

REGULATORY COMMITTEE  
31<sup>st</sup> MARCH 2004

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**TRAFFIC MANAGEMENT REPORT 2004**

**Purpose of Report**

1. To consider the Annual Reviews and agree the Traffic Management Schemes to be progressed in 2004-2005.

**Background**

2. The Traffic Management revenue budget is available for funding general traffic management schemes which should be introduced primarily to reduce road accident casualties against Government set targets, or to further the strategic goal of sustainability by encouraging walking, cycling and use of public transport.
3. Pedestrian crossing facilities are funded from the Integrated Transport Allocation of the Local Transport Plan settlement. The new requests have been assessed together with the other potential Integrated Transport Schemes and those recommended for implementation in 2004-05 are as set out in Local Transport Plan Settlement and Programme report elsewhere on today's agenda. This supersedes the Annual Review report for pedestrian facilities.
4. The sum of £165,000 is available for measures in 2004-05 from the revenue budget, which it is recommended should be allocated to the schemes highlighted below. A summary of the breakdown of the budget is given in **Appendix 1**.

**Main Considerations for the Council**

Annual Traffic Regulation Order Review

5. The requests received for measures requiring Traffic Regulation Orders since the last review, predominantly requests for waiting restrictions are listed in **Appendix 2** of this report.

***Decriminalised Parking Enforcement (DPE)***

6. A Working Party has been set up with the Police and the District Councils (Kennet, North Wiltshire and West Wiltshire) to investigate the viability of introducing decriminalised parking throughout the County. Decriminalised parking enforcement where responsibility for enforcing parking controls transfers to the Local Authority from the Police is already operating in the Salisbury District. Consultants commissioned to identify options for Wiltshire have recently produced their draft report which concludes that DPE is financially viable in all three authorities but is dependent on joint operations and co-ordination to provide a Countywide strategy and implementation.

7. The implementation of DPE will require a major project in partnership with all the authorities involved and will require resources to be committed to undertake the projects, as well as to cover the set up costs and upgrading of signing and lining.
8. The need to progress DPE has been heightened by the Government's Traffic Management Bill which includes reserve powers to enable the Government to require local authorities to adopt DPE. This is in addition to the increasing difficulty of the Police to provide an enforcement service commensurate with need.
9. There is much work to be undertaken if the County Council is to be in a position to apply to the Department for Transport for DPE powers. For example, parking Orders have to be checked and the signing and lining upgraded to withstand scrutiny by the adjudication process. In the circumstances it is considered inappropriate to make new parking Orders at the present time when staff resources should be concentrated on surveying and updating the existing Orders. The preparation of the application to the Secretary of State for DPE takes, on average, two years.
10. **It is recommended that discussions proceed with the Districts and the Police on the introduction of DPE through the Car Parking Working Group and a report be prepared for a future meeting of this Committee setting out the preferred strategy.**

#### ***Parking Controls***

11. The introduction of the integrated transport measures in the towns funded from the Local Transport Plan settlement can involve changes in parking arrangements. **The opportunity will be taken to consider outstanding requests for amendments to parking controls at the time Orders are amended as a consequence of the Integrated Transport measures.**
12. Amendments to Orders are often required as a consequence of schemes funded by developers. Where possible, **the opportunity will be taken to consider outstanding parking issues in the proximity of development requiring amendment or new Orders.**

#### ***Local Lorry Issues***

Brook Road, Trowbridge – Plan will be displayed at meeting

13. The local Member, Mr. Osborn, has requested that consideration be given to a weight limit for Brook Road in response to concerns by residents about the noise from lorries crossing the road humps outside Walwayne Primary School installed in the Summer of 2002.
14. Brook Road provides a link between the A366 Wingfield Road and the A363 Cock Hill avoiding the Trinity Church gyratory. It is also a means of access to the large residential area bounded by the A363 and Trowle Common.

15. A traffic count in January 2004, between 0800 hours and 1800 hours, identified 24 lorries travelling westbound and 18 lorries travelling eastbound. A number of the lorries were observed to be associated with a builders merchants located on the A363 near to the Brook Road junction.
16. A weight limit would remove lorries making through movements but would allow access to those servicing the residential area. The through lorries prohibited from Brook Road would have to be routed past the three schools on Wingfield Road (the John of Gaunt Secondary School, St. Augustine's and St. John's RC Schools) and residential property fronting directly on to the road.
17. It is difficult to justify the costs of making a weight limit Order and installing the illuminated regulatory signing, estimated at approximately £10,000, given the limited number of lorries likely to be affected by the restriction. However, contact will be made with the builders merchants to seek their co-operation on not routeing lorries via Brook Road.

