

**CABINET MEMBER FOR HIGHWAYS, STREET SCENE & FLOODING –  
CLLR NICK HOLDER**

**HIGHWAYS ASSET MANAGEMENT & COMMISSIONING**

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**DEVIZES ROAD, HILPERTON**  
**PROHIBITION OF MOTOR VEHICLES AND NO WAITING AT ANY TIME**

**Purpose of Report**

1. To consider the comments received following the formal advertisement of proposed 'Prohibition of Motor Vehicles' and 'No Waiting at Any Time' at Devizes Road, Hilpertion as part of an active travel scheme for the wider Hilpertion area.

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

2. The proposed Traffic Regulation Order (TRO) meets the following priorities in the Council's Business Plan 2022-2032.
  - Empowered People – 'We are safe', 'We Stay Active'.
  - Resilient Society – 'We ensure decisions are evidence based'.
  - Thriving Communities – 'We have vibrant, well-connected communities'.
  - Sustainable Environment – 'We are on the path to carbon neutral'.

**Background**

3. Active Travel England (ATE) launched Active Travel Fund Tranche 4 (ATF4) on Monday 6 February 2023 inviting local authorities to submit bids for capital funding in 2023/24. Bids had to be submitted by Friday 24 February 2023.
4. This is fourth tranche of capital funding for active travel infrastructure aimed at promoting the uptake of walking, wheeling and cycling for everyday trips. The funding is part of the Government's £2 billion commitment set out in 'Gear Change', the government's strategy for walking and cycling.
5. The emphasis of ATF4 is on walking and wheeling rather than cycling which was the focus in previous tranches. The emphasis on bidding for ATF4 was on schemes that have been identified through the development of a Local Cycling and Walking Improvement Plan, represent high value for money, and are deliverable within the 2023/24 financial year.
6. The Hilpertion Active Travel Scheme was put forward as part of Wiltshire Council's ATF4 bid and was successful in achieving funding.
7. The scheme proposes improvements to the pedestrian and cycle link between Hilpertion and Trowbridge with the following elements:
  - Resurfacing of the footway on Trowbridge Road, Hilpertion.
  - The extension of the shared use path on Trowbridge Road, linking to Elizabeth Way.
  - Upgrading of the existing zebra crossing at Hilpertion Road, Trowbridge to a parallel crossing to allow cycle use.

- A modal filter (point closure) on Devizes Road, Hilperton to remove through traffic creating a quiet route for pedestrians and cyclists.
8. The scheme is intended to promote active travel between Hilperton and Trowbridge, as well as providing a link between the recent active travel schemes between Hilperton and Melksham, and Hilperton Road, Trowbridge, previously implemented as part of the Active Travel England Tranche 2 funding.
  9. The improvements on Trowbridge Road, Hilperton also address concerns raised by residents about the condition of the footway surface and pedestrian environment on this road.
  10. The proposed modal filter on Devizes Road, Hilperton, to the west of the Stourton Park junction is included within this scheme to prevent through use of Devizes Road by motor vehicles, creating a more pedestrian and cycle friendly route. This position is proposed as a result of information gathered during a local consultation undertaken by Hilperton Parish Council in 2019.
  11. The modal filter was included in the consultation linked to the Tranche 2 Hilperton to Melksham Cycle Scheme undertaken in 2021. The consultation received a number of responses specifically relating to the modal filter both for and against its implementation. Due to the timescales involved in delivery of the scheme as a whole, the modal filter was omitted at that time with a commitment given to undertake statutory consultation on the point closure at a later date. This report relates to that statutory consultation.
  12. The No Waiting at Any Time proposal relates to the turning area to be provided at the modal filter. This is to ensure that parking does not take place and prevent use of this turning area by those vehicles which require it.
  13. Devizes Road is a C class route bound by residential properties and providing access to the residential areas of Ashton Road, Cedar Tree Close, Centenary Close and Stourton Park. Stourton Park leads on to Norris Road, Hanewell Rise and Blue Hills Walk.
  14. A 20mph speed restriction, with associated traffic calming in the form of raised tables, is in place along with a 7.5t weight restriction (except for loading).
  15. Data collected in October 2021 recorded approximately 2,000 vehicle movements per day on Devizes Road. The data suggests that up to 1,500 vehicle movements per day may be classified as through movement. 85th Percentile traffic speeds were recorded at 26mph, which within the 20mph speed limit, surpasses the National Police Chiefs' Council (NPCC) threshold for enforcement action to be considered.
  16. The advertised waiting restriction changes have been put forward to facilitate the proposed improvement scheme. A plan outlining the extent of the proposal is provided in **Appendix 1**.

