street and High Street. The new roundabout affords the opportunity for eastbound HGVs approaching Ludgershall to execute a ‘U’ turn, and both respondents suggest different locations for additional warning signage of the weight restriction in force. This is something which can be considered by the Wiltshire Traffic Management Team in due course, noting that a warning sign has already been installed on the eastbound exit from the new roundabout to inform HGV drivers of this restriction. However, it forms no part of the consideration on the proposed 40-mph speed limit TRO.

## **Safeguarding Implications**

9. Not applicable.

### **Public Health Implications**

10. Not applicable.

### **Corporate Procurement Implications**

11. Not applicable.

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

12. None.

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

13. None.

### **Risk Assessment**

14. Not applicable.

### **Financial Implications**

15. None. Payment of the TRO preparation/advertising cost and the subsequent installation of signing is an obligation of the developer (Lovells) under provisions in the s278 Agreement. In fact, the s106 Agreement forming part of the planning permission allows for a contribution to be made for 'Traffic Orders' which has been made.

### **Legal Implications**

16. There are none.

### **Options Considered**

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

### **Reason for Proposal**

18. The introduction of a 40-mph speed limit on this part of the A342 is in recognition of the changing character of the section of the road between the edge of the existing built-up area near Hei-Lin Way and the proposed new roundabout junction serving the planned residential development at Drummond Park. The latter is currently under construction, with Drawing No 2050-200-P (**Appendix 3**) showing the approved highway works and the proposed creation of a 40-mph zone between the existing 30-mph limit point and the A342 to the west of the roundabout which is subject to the national speed limit. Simple extension of the 30-mph limit westwards was considered, but this would not meet the criteria set out in Circular 01/2013 'Setting Local Speed Limits' which the Council uses as the established guidance for changing speed limits on roads within Wiltshire.

19. The development of land for residential development at Drummond Park will result in this part of the A342 taking on more of a semi-urban form. This change in character makes the retention of the national speed limit through the new roundabout undesirable. Whilst the roundabout layout and design will serve to reduce approach speeds to well below 60-mph anyway, it is considered desirable to introduce a 40-mph limit zone to encourage eastbound drivers to slow well in advance of the 'give-way' line. Furthermore, the introduction of a 40-mph 'buffer' zone will assist in preventing westbound drivers leaving Ludgershall and the existing 30-mph limit area from unduly accelerating to 'excess' speed within the short distance before the roundabout.

**Proposal**

20. That the proposal to introduce the 40-mph speed limit over the length of the A342 shown be implemented as advertised,
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**The following unpublished documents have been relied on in the preparation of this Report:**

None