C64 – Fovant – Plan will be displayed at meeting

18. Fovant Parish Council has reported a substantial increase in lorries using the C64, Fovant High Street, to gain access to and from the two industrial estates in Dinton at the old Ministry of Defence sites. The Parish Council is concerned that drivers are ignoring the signing directing traffic for Dinton via the B3089. Improved signing together with width and height restrictions into Fovant are requested. Concern has also been expressed that the proposed traffic calming on the B3089 at Barford St. Martin will increase usage of the C64.
19. A traffic survey was undertaken on the C64, at a site between Fovant and Dinton, in January 2004. In a 10-hour period, 8.00 am - 6.00 pm, 9 lorries were recorded travelling towards Dinton and 12 travelling towards Fovant.
20. Advisory signing to encourage lorries to remain on the A30 and use the B3089 to access Dinton, rather than use the C64, is to be installed shortly. The proposed priority narrowing adjacent to Barford St. Martin School should not adversely affect traffic movements on the B3089 to such an extent that lorries would be encouraged to use the C64.
21. The current low levels of lorry traffic on the C64 do not justify the making of an Order to prohibit lorry movements.

### ***Lorry Signing Legislation***

22. The 2002 Traffic Signs Regulations and General Directions, which came into force in January 2003, introduced changes to some signs. To take account of the increase in the maximum permitted weight from 17 tonnes to 18 tonnes for two axle lorries in the updated vehicle weight regulations, weight limit signs showing 17 tonnes must be changed to 18 tonnes by the end of 2006.

23. This will require a survey of the existing regulatory and informatory signs for weight restrictions and the design and implementation of replacement signs. This, together with the need to change the associated Traffic Regulation Orders, involves considerable work and should now be commenced to ensure the changes are achieved by the required date. An initial allocation of £25,000 is requested for this work. Any additional funding needed to complete the exercise will be included in the 2005 Traffic Management Report.

### Annual Speed Limit Review

#### ***Village limits***

24. As part of the Government's ongoing review of Speed Management a Traffic Advisory Leaflet on village speed limits was issued by the Department for Transport in February 2004. This gives recommended criteria for the selection of villages for 30 mph restrictions:-

- ***20 or more houses fronting the road and***
- ***minimum length of 600 metres***

As a visual message to drivers that they are in a village, a measure of density is also recommended:-

- ***at least 3 houses per 100 metres over the extent of the 30 mph limit***

25. The Department for Transport has indicated that speeds in rural areas remain a particular concern and Consultants are currently working on an assessment framework to help authorities to assess the most appropriate speed limit to suit local conditions. A first draft should be available early in 2004.
26. It is recommended that the County Council adopts these criteria as an interim policy for the introduction of 30 mph limits in Wiltshire. For 2004-05 it is also recommended that £100,000 is allocated for the introduction of 30mph in the villages where there are village primary schools in accordance with the recommendation of the Committee on considering the report on 20mph zones outside schools in Wiltshire in December 2003, listed in **Appendix 3**. This will include the introduction of measures to reinforce a new 30 mph limit on the A3102 outside Forest and Sandridge School.
27. It is proposed that during 2004-05 the villages where lower and/or extensions to speed limits have been requested will be investigated against this criteria and a programme of 30mph village speed limits be developed for consideration in the 2005 Annual Speed Limit Review. The need for any modifications to those criteria identified from the assessment of County Council sites or further Government guidance can be considered at that time and the Speed Limit Policy for Wiltshire finalised. The list of requests is shown in **Appendix 4**.

### ***50 mph limits***

28. Consideration will be given to the introduction of 50 mph restrictions on the roads which have been identified as having an above typical accident rate as a consequence of the monitoring of the injury accidents that occur in the County. The funding to be taken from the allocation for Local Safety Schemes.

