

**CABINET MEMBER FOR HIGHWAYS, STREET SCENE & FLOODING –
CLLR NICK HOLDER**

HIGHWAYS ASSET MANAGEMENT & COMMISSIONING

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REFERENCE:

PROPOSED SPEED LIMIT CHANGES
VARIOUS ROADS, MONKTON FARLEIGH

Purpose of Report

1. To consider the comments received following the formal advertisement of proposed speed limit changes in Monkton Farleigh as set out below and to recommend an appropriate way forward.

Introduce a 20mph speed limit on the following roads:

C213, Monkton Farleigh – from a point 91 metres south of its junction with Broadstones for a distance of 285 metres in a northerly direction

C213 Manor Road, Monkton Farleigh – from a point 33 metres north of the entrance to property known as Manor Farm to a point 32 metres north of its junction with UC 6501

C214, Monkton Farleigh – from a point 58 metres west of its junction with UC 6501 to a point 30 metres east of that junction

UC 6501, Monkton Farleigh – from its junction with C214 for its entire length

Introduce a 30mph speed limit on the following road:

C213 Farleigh Rise, Monkton Farleigh – from a point 100 metres north of its junction with C213 Manor Road in a north westerly direction to the County Boundary

Introduce a 40mph speed limit on the following roads:

C213, Monkton Farleigh – from its junction with A363 to a point 91 metres south of its junction with Broadstones

UC 806401 Pinckney Green, Monkton Farleigh – from its junction with C213 for its entire length.

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 Bradford on Avon Area Board via the Bradford on Avon 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 speed limit reductions that will address road safety concerns and encourage active travel.

Background

3. As a result of concerns raised by the local community, including safety for those walking, cycling or riding within the village, a request for a speed limit assessment for the village of Monkton Farleigh was considered, supported and funded by the LHFIG, in partnership with Monkton Farleigh Parish Council. Particular areas of concern included the route between the main village centre and Farleigh Rise and from the village centre to the A363 junction. The Parish Council sought a reduction in speed limit through these areas and an extension to the existing 20mph speed limit.
4. An assessment of the study area was undertaken in accordance with Department for Transport's Circular 01/13 'Setting Local Speed Limits' and related speed limit guidance documents. This set out recommendations for changes to the speed limits within the village however the parish council did not feel it fully addressed their concerns, particularly in relation to the road between the existing 30mph terminal sign and the A363 junction.
5. The representations made by the Parish Council were considered, alongside further data collection, and the recommendations amended in part. It is those recommendations that were accepted by the Parish Council and LHFIG which form the proposed changes to which this report relates.
6. Monkton Farleigh is set within the Cotswolds Area of Outstanding Natural Beauty and has a network of Rights of Way crossing the village forming parts of longer walking routes. These factors were considered when assessing the speed limits in accordance with the guidance set out in the DfT circular.
7. A plan outlining the proposed speed limit changes is provided in **Appendix 1**. In addition to the changes of speed limit, 'lighter touch' measures in the form of road markings are to be introduced in the area of Broadstones.
8. The proposals seek to provide a 30mph speed limit on the route between the main village centre and Farleigh Rise. This is currently subject to national speed limit but provides a key walking route for residents accessing village amenities. It is also very narrow, steep sided in parts and does not have a continuous footway. Mean vehicle speeds were recorded at 33mph. It is for these reasons that, despite the minimal frontage development along this section, that the review recommended the introduction of a 30mph speed limit along the length of Farleigh Rise. This includes the residential cul-de-sac also named Farleigh Rise, which is currently subject to national speed limit.
9. It is proposed that the 20mph speed limit in the centre of the village is extended. To the southwest of the village, this will see the 20mph extended to the existing 30mph terminal point south of Broadstones. This section will incorporate 'lighter touch' measures using road markings to highlight the change in speed limit and manage driver behaviour. The existing 30mph speed limit at this point is less than the length recommended by the Department for Transport and so the extension of the 20mph speed limit rectifies this.
10. This location was included in a previous 20mph speed limit assessment prior to the implementation of the current 20mph speed limit within the village. At that time, vehicle speeds entering the village were such that additional traffic calming would be required to reduce vehicle speeds in accordance with the Wiltshire Council policy, however this

most recent review has shown that vehicle speeds within this short section of 30mph speed limit have reduced such that 'lighter touch' measures are appropriate with extension of the 20mph limit.

