

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

HIGHWAYS AND TRANSPORT

OFFICER CONTACT: Paul Galpin 01225 713449 email: Paul.galpin@wiltshire.gov.uk or
Hannah Jones 01225 713315 email: Hannah.jones@wiltshire.gov.uk

REFERENCE: HSB-43-14

1. THE COUNTY OF WILTSHIRE (VARIOUS ROADS, ROYAL WOOTTON BASSETT AND LYDIARD TREGOZE) (40 MPH SPEED LIMIT) ORDER 2014
2. PEDESTRIAN CROSSING – B4042, ROYAL WOOTTON BASSETT AND LYDIARD TREGOZE

Purpose of Report

1. To consider 36 representations (including 2 objections) in response to the proposal for a change of speed limit and pedestrian crossing on the B4042, Royal Wootton Bassett. All responses are accepting of the introduction of a crossing and the principle of the lowering of the limit but at the same time request an extension to the length of the proposed 40 mph limit (see **Appendices 3 and 4**).

Relevance to the Council's Business Plan

2. The proposal is aligned with the Business Plan's aim to improve road safety.

Background

3. In March 2008 the Local Planning Authority approved an application from Wootton Bassett Sports Association and Persimmon Homes to create a hub for a range of sporting facilities on the outskirts of Royal Wootton Bassett. The proposal includes facilities for football, cricket, tennis, clubhouse provision, parking and a new access arrangement onto the B4042. As part of the scheme, in order to accommodate the increased vehicle and pedestrian movements associated with the proposal, a right hand turn lane and a pedestrian crossing facility are to be provided on the B4042. To facilitate the implementation of both the pedestrian crossing and the right hand turn lane, it is the intention to extend the current 40 mph speed limit to include the length of the B4042 adjacent to the planning application site.

Main Considerations for the Council

4. There have been a total number of 36 representations in response to the formal consultation. All of the responses are accepting of the extension of the speed limit but all, including those registered as objections, request that the proposed 40 mph speed limit be extended to beyond the access to the Rugby Club (situated on the opposite side of the road).
5. One response requests to have the proposed crossing re-located to a more central position between the two sporting facilities and another for the proposed 40 mph to be lowered to 30 mph.
6. Responses from two local Members have been received, both of which are in support of the proposal.

7. The proposed extension of the 40 mph limit is in direct relation to the proposed right hand turn lane and pedestrian crossing. It has been confirmed by the Council's Traffic Department that standing alone from the proposal the B4042 would not meet the statutory criteria/guidance required for a speed limit of less than the current de-restricted speed limit. Therefore, the length of the proposed 40 mph limit is restricted by the remit of the development proposal and cannot be extended beyond this boundary to the Rugby Club entrance and it would also not be suitable for a reduction to a 30 mph speed limit.
8. The location of the proposed crossing has been chosen to sit on the most appropriate desire line for pedestrians making visits predominately from the town to the development site. It is considered that the majority of pedestrian movements will take place from this direction and that the location of the proposed crossing will ensure that the largest number of pedestrians is accommodated.

Safeguarding Considerations

9. There are no significant issues identified.

Public Health Implications

10. The introduction of a formal pedestrian crossing will encourage people to walk and cycle, encouraging exercise as a benefit to their overall health. The lowering of the current speed limit will offer reassurance to pedestrians of the viability of the route for pedestrian use.

Environmental Impact of the Proposal

11. The introduction of a pedestrian crossing will require works in the highway, increased signage and the introduction of additional lights. The changes will have to be balanced against the safety of both vehicle and pedestrian users of the B4042.

Equalities Impact of the Proposal

12. The introduction of a crossing and a reduction to the speed limit is likely to result in some delay to passing vehicular traffic. This can be reduced by the correct programming of the lights. The introduction of a crossing and the lowering of a speed limit have been shown to increase the safety of pedestrians crossing a road.

Risk Assessment

13. There is a risk that vehicles waiting at the crossing will be encouraged to stack/wait on the adjacent carriageway or may be tempted to run the red lights due to driver impatience or seek more inappropriate routes of travel. This can be overcome with the correct timing of lights and the advance signage.

Financial Implications

14. All costs in relation to the advertisement and implementation of the Traffic Regulation Order are met in full by the developer.

Legal Implications

15. All advertisement and consultation has been correctly followed, including pre-consultation involving the local Wiltshire Council Member, Town and Parish Council Members and other interested parties.

Options Considered

16. To:
- (i) Implement proposal as advertised.
 - (ii) Not implement proposal.

Reason for Proposal

17. Introduction of a 40 mph speed limit (extension of current limit) and the implementation of a pedestrian crossing on the B4042, to improve the safety of the users of the adjacent highway.

Proposal

18. That proposals be implemented as advertised.

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

None