### ***Gateways***

29. It is considered that "red gateway" treatment has been effective as a traffic calming feature by highlighting the commencement of speed restrictions. **It would be appropriate to continue with these features and it is recommended that £20,000 be allocated to introduce a further five this year with priority given to 'A' roads.**

### ***Partnership Schemes***

30. **It is recommended that, as in previous years, for schemes undertaken in partnership with Town/Parish Councils and others, a financial allocation of £15,000 should be made.**

### ***Advisory parking spaces for disabled drivers***

31. The Environment Advisory Panel, at its meeting in October 2002, approved a policy for the introduction of advisory disabled parking bays in residential areas. It is recommended **that a sum of £5,000 be allowed for the continuing installation of these bays.**

### **Environmental Impact of the Recommendation**

32. The implementation of measures to encourage walking and cycling should reduce dependence on the car, with obvious benefits to the environment. In addition, measures to reduce HGV impacts and vehicle speeds should improve local amenity.

### **Financial Implications**

33. The schemes listed in **Appendix 1** are to be funded from the Traffic Management Revenue budget for 2004-05.

### **Reason for Recommendation**

34. To allocate the funding for the traffic management schemes to be progressed in 2004-05.

## **Recommendation**

35. That:-

- (i) The allocations listed in **Appendix 1** be approved for the schemes to be progressed from the Traffic Management Revenue Budget in 2004-05.
- (ii) The criteria set out in paragraph 24 of the report be used as the interim policy for the assessment of 30 mph speed restrictions in Wiltshire villages.
- (iii) Discussions continue with the Police and the District Councils on the introduction of Decriminalised Parking Enforcement and a report be prepared for a future meeting of the Committee setting out the preferred strategy.

**GEORGE BATTEN**

Director of Environmental Services

Report Author

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Traffic and Road Safety Manager

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

Letters/Petitions from Parish Councils and members of the public

## APPENDIX 1

### SUMMARY OF BUDGET 2004-05

ALLOCATIONS	£
Weight limit signing changes	25,000
Village Speed Limits listed in <b>Appendix 3</b>	100,000
Gateways	20,000
Partnership Schemes	15,000
Non Mandatory Disabled Spaces	5,000
<b>TOTAL</b>	<b>165,000</b>

**LIST OF PARKING CONTROL CHANGES REQUESTED SINCE 2003 REVIEW**

<b><u>TOWN</u></b>	<b><u>STREET/ROAD</u></b>
<b>Bradford on Avon</b>	Avonfield Avenue Holt Road
<b>Calne</b>	Curzon Street Oldbury Prior Platford Street
<b>Chippenham</b>	Bumpers Way/Cornbrash Park Brinkworth Close Cocklebury Road Cricketts Lane Esmead Avenue London Road Park Lane Parliament Street Queen's Square Ridings Mead Wessex Road Wood Lane
<b>Corsham</b>	Priory Street
<b>Devizes</b>	Belle Vue Commercial Road Salisbury Street Sutton Place Waldon Lodge Close
<b>Melksham</b>	Awdry Avenue Blackmore Road Forest Road Weavers Croft
<b>Trowbridge</b>	Approach road to Trowbridge Station Broadmead Brook Road Clarendon Road Frome Road Lilac Grove The Down Whiterow Park Willow Grove Wiltshire Drive Wingfield Road Wyke Road



**TOWN****Warminster****STREET/ROAD**

Bath Road  
Church Street  
Sambourne Gardens  
Sambourne Road  
Victoria Road

**Westbury**

Eden Vale Road  
Leigh Road

**Wootton Bassett**

Glebe Road  
Tanners Close

**VILLAGES** (where controls already exist)**Ludgershall**

Andover Road  
Bell Street

**Purton**

High Street  
Hyde Lane  
Pavenhill  
The Triangle

**Tidworth**

Plassey Road

**VILLAGES** (where no restrictions exist)**Lydiard Millicent**

The Butts

**LORRY CONTROLS REQUESTED**

C64 Fovant

Brook Road, Trowbridge

**STATE SCHOOLS NOT COVERED BY 30 mph SPEED LIMIT**  
**TO BE SUBJECT TO NEW VILLAGE LIMIT**

	<b><u>PRIMARY SCHOOLS</u></b>	<b><u>CURRENT RESTRICTION</u></b>
1.	Broad Town	40 mph
2.	Grafton	40 mph
3.	Landford	40 mph
4.	Minety	40 mph
5.	Nomansland and Hamptworth	40 mph
6.	Semley	40 mph
7.	Whitesheet - Kilmington	40 mph
8.	Whitesheet - Zeals	40 mph
9.	Woodford Valley	40 mph
10.	Forest and Sandridge	50 mph
11.	Horningsham	60 mph
12.	Leigh	60 mph
13.	Market Lavington - St. Barnabas	60 mph

