

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

**HIGHWAYS AND TRANSPORT**

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**REFERENCE:** HTW-16-23

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**ROAD TRAFFIC REGULATION ACT 1984**

**THE COUNTY OF WILTSHIRE (B4039, CASTLE COMBE)  
(50-MPH SPEED LIMIT) ORDER 2022**

**Purpose of Report**

1. To consider 7 representations (2 formally identified as objections) in connection with the proposed introduction of a 50-mph speed limit on the B4039 Gibb Road between the existing 30-mph limit at the B4039/C71 crossroads at The Gibb and the existing 40-mph speed limit 70 metres north of the Castle Combe Golf Course access (see **Appendix 1**). This would reduce the speed limit from the current National Speed Limit.

**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 B4039 Gibb Road, Castle Combe thereby reducing traffic speed and improving highway safety and accessibility.

**Background**

3. The development proposal for the renovation, preservation and re-use of World War II buildings at the site adjacent to Woodbury Hill House includes the formation of a new access to serve the site, which is proposed for use as holiday letting accommodation.
4. In order to regulate the speed of traffic passing the site 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 a 50-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. 7 representations have been received to this speed limit proposal (**Appendix 2**). None of these representations object to the imposition of a speed limit on this road in principle, but all consider that a 50-mph speed limit is too high, with 40-mph being more appropriate.

7. In determining the appropriate speed for this section of the B4039 Gibb Road, 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 (particularly with direct access). The B4039 Gibb Road is a rural road with some frontage access to properties, and a number of bends.
8. Within the Circular, Table 2 provides recommendations on appropriate speed limits for rural roads. It states that a 50-mph limit should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. It can also be considered where mean speeds are below 50-mph. It also states that the use of a 40-mph limit should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.
9. It is clear from the wording in the Circular that an argument can be made for the 50-mph speed limit as advertised, due to the road bends and frontage accesses.
10. However, in consideration of further reducing the speed limit to 40-mph, it is clear that the length of the B4039 to the north of the development site has no frontage access, junctions, a high number of bends or substantial development to satisfy the usual criteria for justification of a 40-mph speed limit over the advertised length.

#### **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 B4039 Gibb Road, 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 renovation, preservation and re-use of World War II buildings at the site adjacent to Woodbury Hill House.
22. The development requires the formation of a new access. The reduction in the speed limit, together with road markings, has been considered appropriate, and necessary.
23. Representations made to the advertised draft Order listed in **Appendix 2** have been considered. Whilst the proposal for a 50-mph speed limit, as advertised, is considered to reflect the actual speeds on this section of road, there is a strong community desire to reduce the speed of traffic on this section of road to 40-mph.
24. The guidance contained within Circular 01/2013 has been considered with regard to a further reduction in the speed limit to 40-mph, but this is considered not to fit the usual criteria for a rural road of this nature.
25. The Cabinet Member has, however, considered representations received and advised that she supports the argument for implementation of a 40-mph speed limit.

## **Proposal**

26. That:
- (i) the proposal be implemented with amendments – specifically that the proposal is re-advertised and consulted as a 40-mph limit and
  - (ii) the objectors be advised accordingly.

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