

**CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND WASTE – CLLR BRIDGET WAYMAN**  
**HIGHWAYS, TRANSPORT AND WASTE SERVICE**

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**REFERENCE:** HTW-20-17

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**NORTH PARISH ORDER:**  
**PROPOSED WAITING RESTRICTIONS**

**Purpose of Report**

1. To:
  - (i) Consider objections to the advertised proposals for parking controls at various locations within North Wiltshire Parishes.
  - (ii) Recommend the making of the Traffic Regulation Order (TRO) as per the advertised proposal with the exception of Proposals in Box.

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

2. The proposed scheme helps to meet three key priorities of the Wiltshire Business Plan, they are as follows:
  - Priority 1 – Growing the Economy. (Development where it is needed, Road infrastructure is improved, New infrastructure to support housing and employment growth, Improved strategic roads and rail, Accessible public transport services, regeneration of town centres.)
  - Priority 2 – Strong Communities. (Reduced road casualties, Reduced risk of floods, Healthier population, Good Countryside access and cycling and walking opportunities)
  - Priority 4 – Working with Partners as an innovative and effective Council – (Community involvement, Delivering together)

**Background**

3. The procedure for dealing with requests for Parking and Waiting Restrictions was agreed in 2016 [Decision HT-19-16](#). In order to appropriately manage the demand for changes to parking controls it is necessary to engage the town and parish councils in the prioritisation of local demand for new controls in their area, so that limited resources of the Council are directed to deal with the demands which are supported by town and parish councils and identified locally as a priority.
4. Requests from town and parish councils are continually received and scored by Engineers in the Highway Network Management Team. The locations considered as part of the 2016/17 reviews were; Bradford on Avon, Corsham, Malmesbury, North Parishes and Warminster.

## **Detail**

5. The TRO for this proposal was advertised from 28 September 2017 until 23 October 2017.
6. During the formal consultation period, 13 items of correspondence were received, 7 expressed support for the Council's proposals, 3 objected to the proposal in its current form and 3 commented on the proposals.

## **Main Considerations for the Council**

7. Consideration needs to be given to the responses received and a decision made on the way forward. Statute states the highway is for the passage and repassage of persons and goods, and consequently any parking on the highway is an obstruction of that right of passage. There are no rights to park on the highway but parking is condoned where the right of passage along the highway is not impeded. The consideration of the objections to the introduction of controls has to be considered in this context.

## **Overview and Scrutiny Engagement**

8. There is none in this scheme

## **Safeguarding Implications**

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

## **Public Health Implications**

10. There is none in this scheme.

## **Corporate Procurement Implications**

11. There is none in this scheme.

## **Environmental and Climate Change Considerations**

12. The introduction of the parking controls will involve the laying of new lines. This will have an impact on the visual aspect but has to be balanced against the need to ensure that safe access and visibility is provided. For conservation areas a smaller primrose coloured line will be used.

## **Equalities Impact of the Proposal**

13. There is none in this scheme.

## **Risk Assessment**

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

## **Financial Implications**

15. There is an allocation in this year's Traffic and Network Management budget for design, implementation, supervision and monitoring works.

### **Legal Implications**

16. All changes to existing parking restrictions require amendments to the Traffic Regulation Order. The process is governed by the Road Traffic Regulation Act 1984 and Associated Procedural Regulations. Failure to adhere to the statutory processes could result in the restrictions being successfully challenged in the High Court.

### **Options Considered**

17. To:
- (i) Implement the proposals as advertised.
  - (ii) Not implement the proposals.
  - (iii) Implement the proposals with amendments.

### **Reason for Proposals**

18. The comments set out in **Appendix 2** indicate that it is considered appropriate to introduce the scheme as advertised with the exception of proposed restrictions in Box.

### **Proposals**

19. That:
- (i) The restrictions be implemented as advertised, with the exception of proposals in Box.
  - (ii) The objectors be informed accordingly.

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

Letters of representation  
Proposed plans of all locations