

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

HIGHWAYS, TRANSPORT AND WASTE SERVICE

OFFICER CONTACT: Hannah Sibson email: hannah.sibson@wiltshire.gov.uk

REFERENCE: HTW-20-2022

**TRAFFIC REGULATION ORDER – THE COUNTY OF WILTSHIRE
(VARIOUS ROADS, DURRINGTON) (20-MPH SPEED LIMIT)**

Purpose of Report

1. To consider the comments received following the formal advertisement of a Traffic Regulation Order (TRO) relating to the introduction of a 20-mph speed limit on various roads within the town of Durrington and to recommend an appropriate way forward.

Relevance to the Council's Business Plan

2. The proposed 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 2 has been met through the proposed introduction of 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.
 - Priority 4 – Working with Partners as an innovative and effective Council – (community involvement, delivering together). 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 process and Stonehenge Local Highways and Footways Improvement Group (LHFIG).

Background

3. A request was made for a 20-mph speed limit from Durrington Town Council via the LHFIG. The aim is to improve road safety. The LHFIG approved funding for an assessment to be carried out. As a result of this assessment, it was recommended the area extent assessed met the criteria for the implementation of a 20-mph speed limit. Therefore, the LHFIG and Stonehenge Area Board subsequently approved funding for implementation via their discretionary budget along with a contribution by Durrington Town Council in financial year 2022/23. The 20-mph Speed Limit assessment report is provided in **Appendix 3**.
4. A plan outlining the proposals is provided in **Appendix 1**.

Consultation

5. During the advertisement period two items of correspondence have been received in response to the proposals contained within the advertised TRO. One email of additional comments regarding the traffic flow, damaged drop kerbs and road surface as well as the number of cars parked on street. The second letter objecting to the proposal included a number of comments which have been addressed in **Appendix 2** officer comments.

6. No comments were received from the local Wiltshire Council Member or Wiltshire Police Constabulary.

Main Considerations for the Council

7. To consider the comments received during the consultation period. A summary of the issues raised, and officer comments are included in **Appendix 2**.
8. The proposal has been developed following requests through the LHFIG, championed by the local elected Wiltshire Council representatives and supported by Durrington Town Council. It is considered to meet the criteria as set out in the authority's guidance on setting of 20-mph speed restrictions.

Safeguarding Considerations

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

Public Health Implications

10. The introduction of measures may encourage greater uptake of walking and cycling due to increased actual and perceived road safety as a result of the reduced speed limit.

Corporate Procurement Implications

11. There are none in this proposal.

Environmental and Climate Change Considerations

12. The reduction of vehicle speeds is known to reduce vehicle emissions which can positively affect air quality and can assist with the authority's policy of seeking carbon neutrality.
13. The proposal will result in the erection of additional signs on the public highway. At present, there are minimal signs associated with the 30-mph speed limit, as the current 30-mph restriction is by virtue of street lighting. A 20-mph restriction will require additional repeater and terminal signs to be installed and these can be considered detrimental to the street scene and visual vista.

Equalities Impact of the Proposal

14. There are none in this scheme.

Risk Assessment

15. If schemes, programmed for design or delivery within the current financial year, are not progressed the Council risks the potential of delayed delivery in subsequent years due to other funding demands and uncertainty of future budget allocations.

Financial Implications

16. The changes on the ground will be funded from the LHFIG allocation. Failure to proceed with the project may leave funding unallocated and subject to underspend within the current financial year.

Legal Implications

17. The implementation of this proposal requires a statutory consultation process. This 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 TRO being successfully challenged in the High Court.

Options Considered

18. To:
- (i) Implement the advertised changes.
 - (ii) Abandon the proposals and retain the existing restriction.

Reason for Proposals

19. The proposed 20-mph limit is intended to improve actual and perceived road and pedestrian safety, encouraging greater uptake of walking and cycling. The proposed limit meets the criteria set by Wiltshire Council policy and the guidance given by the Department for Transport.
20. 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