

**CABINET MEMBER FOR HIGHWAYS & TRANSPORT, STREET SCENE & FLOODING –
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HIGHWAYS ASSET MANAGEMENT & COMMISSIONING

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REFERENCE: HTW-25-23

**PROPOSED 30-MPH SPEED LIMIT
GREAT DURNFORD, DURNFORD**

Purpose of Report

1. To consider the comments received following the formal advertisement of a proposed 30-mph speed limit in Great Durnford, Durnford 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 outcomes in the Council's Business Plan 2022-2032.
 - Outcome 2 Resilient Society– communicate with communities in a way that promotes constructive discussion, tailored to the communities needs and developing better solutions to these. To empower communities and groups to act in their local area. This outcome has been met through the development of the proposals (to which this report relates) with members of the local community through the Stonehenge Area Board via the Stonehenge Local Highways & Footways Improvement Group (LHFIG hereafter) which is made up of elected members and officers from both Wiltshire Council and relevant Town and Parish Councils, as well as representatives of local interest groups.
 - Outcome 3 Thriving Economy – Deliver infrastructure to enable local communities to live, work and play locally, businesses to invest and everyone to take responsibility for the environment. Helping to build an efficient and effective transport network, including viable alternatives to the car. This outcome has been met through the proposed introduction of a 30-mph speed limit that will address road safety concerns and help encourage active travel including cycling and walking opportunities.

Background

3. As a result of concerns raised by the local community a request for a lower speed limit was raised, by Durnford Parish Council to the Stonehenge LHFIG, during 2022 / 23. The Stonehenge LHFIG resolved to support and prioritise this request.
4. Analysis of this location against the Department for Transport's Circular 01/2013 "Setting Local Speed Limits" lead to a recommendation to introduce a 30-mph Speed Limit. A plan outlining the proposal is provided in **Appendix 1**.

Consultation

5. The formal consultation period ended on 9 October 2023. During the consultation period a total of three items of correspondence was received in response to the Council's proposals. Of those three items, two expressed support including additional comments for the Council's proposals, and one objected to the Council's proposals.
6. Durnford Parish Council has indicated its support for this proposal through the LHFIG meetings and has given a commitment to fund 25% of the cost of implementation.
7. The proposal locations sit within the Till Valley Division. The Wiltshire Council Member for this division has given their support for this proposal.

Main Considerations for the Council

8. 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

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

Public Health Implications

10. There are none with this proposal.

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.

Equalities Impact of the Proposal

13. There are none in this scheme.

Risk Assessment

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

Financial Implications

15. Changes on the ground will be funded by the LHFIG, with a 25% contribution from Durnford Parish Council. Failure to proceed with the project may result in unspent funds currently allocated to this project being returned to the LHFIG.

Legal Implications

16. Changes to existing speed limit restrictions require amendments to the Traffic Regulation Order. The 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 restrictions being successfully challenged in the High Court.

Options Considered

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

Reason for Proposals

18. The proposal is intended to improve road and pedestrian safety and to allay concerns of safety expressed by residents. It is considered that by lowering the speed limit this will discourage rat-running at peak times and encourage greater uptake of walking and cycling.

Proposals

19. 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