

CABINET MEMBER FOR HIGHWAYS AND TRANSPORT – CLLR PHILIP WHITEHEAD

HIGHWAYS AND TRANSPORT SERVICES

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REFERENCE: HT-15-15

20 MPH SPEED LIMITS AT REDLANDS, CHIPPENHAM AND SUTTON BENDER

Purpose of Report

1. To consider comments received to the advertised proposals to introduce 20 mph speed limits at Redlands, Chippenham and the Chestnut Road area, Sutton Benger and to recommend implementation, as advertised.

Relevance to the Council's Business Plan

2. The proposal meets two of the priorities of the Council's Business Plan. These priorities being:

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

Outcome 6 – People are as protected from harm as possible and feel safe.

Background

3. Following the Council's adoption of the Wiltshire 20 mph speed restriction policy, the Chippenham Area Board, supported by the Community Area Transport Group, identified two areas for further investigation as potential locations for 20 mph speed limits. These being the Redlands area in Chippenham and the Chestnut Road area in Sutton Benger. Following further investigation it was concluded that the two areas were suitable for 20 mph speed limits and subsequently they have been formally advertised through the necessary Traffic Regulation Order (TRO) process. Plans showing the areas advertised are included at **Appendix 1**.
4. During the advertisement period for the TROs, six letters of comment have been received. Chippenham Town Council has indicated its support for the Redlands area scheme. None of the comments received was from an affected Wiltshire Council Member.

Main Considerations for the Council

5. To consider the comments received during the consultation period. A summary of the issues raised and officer comments are included at **Appendix 2**. Details of those who commented are provided at **Appendix 3**.

Safeguarding Considerations

6. There are no safeguarding implications.

Public Health Implications

7. There are no public health implications

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Corporate Procurement Implications

8. None.

Environmental and Climate Change Considerations

9. 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

10. There are none with this proposal.

Risk Assessment

11. 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

12. The on ground speed limit changes will be funded from the discretionary highways budget available to the Area Boards / CATG's.

Legal Implications

13. The implementation of the proposed restrictions requires the processing of a TRO. The process of introducing a TRO is governed by the Road Traffic Regulation Act 1984 and associated procedural regulations. Failure to adhere to the statutory processes could result in the TRO being successfully challenged in the High Court.

Options Considered

14. To:
- (i) Implement the advertised changes.
 - (ii) Retain the existing speed restrictions and delete the proposal from the implementation programme.

Reason for Proposals

15. The proposals have been assessed and developed in accordance with the guidance provided by the Department for Transport and the adopted Wiltshire policy on 20 mph speed restrictions.

Proposals

16. That:
- (i) The 20 mph limit at Redlands, Chippenham be implemented as advertised.
 - (ii) The 20 mph limit at Sutton Benger be implemented as advertised.
 - (iii) The objectors be informed accordingly.

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

- Letters of support
- Letters of objection