**Notes:**

- Primary schools in Corsley, Savernake Forest and Wardour are on derestricted roads, but where current speeds are likely to be in the region of 30 mph or less due to the character of the surrounding roads. In the circumstances, the making of a 30 mph restriction order is unlikely to result in any road safety benefits.
- The primary school at Larkhill is accessed via military roads, not public highway.
- Forest and Sandridge School is located on the A3102 road. Measures to alter the appearance of the road are proposed to increase the likelihood of drivers respecting the new 30 mph limit.

**SPEED LIMIT REVIEW 2004**

<b>PARISH</b>	<b>LOCATION</b>
Aldbourn	Various
Alton	Priors/Barnes
Ashton Keynes	Various
Avebury	Various
Beechingstoke	Village
Bishops Cannings	Horton
Bishops Cannings	Village
Bishopstone	Village
Bishopstrow	Various
Box	Various
Box	Rudloe
Box	Kingsdown
Bradford on Avon	Woolley Green
Bradford on Avon	Woolley Terrace
Bremhill	Various
Brinkworth	West
Broad Chalke	Village
Brokenborough	Village
Bromham	Westbrook
Bromham	Various
Broughton Gifford	The Common
Broughton Gifford	B3107
Burbage	Various
Calne Without	Derry Hill
Calne Without	Pewsham
Calne Without	Lower Compton
Calne Without	Stockley
Chapmanslade	Various
Charlton	Village
Chilmark	Village
Chilton Foliat	Village
Chippenham	Various
Chippenham Without	Various
Christian Malford	Village
Codford	Various
Collingbourne Ducis	Leckford
Coombe Bissett	Various
Corsham	Various
Corsham	B3353
Crudwell	Village
Dauntsey	Village
Dilton Marsh	Various
Donhead St Mary	A30
Downton	Various
Durrington	Village
East Knoyle	Village
Ebbesbourne Wake	Village

<b>PARISH</b>	<b>LOCATION</b>
Edington	Main road
Edington/West Ashton	Route
Enford	Various
Erlestoke	Various
Etchilhampton	Village
Firsdown	A30
Fonthill Gifford	Various
Fovant	Various
Froxfield	Village
Fyfield & West Overton	Various
Heytesbury	Tytherington
Heytesbury	Village
Hilmarton	Snow Hill
Hilperton	Various
Idmiston	Various
Keevil	Various
Kington Langley	Various
Lacock	A350
Lacock	Various
Landford	Various
Leigh	Various
Little Somerford	Various
Longbridge Deverill	Crockerton
Ludgershall	Various
Ludgershall/Tidworth	A3026
Lydiard Millicent	Various
Lydiard Tregoze	Various
Lyneham	Various
Lyneham/Wootton Bassett	Route
Market Lavington	Various
Marlborough	Various
Marlborough	Manton
Melksham Without	Sandridge
Melksham Without	Western Way
Melksham Without	Shaw
Minety	Various
Monkton Farleigh	Farleigh Wick
Monkton Farleigh	Village
Netheravon	Various
Netherhampton	Various
Newton Tony	Various
Pewsey	Various
Potterne	Various
Purton	Various
Redlynch	Various
Rowde	Various
Savernake	Village
Seagry	Various
Shalbourne	Various
Shrewton	Various
South Wraxall	Various
Southwick	Various

<b>PARISH</b>	<b>LOCATION</b>
Stanton St Quintin	A429
Stanton St Quintin	Village
Steeple Ashton	Village
Steeple Langford	Village
Stockton	Village
Swallowcliffe	Village
Tisbury	Various
Tockenham	Various
Tollard Royal	Village
Trowbridge	Various
Upper Deverills	Villages
Upton Scudamore	Various
Urchfont	Various
Warminster	Victoria Road
West Ashton	Various
Westbury	B3089
Whiteparish	Various
Wingfield	Various
Winsley	Various
Winterbourne	Various
Winterbourne Bassett	Village
Winterbourne Bassett	Main road
Woodborough	Various
Woodford	Villages
Wootton Bassett	Various
Wootton Rivers	Village
Worton	Various
Wylde	Various
Zeals	Various