

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

HIGHWAYS ASSET MANAGEMENT & COMMISSIONING

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Non Key Decision: HSSF-36-24

**PROPOSED 40MPH SPEED RESTRICTION
CHURCH STREET/MANOR HILL, PURTON & LYDIARD MILLICENT**

Purpose of Report

1. To consider comments received following the formal advertisement of the proposed 40mph speed restriction on Church Street / Manor Hill, Purton and Lydiard Millicent and to recommend a 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 Purton Parish Council and the local community through the Royal Wootton Bassett & Cricklade Area Board via the Royal Wootton Bassett & Cricklade Local Highways and Footways Improvement Group (LHFIG hereafter), which is made up of elected members and officers from Wiltshire Council along with representatives from Town and Parish Councils.
 - 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 is met through the proposed 40mph speed to bring about a lower speed environment as originally requested by Purton Parish Council following their submission to the LHFIG, reference 11-21-8, dated 23/06/21

Background

3. As a result of concerns regarding the speed of traffic on Church Street and Manor Hill, Purton & Lydiard Millicent, Purton Parish Council submitted a highway improvement request dated 23/06/21 to the Royal Wootton Bassett & Cricklade LHFIG. The request sought a reduction in the national speed limit (60mph) to 40mph over the length identified.

4. The request was prioritised by the LHFIG in 2022/23. An assessment of the study area was conducted by Wiltshire Council's appointed consultants in accordance with Department for Transport's Circular 01/13 '*Setting Local Speed Limits*' and related speed limit guidance documents. The subsequent report entitled '*C34 Manor Hill Speed Limit Assessment*' was published in April 2023.
5. The report recommended a reduction in the existing national speed limit from 60mph to 40mph, incorporating both Sections 1 and 2 of the study extents. Section 1 covers the existing 30mph terminal point on C34 Church Street, up to and including the junction with Church End. Section 2 covers the length of Manor Hill between its junction with Church End to the existing 30mph terminal point at Lydiard Millicent (north of the junction with Stone Lane). Refer to Appendix 1.
6. Purton Parish Council and the locally elected member have expressed concerns regarding the recommendation for a 40mph speed limit at Section 1, and asked that consideration be given to the provision of a 30mph speed limit as they felt this would better reflect local traffic conditions and improve road safety for pedestrians.
7. Purton Parish Council highlight the C34 as a heavily trafficked route between Ridgeway Farm and Swindon and the existing footpath link (known locally as Church Path) provides access to and from Church End, St Mary's Church, and the local Cricket Club. The route is extensively used by school children travelling to and from St. Marys Primary School and Braden Forest secondary school. A layby close at Church End junction also serves as a bus drop off point for Braden Forest pupils who walk to school via the Church Path. The Parish Council further highlighted concerns regarding the narrowness of the carriageway on the C34 and the regular presence of mourners who walk in procession along Church St, between the cemetery and St Marys Church.
8. In response, Wiltshire Council have indicated the assessment was conducted in accordance with DfT Circular 01/13 '*Setting Local Speed Limits*' and Traffic Advisory Leaflet 01/04 '*Village Speed limits*' and accept the report recommendations. In this instance the criteria for a 30mph limit over Section 1 is not satisfied due to the lack of frontage development and requirement for an average density of at least 3 houses per 100 metres over the extent of the limit. In this instance Section 1 is 250m in length with vehicular access to two properties within the overall extent.
9. It was agreed by members of the Royal Wootton Bassett and Cricklade LHFIG to progress with the statutory advertisement in accordance with The Road Traffic Act 1984 and provide the local community with the opportunity to comment formally on the 40mph speed limit proposal.
10. A plan outlining the advertised proposal is shown in **Appendix 1**

