

## 20mph Speed Restriction Assessment and Options

**Summary** – This report asks Members to consider the public response to a consultation run by the Town Council about options put forward in a 20mph Speed Restriction Assessment for part of Marlborough.

**The public consultation will finish at 4pm on Friday, 27<sup>th</sup> April and the responses collated into a report ready for the meeting where a short presentation on the main findings will be given by the Town Clerk**

### 1. Background

At the Full Council meeting of 5<sup>th</sup> March, Members discussed the 20mph Assessment Report issued by the Principal Engineer (Traffic and Network Management) at Wiltshire Council. Members made the following resolutions:

**RESOLVED:** (i) to hold a public consultation on the options in the 20mph Speed Restriction Assessment. This would be conducted online and in paper format, between 16<sup>th</sup> March and 27<sup>th</sup> April. It would be an agenda item at the Annual Parish Meeting on 23<sup>rd</sup> April in order to allow public debate, with a decision to be taken at an Extraordinary Full Town Council meeting on 30<sup>th</sup> April

**RESOLVED:** (ii) to ask Wiltshire Council to reconsider the results for George Lane which had excluded periods of heavy traffic

The consultation was opened on 16<sup>th</sup> March, running to 27<sup>th</sup> April with an online version and the survey available in hard copy too. Hard copies have been available from the Town Council offices and the Library.

The Assessment Report was also available online and in hard copy (on request). A copy of this is at **Appendix 1**.

The Town Clerk will give a verbal overview of the feedback from the consultation at the meeting. A report will be available too.

### 2. The Options

As set out in the report, the options to consider are:

**Option One:** Implement a 20mph speed limit throughout the full qualifying areas of Marlborough, with the addition of 20mph carriageway roundels on St Martins and Kingsbury Street.

**Option Two:** Implement a 20mph Speed limit throughout the full qualifying area only, excluding St Martins and Kingsbury Street.

**Option Three:** Do nothing – Traffic travelling at free flow conditions along Marlborough High Street already travel at or very close to 20mph and the implementation of a 20mph speed limit would not create a change in vehicular speeds. A 20mph speed limit would only contribute to the clutter of street furniture in the area (by way of signage required to implement a 20mph limit)

### 3. Annual Town Meeting

Part of the Annual Town Meeting was set aside for an open discussion about the proposals for a 20mph restriction and consultation. The notes from this section of the meeting are at **Appendix 2**.

### **4. Shared Slower, Safer Places – A Civilised Space**

It has been suggested that reference should also be made to finding an alternative or associated solution to reconciling traffic movement with quality public places in Marlborough. One urban designer, Ben Hamilton-Baillie, has worked in Wiltshire previously giving practical advice on combining urban design, traffic engineering and safety improvements. The sort of work undertaken is at: <http://hamilton-baillie.co.uk/> (He has worked previously in the Marlborough Community Area too). It may be worth asking CATG and the Area Board to commission some work around looking at a different approach.

### **5. Financial Implications**

As set out in the Assessment Report costs are:

Option 1 – Total costs -£10,200

Option2 – Total costs - £8,800

Option 3 – No costs

The Town Council would need to fund 25% of these costs. The budget for CATG projects for 2018/19 is £5,000.

### **6. Point to Note**

The outcome of a consultation is advisory. It is not a referendum.

### **Town Clerk's Recommendation**

The Town Clerk recommends that Members decide which of the 3 options to recommend to the Community Area Transport Group (CATG) to take forward.

**Town Clerk**

**April 2018**