

**CABINET MEMBER FOR TRANSPORT, WASTE, STREET SCENE & FLOODING –
CLLR CAROLINE THOMAS**

HIGHWAYS AND TRANSPORT

OFFICER CONTACT: Nicola Tilley 01225 713478 Email: Nicola.Tilley@wiltshire.gov.uk

REFERENCE: HTW-14-23

ROAD TRAFFIC REGULATION ACT 1984

**THE COUNTY OF WILTSHIRE (A3102, LYNEHAM AND BRADENSTOKE)
(40-MPH SPEED LIMIT) ORDER 2023**

Purpose of Report

1. To consider two representations in connection with the proposed introduction of a 30-mph speed limit on a section of the A3102 Lyneham, extending the existing 30-mph speed limit by approximately 47 metres to the northeast of the existing speed limit (see **Appendix 2**). This is to provide a safe new access designed to Manual for Streets standards to the permitted development by enabling the required visibility splay at the access, this would reduce the speed limit from 40-mph in the location indicated.

Relevance to the Council's Business Plan

2. The [Business Plan 2022-2032](#) sets out Wiltshire Council's mission for the next ten years:
 - Thriving Economy
 - Resilient Society
 - Sustainable Environment
 - Empowered People

The proposal will lower the speed limit on a section of the A3102 in Lyneham thereby reducing traffic speed and improving highway safety.

Background

3. The development permitted under planning permissions 20/02387/OUT and PL/2021/09817 consisted of 50 new dwellings and a mixture of D2 uses including the creation of new vehicular access to serve the site, as well as public open space, landscaping, surface water management and associated infrastructure.
4. In order to regulate the speed of traffic passing the site, to provide the required visibility splays and to highlight the access to the site, it was considered appropriate to reduce the speed limit, in conjunction with road markings.
5. The purpose of the Traffic Regulation Order (TRO) as advertised is to reduce the National Speed Limit to 30-mph limit to regulate and enforce vehicle speeds along this section of road, in the interests of highway safety.

Main Considerations for the Council

6. Two representations have been received on this speed limit proposal (**Appendix 2**). Neither of these representations directly object to the imposition of a speed limit on this road in principle, but both consider that the length of the proposed speed limit on the A3102 should be extended.

7. In determining the appropriate speed for this section of the A3102, 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 include the nature of the road, i.e. rural/urban and the amount of frontage development. The A3102 is a main through road with some frontage access to properties, and a number of bends.
8. In reference to 30-mph speed limits in rural villages, assessment is based upon the criteria set out in DfT TAL 01/04; Village Speed Limits.
9. In consideration of further reducing the speed limit to 30-mph over a longer length to the north-east, it is clear that the A3102 to the north of the development site and proposed extension has no frontage access, junctions, a high number of bends or substantial development to satisfy the criterion for justification of a further extension to the 30-mph speed limit.
10. The guidance promotes an environment with recognisable pedestrian facilities (for example footways and street lighting) with a continuous length of direct accesses (driveways). The current arrangement to the north on the A3102 does not meet these criteria. Without a significant change to the above criteria and environment between the 30-mph proposed by this TRO and the points where the further extension is proposed, any further reduction (extension of the 30-mph limit) will not be considered acceptable by the Highway Authority.

Safeguarding Implications

11. Not applicable.

Public Health Implications

12. Not applicable.

Corporate Procurement Implications

13. Not applicable.

Environmental and Climate Change Considerations

14. None.

Equalities Impact of the Proposal

15. None.

Risk Assessment

16. Not applicable.

Financial Implications

17. None. All costs, associated with the consultation and implementation of the scheme, have been met in full by the developer.

Legal Implications

18. There are none.

Options Considered

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

Reason for Proposal

20. To regulate the speed of traffic along a section of the A3102 and provide safe access to permitted development 20/02387/OUT and PL/2021/09817, in the interests of highway safety.
21. The need for an amendment to the speed limit was identified following the submission and subsequent approval of a development for the provision of new access.
22. The development requires the formation of a new access. The reduction in the speed limit, together with road markings and surface treatment, are considered appropriate, and necessary.
23. Objections made to the advertised draft Order listed in **Appendix 2** have been considered. Whilst the proposal for a 30-mph speed limit, as advertised, is considered to reflect the actual speeds on this section of road and improve the visibility for vehicles exiting the approved access, there is a desire to reduce the speed of traffic on this section for a longer distance to the northeast of the proposed new limit.
24. The guidance contained within Circular 01/2013 has been considered regarding a further extension to the proposed reduction in the speed limit to 30-mph, but this is considered not to fit the criterion for a road of this nature. Consideration has also been given to DfT Traffic Advice Leaflet 01/04 with regard to village speed limits.

Proposal

25. That the proposal be implemented as advertised.
-

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

None