### **Consultation**

17. During the advertisement period forty-nine items of correspondence have been received in response to the proposals contained within the advertised TRO.
18. Hilperton Parish Council has indicated its support of the proposals.
19. The proposal locations sit within the Hilperton Division. The Wiltshire Council Member for this division has provided comments on the proposals.

## **Main Considerations for the Council**

20. To consider the comments received during the consultation period. A summary of the issues raised, and officer comments are included in **Appendix 3**.
21. A number of comments related to concerns that the proposals would sever residents living to the east of the proposed modal filter from amenities within the village, such as the village hall, and would increase the distance travelled by vehicle.
22. Whilst the proposed closure point would restrict vehicle movements along Devizes Road, residents of Stourton Park and those to the east of the roundabout will be able to access facilities within the village by other means such as walking, cycling or wheeling without any detour. The distance when travelling by car from the Stourton Park mini-roundabout to the village hall on Whaddon Lane, as an example, would increase by approximately 1.1 miles when using the A361, Trowbridge Road and Church Street as opposed to the current route using Devizes Road and Church Street to access Whaddon Lane.
23. In terms of walking routes, again using Stourton Park to the village hall as an example, the route along Devizes Road, Church Street and Whaddon Lane is approximately 0.7 miles. A shorter route using HILP29 footpath is also available. This links Devizes Road and Whaddon Lane directly, with the distance from Stourton Park mini-roundabout to the village hall being approximately 0.4 miles using this route.
24. As an example of alternative transport modes, and using Wiltshire College's Trowbridge Campus as a facility outside of the village as an example, the X34 offers a regular bus service between Hilperton and Wiltshire College with students with valid student ID able to travel for child fare prices.
25. The 'Connecting Wiltshire' website provides a useful tool for identifying walking and cycling routes with timings for how long the journey will take. The route from Devizes Road to Wiltshire College by cycle uses dedicated cycle facilities and lightly trafficked routes and is estimated to take 17 minutes. **Appendix 4** shows the wider walking and cycling network.
26. Removal of through traffic would ensure this route is lightly trafficked, improving the environment for cyclists and pedestrians and encouraging greater uptake of sustainable modes of travel. This, in turn, has a wider benefit on public health and the environment.
27. In light of the comments received as part of this consultation process, the provision of an alternative location for the 'Prohibition of Motor Vehicles' at the eastern end of Devizes Road at its junction with the A361 has been considered, and opinions sought from the locally elected Wiltshire Councillor and Parish Council.
28. The Parish Council expressed no preference, although supported the proposal to which this report relates, and it was highlighted by the local Member that the proposed location has been put forward based on feedback from previous consultation with residents.

## **Safeguarding Considerations**

29. There is no risk to the Council because of these proposals.

## **Public Health Implications**

30. The enhancement of pedestrian and cycle routes along with improved facilities aims to increase uptake of sustainable transport modes and decrease vehicle use. This will have a positive impact on public health as a result of increased activity levels.

### **Corporate Procurement Implications**

31. There are none in this proposal.

### **Environmental and Climate Change Considerations**

32. The enhancement of pedestrian and cycle routes along with improved facilities aims to increase uptake of sustainable transport modes and decrease vehicle use. This will have a positive impact on environment and climate change.

### **Equalities Impact of the Proposal**

33. There are none in this scheme.

### **Risk Assessment**

34. There is no risk to the Council arising from these proposals.

### **Financial Implications**

35. Funding for the overall scheme has been awarded through the Active Travel England ATF4. Failure to deliver projects associated with ATF4 funding will result in funding being returned and may impact future bids.

### **Legal Implications**

36. Changes to existing restrictions require amendments to the TRO. 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**

37. To:
- (i) Implement the proposals as advertised.
  - (ii) Abandon the proposals.

### **Reason for Proposals**

38. It is proposed to implement the proposed restriction as advertised. Removal of through traffic through the introduction of a 'Prohibition of Motor Vehicles' creating a modal filter (and including the proposed 'No Waiting at Any Time) will ensure this route is lightly trafficked, improving the environment for cyclists and pedestrians and encouraging greater uptake of sustainable modes of travel. This, in turn, has a wider benefit on public health and the environment.

### **Proposals**

39. That:
- (i) The current proposals be implemented as advertised.
  - (ii) The objectors be advised accordingly.

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

None