

**DEPUTY LEADER AND CABINET MEMBER FOR HIGHWAYS, STREETSCENE AND BROADBAND – COUNCILLOR JOHN THOMSON**

**HIGHWAYS AND TRANSPORT SERVICE**

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**REFERENCE:** HSB-20-14

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**SPEED LIMIT REVIEW C AND UC ROADS**  
**COMMENTS RECEIVED FROM PARISH COUNCILS**

**Purpose of Report**

1. To consider the comments received following the review of speed limits on a number of C class roads and to recommend an appropriate way forward.

**Relevance to the Council's Business Plan**

2. Outcome 2 – People in Wiltshire work together to solve problems locally and participate in decisions that affect them.

**Background**

3. The review of a number of Wiltshire's C and UC roads was undertaken in accordance with the methodology set out in Circular 01/13 and its supporting documents.
4. The initial results of the review were disseminated to the relevant Town and Parish Councils who were invited to make comment on the recommendations and were given the opportunity to put forward their case, should they wish to see a different result from that proposed by the review.
5. Following the initial consultation period a number of the affected Town and Parish Councils, as well as Wiltshire Councillors, commented on the proposals. Those which responded are set out in the following table:

<b>Community Area</b>	<b>Town / Parish Council</b>	<b>Road</b>
Calne	Clyffe Pypard Parish Council Alison Bucknell – Wiltshire Councillor	C15
Devizes	Wilcot and Huish Parish Council Pewsey Parish Council Philip Whitehead – Wiltshire Councillor	C8
Devizes	Worton Parish Council Richard Gamble – Wiltshire Councillor	C20
Pewsey	North Newnton Parish Council Woodborough Parish Council	C38
Melksham	Melksham Without Parish Council	C220
South West Wiltshire	Bishopstone Parish Council Broadchalke Parish Council Stratford Tony Parish Council	C12
Royal Wootton Bassett and Cricklade	Broad Town Parish Council	C415

**Main Considerations for the Council**

6. To consider the comments received during the consultation period. A summary of the issues raised and officer comments is included in **Appendix 1**.

7.

<b>Road</b>	<b>Review recommendation</b>	<b>Request</b>	<b>Revised recommendation</b>
C15	No change	That the 40 mph limit through Bushton be reduced to 30 mph.	That the existing 40 mph limit be retained.
C8-11	50 mph	That the national speed limit be retained.	That the national speed limit be retained.
C8-01	No change	That the 50 mph limit be reduced to 40 mph.	That the existing 50 mph limit be retained.
C20-05	No change	That the 30 mph limit be extended or a buffer 40 mph limit be introduced.	That the national speed limit be retained at the western end with a short 30 mph extension at the eastern end.
C20-06	No change	That a combination of 40 and 50 mph limits be introduced.	That a limit of 50 mph be introduced.
C38-14	No change	That the existing 40 mph limit be reduced to 30 mph.	That the existing 40 mph limit be retained.
C220-03/04	No change	That the 30 mph limit be extended.	That the national speed limit be retained.
C12-12	No change	That the existing 40 mph limit be reduced to 30 mph.	That the existing 40 mph limit be retained.
C12 various	No change and 50 mph	That a 40 mph limit be introduced.	That no change and 50 mph be retained.
C12-10/11	No change	That the 30 mph limit be extended in an easterly direction.	That the national speed limit be retained.
C12-15	50 mph	That a 40 mph limit should be introduced.	That the proposed 50 mph limit be introduced.
C415-02	No change	That 40 and 50 mph limits be introduced.	That the national speed limit be retained.

### **Safeguarding Considerations**

8. There is no risk to the Council as a result of these proposals.

### **Public Health Implications**

9. There are none in relation to this proposal.

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

10. 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**

11. There are none with this proposal.

### **Risk Assessment**

12. 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**

13. The on ground speed limit changes will be funded from the discretionary highways budget available to the Area Boards / Community Area Transport Groups.

### **Legal Implications**

14. None.

### **Options Considered**

15. To:
- (i) Implement the review recommendations.
  - (ii) Retain the existing speed restrictions and delete the proposal from the implementation programme.
  - (iii) Amend the review recommendations in accordance with the comments made.

### **Reason for Proposals**

16. The proposals have been assessed and are in accordance with the guidance provided by the Department for Transport, Circular 01/13 'Setting Local Speed Limits'.

### **Proposals**

17. That:
- (i) The proposals be implemented as amended.
  - (ii) The objectors be informed accordingly.

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

None