Consultation

10. Consultation has been undertaken with:
 - The elected Wiltshire Council member through the statutory TRO process.

- The elected Purton Parish Council through the statutory TRO process.
 - Members of the Royal Wootton Bassett and Cricklade Local Highways and footway Improvement Group (LHFIG)
 - Emergency Services through the statutory TRO process
 - Members of the public through the statutory TRO process.
11. The proposed traffic regulation order (TRO) was subject to formal consultation between the 1st of August and 26th August 2024. Upon conclusion of the consultation period a total of forty-one (41) items of correspondence were received, of which thirty-eight (38) were objections, with three (3) in support.
 12. A list of the objectors / supporters and a summary of points made are shown in **Appendix 2**
 13. Purton Parish Council commented formally as part of the consultation and supports the introduction of the 40mph limit, however they wish to see a reduction to 30mph over Section 1.
 14. The local member commented formally as part of the consultation and supports the introduction of the 40mph limit, however they wish to see a reduction to 30mph over Section 1.
 15. A table which includes the detailed points of objection and support raised, along with the officer response, is shown in **Appendix 3**
 16. A summary of the Objections / Support to the advertised proposal are below:
 - 49%** Request for the existing 30mph limit on Church Street to be extended to a point immediately south of the junction with Church End (Section 1).
 - 34%** Request for the complete length between Purton and Lydiard Millicent (Section 1 and Section 2) to be made a 30mph limit.
 - 5%** Request for the existing 30mph on Church Street to be extended to a point close to 'The Pear Tree' Wedding Venue (Section 1 and part of Section 2)
 - 2%** Request for the complete length between Purton and Lydiard Millicent to be made a 50mph speed limit (Section 1 and Section 2)
 - 2%** Other.
 - 7%** Support the introduction of the advertised 40mph limit

Main Considerations for the Council

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

Overview and Scrutiny Engagement

18. No engagement has taken place with the Council's Overview and Scrutiny function.

Safeguarding Implications

17. There are no safeguarding implications for the Council because of these proposals

Public Health Implications

18. **A reduced speed limit may lead to an increase in walking, cycling etc along the route and in turn provide a positive public health benefit.**

Procurement Implications

19. Implementation will be procured through the Wiltshire Council Highways Term Maintenance Contract, hence there are no procurement implications because of these proposals.

Equalities Impact of the Proposal

20. The proposal has been reviewed against the Equality Impact Risk Matrix and the proposal does not require an Equality Impact Assessment to be undertaken.

Environmental and Climate Change Considerations

21. The Council's proposals would require the introduction of signing on the public highway. Additional signing can be considered detrimental to the visual aspect of the areas where they are to be introduced. In this instance both terminal and repeater signing placed at regular intervals is required and would increase the overall amount of signing in these areas.

Workforce Implications

22. There are here are no workforce implications for the Council because of these proposals.

Risks that may arise if the proposed decision and related work is not taken

23. A budget of £6,000 is currently allocated to this project by the Royal Wootton Bassett and Cricklade LHFIG. A failure to proceed with the project may result in unspent funds being returned to the LHFIG.

24. If the proposal is abandoned and reduced speed limit not implemented this could place drivers and pedestrians at risk.

Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

25. If the proposal is implemented, objectors seeking a reduced 30mph speed limit may seek to challenge the Council's legal order making process. In this instance the legal process has been correctly followed and there would be no basis for such a challenge.

Financial Implications

26. The speed limit change will be funded by the LHFIG, with a 25% contribution from Purton 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

27. 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

28. To:
- (i) Implement the proposal as advertised.
 - (ii) Abandon the proposals.

Proposal

29. The proposal is seeking to improve road and pedestrian safety and to allay concerns of excess speed expressed by the parish council by introducing the proposed speed limit change. This proposal limit aligns with 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.

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Date of report 14/10/24

APPENDICES

Appendix 1 - Advertisement Plan

Appendix 2 – List of objectors and supporters

Appendix 3 – Comments received / Officer comments

Background Papers

- C34 Manor Hill Purton Speed Limit Review Report- Issue
- Appendix A - C34 Manor Hill SLR

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

None