

CLERKS REPORT – November 2012

Agenda Items

7b) Gillingham Town Council, Neighbourhood Plan – report attached

10c) Transfer of assets to include report from Mr. Tony Traves on Old Band Hut - Mr. Tony Traves writes:
“As requested, I have recently made an inspection of The Band Hut in the Castle Street Car Park. The building is in a poor state of deterioration. The floor to the left of the door has collapsed and there is significant evidence of dry and wet rot. In order to ascertain the extent of the dry and wet rot it would be necessary to remove the floor. As the building is of timber frame construction, it is highly likely that the rot will have spread, at least to the walls.”

Information Items

SETTING LOCAL SPEED LIMITS Department for Transport (DfT)

Consultation draft published 13 July 2012 Closing date 5 October 2012

1. This draft revised guidance covers the local speed limits which may be set by traffic authorities in situations where local needs and conditions suggest a speed limit that differs from the national limits (namely 70 mph on dual carriageways, 60 mph on single carriageway roads, and 30 mph for urban areas where street lamps are not more than 200 yards apart). It will supersede DfT Circular 01/2006 and is to be read in conjunction with Traffic Advisory Leaflets and legislation, for example the Traffic Signs Regulations and General Direction 2002 and the Road Traffic Regulation Act 1984.
2. Speed, the likelihood of collisions and the severity of injury, are strongly correlated. The risk of a pedestrian dying in a collision with a car increases slowly up to 30 mph but rapidly above 30 mph. In 2010, exceeding the speed limit and travelling too fast for the conditions contributed to nearly 400 road deaths. The DfT states that there is clear evidence on the benefits of reducing traffic speeds in terms of reduced collisions and casualties; improving health, accessibility and quality of life; and encouraging walking and cycling.
3. A principal aim should be to provide a consistent message between the speed limit and what the road looks like, having regard to potential hazards such as residential areas, villages, schools, shopping streets and the presence of vulnerable users – pedestrians, cyclists and equestrians. Compliance should be achievable without excessive reliance on enforcement.
4. 30 mph in urban areas is a balance between mobility and safety. Where business on foot is more important than the movement of through traffic, authorities should consider using 20 mph schemes, either 20mph zones or 20 mph limits.
5. Zones usually cover a number of roads and require traffic calming measures: speed humps, tables or cushions; repeater speed limit signing; roundel road markings. Limits are normally applied to individual or small numbers of roads and do not require traffic calming measures. Zones and limits should be self-reinforcing.
6. Evidence shows that 20 mph zones reduce mean traffic speeds, collisions and injuries, more than 20 mph limits. They are effective in reducing collisions and injuries, in encouraging modal shift to walking and cycling, and in reducing traffic flow by a quarter. Zones are used predominantly for town centres, around shops and markets, and areas with high pedestrian and cyclist traffic. Some 200 zones are operational in England. The DfT has made significant changes to facilitate and reduce the cost of providing 20 mph zones in England.
7. Signed only limits are most appropriate where vehicle speeds are already low. The recommended minimum length is 600 metres, but this may be lowered to 400 metres and exceptionally to 300 metres.

8. Speed limits should be evidence led and self-explaining. Factors to be considered are road function; existing speeds; collisions and casualty savings; road geometry (sight-lines, bends, junctions); conditions for vulnerable road users; impacts on walking and cycling; environmental and quality of life impacts (severance, visual impact, noise, vibration). The DfT has a web-based Speed Appraisal Tool under development to assist authorities to assess costs and benefits - including effects that cannot be monetised – and to facilitate robust evidence based decisions.
9. As part of the process of making a speed limit order, consultation of those affected is of key importance. There must be support from the local community, the police and other local services.
10. With C class and unclassified rural roads, the national speed limit of 60 mph is only appropriate for those of the best quality with few bends, junctions or accesses. For lower quality roads, a 50 mph limit may be appropriate. 40 mph may be considered for rural roads with a predominantly local function, accesses, a collision problem, or where they form part of a recommended route for vulnerable users (e.g. a cycle route).

Footnote: The Strategic Framework for Road Safety (DfT May 2011) announced an intention to revise and reissue the guidance on speed limits in Circular 01/06 'Setting Local Speed Limits' with the aim of increasing flexibility for local authorities. The revised draft guidance takes account of amended regulations that came into force on 30 January 2012, emanating from a traffic signs policy review 'Signing the Way' and resulting in fewer DfT administrative controls.

Summary: David Hope September 2012

Planning Decisions by Wiltshire Council

Application Number: S / 2012 / 1168

Location: Newmead Southbrook, Mere, Warminster.

Proposal: Erection of conservatory

Decision: APPROVED Date of Decision: 09/10/2012

Application Number: S / 2012 / 1237

Location: Tower View Church Street, Mere, Warminster.

Proposal: T1 - Cherry - Fell. T2 - Apple - Fell

Decision: APPROVED Date of Decision: 09/10/2012

Application Number: S / 2012 / 1230

Location: Rosemary Cottage Dark Lane, Mere, Warminster.

Proposal: Erection of single storey side extension

Decision: APPROVE Date of Decision: 19/10/2012

Application Number: S / 2012 / 1224

Location: Old Forge North Street, Mere, Warminster.

Proposal: The subdivision of one dwelling into two separate dwellings.

Decision: REFUSED Date of Decision: 19/10/2012

Application Number: S / 2012 / 1286

Location: Willow Cottage Waterside, Mere, Warminster.

Proposal: T1 - Leylandii Conifer - Fell due to excessive shading and low amenity value

Decision: APPROVE Date of Decision: 23/10/2012

