

## CABINET MEMBER FOR HIGHWAYS AND TRANSPORT – CLLR R TONGE

### HIGHWAYS AND TRANSPORT SERVICES

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**REFERENCE:** HT- 058-12

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### **SPEED LIMIT REVIEW** **BATCH 20 A3094 QUIDHAMPTON / NETHERHAMPTON / HARNHAM**

#### **Purpose of Report**

1. To consider the comments received following the advertisement of the Traffic Regulation Orders associated with the speed limits proposed within Batch 20 following the review of A and B class roads.

#### **Background**

2. In October 2009 the Department for Transport Circular 01/06 'Setting Local Speed Limits' was adopted as the basis for the Council's speed limit strategy. The Circular requested that all Highway Authorities complete an assessment of existing speed limits on their A and B class roads and implement any amendments by 2011. The purpose of the review is to ensure a consistent approach to the setting of speed limits nationwide and to improve respect and adherence to speed limits.
3. The review of Wiltshire's A and B class roads was undertaken using the methodology set out in Circular 01/06 and its supporting documents and involved a comprehensive data collection and analysis process. The initial results of the review were extensively discussed with the Police prior to the final results being disseminated to Town and Parish Councils.
4. Town and Parish Councils were invited to comment on the recommendations of the review and were given the opportunity to put forward their case, should they wish to see a different result from that proposed by the review. All the review recommendations, together with background information, were made available on the Council's website. The Town and Parish Councils were requested to put forward their comments in terms of the criteria set out in Circular 01/06 to enable a review of their case.
5. Following the initial consultation period a number of the affected Town and Parish Councils commented on the proposals. Those which responded are outlined in the following table:

<b>Town / Parish Council</b>	<b>Response</b>
Netherhampton Parish Council	No comments.
Quidhampton Parish Council	Requested further speed limit reductions.
Wilton Town Council	No comment relating to this proposal.

Where a Town or Parish Council had outlined an objection, or requested a restriction different to the review's recommendation, they were requested to provide detailed reasons as to why they considered this should be the case. During this additional consultation period Quidhampton Parish Council did not supply any further information.

6. The project has now progressed to the implementation of the changes. The process in which the review's recommendations are being implemented has been outlined in detail in the Cabinet Member Report (Reference HT-11-043). In summary, the individual

proposals have been collated together into batches, which in turn have been prioritised based upon the rate of collisions resulting in personal injury.

7. The Traffic Regulation Orders, associated with the proposed changes included within Batch 20, have recently been advertised. This batch includes the following proposals:

Description	Existing Restriction	Proposed Restriction
A3094 JUNCTION WITH A36 to NETHERHAMPTON	National Speed Limit	50 mph
A3094 HARNHAM ROAD (PART)	30 mph	40 mph

8. During the advertisement period for the Traffic Regulation Order, 64 letters of objection were received, of which 59 took the form of a standard letter with occasional amendment. One letter of general comment was received. Comments in objection to the proposals have been received from Wiltshire Council Member for Salisbury Harnham, Mr. B. Dalton and from the local Member of Parliament, Mr. J. Glen MP.
9. An additional 60 responses were received in the appearance of standard form contained within a newsletter issued by the Wiltshire Council Member for Salisbury Harnham. It should be noted that the changes outlined in this newsletter also referred to the changes proposed to the A354 which have yet to be formally advertised.

### **Main Considerations for the Council**

10. To consider the comments received during the consultation period. A summary of the issues raised and officer comments are included in **Appendix 1**. Details of those who commented are provided in **Appendix 2**. Plans outlining the advertised proposals are provided in **Appendices 3 and 4**.
11. The substantive objection to the proposals relates to the proposed 50 mph restriction for the residential section of the A3094 in Quidhampton. The commenters have requested a further reduction in the speed limit at this location to 40 mph from the junction with the A36 (Park Wall junction) to a point south of the access to the property known as Daye House. Given the level of representation received, this proposal has been investigated in line with the criteria given in Circular 01/06 and following the introduction of a 40 mph restriction on the A36, it has been concluded that a reduction to 40 mph through the area of residential development is permissible (to a point adjacent to the property known as Quidhampton Mill). However, it is considered that there is insufficient frontage development to adequately reinforce any restriction beyond this point and consequently infeasible to continue the proposal through to the location requested in the representations.
12. The pursuance of the revised proposal for the A3094 at Quidhampton, as outlined in paragraph 11 is considered to substantially affect the underlying principle for the remaining length of the proposed 50 mph restriction and subsequently this has also been re-assessed. This assessment has concluded there is insufficient justification for any reduction from the National Speed Limit with the exception of the area of residential development between the junction of the C320 (known locally as Racecourse Bend) and the western junction with Netherhampton village. The introduction of any speed restriction in this area is below the desirable minimum distance; however, the presence of the 90 degree bend and its restriction on forward visibility as well as the desire to ensure consistency with the proposed 40 mph restriction for Quidhampton, it is considered justifiable to promote a 40 mph restriction covering these properties and the bend. A plan outlining the revised proposal is provided in **Appendix 5**.
13. The revised proposal has been discussed with representatives of the Police, and they are supportive of this proposal.

### **Environmental Impact of the Proposal**

14. The installation of speed limit signs and posts, particularly repeater signs where none previously existed, together with road markings and coloured surfacing could be considered detrimental to the visual vista and street scene.

#### **Equalities Impact of the Proposal**

15. There are none with these proposals.

#### **Risk Assessment**

16. If schemes, programmed for design or delivery within the current financial year, are not progressed the Council risks the potential of delayed delivery in subsequent years due to other funding demands and uncertainty of future budget.

#### **Financial Implications**

17. There is an allocation in the 2012-13 Local Transport Plan (LTP) Integrated Transport budget for design, construction, supervision and monitoring works.
18. If a decision is taken to delay current proposals this may result in the loss of the budget.

#### **Legal Implications**

19. None.

#### **Options Considered**

20. To:
  - (i) Implement the proposals as advertised.
  - (ii) Retain the existing speed restrictions and delete the proposals from the implementation programme.
  - (iii) Amend the proposals in accordance with the comments received.
  - (iv) Amend the proposals as outlined in paragraphs 11 and 12.

#### **Reason for Proposals**

21. Following the speed limit changes undertaken by the Highway Agency for the A36, the proposals for the A3094 at Quidhampton have been re-assessed in accordance with the guidance provided by the Department for Transport, Circular 01/06 'Setting Local Speed Limits'.
22. The proposals have been assessed in accordance with the guidance provided by the Department for Transport, Circular 01/06 'Setting Local Speed Limits'.

## **Proposals**

23. That:

- (i) The proposals for the A3094 at Harnham be implemented as advertised.
- (ii) The proposals for the A3094 at Quidhampton be amended as outlined in paragraphs 11 and 12.
- (iii) The objectors be informed accordingly.

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

None