11. To the northeast of the village, it is proposed that the 20mph speed limit be extended to incorporate the key routes for walkers, cyclists and equestrians. Vehicle mean speeds in these areas meet the criteria for a sign only 20mph speed limit and numbers of vulnerable road users are significant. The route over which the extended speed limit is proposed predominantly meets the frontage criteria set out by Department for Transport when determining what may be classified as a village, with the exception of a 200m section. To ensure that the minimum distances for length of speed limit are met, it is appropriate to continue the 20mph speed limit through this section. This ensures consistency for road users.
12. The C213 from its junction with the A363 is the main route into and out of the village. It does not have a continuous footway for pedestrians, is narrow in places and has several Rights of Way routes crossing it. The route is well used by pedestrians, cyclists and equestrians. Considering all of these factors, mean vehicle speeds and the DfT guidance that a 40mph speed limit should be considered for '*roads with a predominantly local, access or recreational function, for example, in national parks or areas of outstanding natural beauty (AONB), or across, or adjacent to, unenclosed common land – or if they form part of a recommended route for vulnerable road users*' it was determined that a 40mph speed limit would be suitable for this location. This also incorporates the unclassified road through Pinckney Green.

Consultation

13. Consultation has been undertaken with:
 - The elected Wiltshire Council Member through the statutory TRO consultation process.
 - The elected Monkton Farleigh Parish Council through the statutory TRO consultation process
 - Members of the Bradford on Avon Local Highways & Footways Improvement Group (LHFIG)
 - Emergency services through the statutory TRO consultation process
 - Members of the public through the statutory TRO consultation process
14. The proposed TROs were subject to formal consultation between 1st March 2024 and 25th March 2024. During the consultation period a total of seventeen items of correspondence were received in response to the Council's proposals. Of these, twelve were in support of the proposal, four were in support with additional comments and one was in objection to the proposal.
15. Monkton Farleigh Parish Council has indicated its support of this proposal through the LHFIG meetings and has given a commitment to fund 50% of the cost of implementation.
16. The local elected Member has outlined support for this proposal, submitting a formal comment in support as part of the TRO consultation. This can be seen in **Appendix 3**.

Main Considerations for the Council

17. To consider the comments received during the consultation period. A summary of the issues raised and officer comments are included in **Appendix 3**.

Safeguarding Considerations

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

Public Health Implications

19. There are none with this proposal.

Corporate Procurement Implications

20. There are none in this proposal.

Environmental and Climate Change Considerations

21. The Council's proposals would require the introduction of signing on the public highway. Doing so could be considered to have an impact on the visual aspect of the areas where they are to be introduced. Both terminal and repeater signing at intervals is required and would increase the amount of signing in these areas.

Equalities Impact of the Proposal

22. There are none in this scheme.

Risk Assessment

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

Financial Implications

24. Changes on the ground will be funded by the LHFIG, with a 50% contribution from Monkton Farleigh 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

25. The implementation of the proposed speed limit changes requires the processing of TROs. The process of introducing TROs is governed by the Road Traffic Regulation Act 1984 and associated procedural regulations. Failure to adhere to the statutory processes could result in the TROs being successfully challenged in the High Court.

Options Considered

26. To:

- (i) Implement the proposals as advertised.
- (ii) Abandon the proposals.

Reason for Proposals

27. The proposal is intended to improve road and pedestrian safety and to allay concerns of safety expressed by residents by introducing the proposed speed limit changes. This speed limit aligns with the Wiltshire Council policy regarding 20mph speed restrictions and national speed limit guidance set by the Department for Transport. The proposals will also be in accordance with both outcome 2 and 3 of the Council's Business Plan.

Proposals

28. That:

- (i) The proposals be implemented as advertised.
 - (ii) The objectors be advised accordingly.
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The following unpublished documents have been relied on in the preparation of this Report:

None