

REGULATORY COMMITTEE
8th SEPTEMBER 2004

PETITIONS

Purpose of Report

1. To consider and decide action on petitions received.

Details of Petition

2. The following petitions have been received since the last meeting of the Committee:-
 - Amesbury: Porton Road - Objections to new distribution road
 - Dilton Marsh: High Street - Traffic calming
3. Details of the petitions, officer comments and recommendations are set out in **Appendices 1 and 2** of this report.
4. The petitions and any supporting correspondence will be in the **Members' Room** or available from the Director of Corporate and Library Services prior to the meeting.

Recommendation

5. The Committee is asked to consider the petitions, along with officer comments and any address made to Members by the petitioners prior to the meeting.

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Director of Environmental Services

Report Authors

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Transportation and Development Manager

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Development Control Assistant

The following unpublished documents have been relied on in the preparation of this Report:

Petitions and supporting correspondence

Environmental impact of the Recommendation contained in this Report:

None

Organiser: Mrs. P.N. Courteney Clack

Petition for	Number of Signatures	Parish Or Town	Existing speed limit	Injury accidents in 3 years	Comments From Supporting Letters	Observations	Recommendation
<p>We, the undersigned, object to the creation of a new distribution road through East Amesbury along Porton Road via the completion of the Amesbury Link Road. The recommended safe width of such a distribution road is 7.3 metres - Porton Road is 6.1 metres and therefore cannot be considered safe for this purpose.</p> <p>We request that the dimensions of Porton Road be maintained, but that road warning signage is added to the Amesbury Link Road to show its inappropriateness as an industrial (ie HGV) distribution route.</p>	37	Amesbury	30-40 mph	N/A	<p>The road will serve as a distribution road for the Solstice Park development and allocated housing land in Amesbury.</p> <p>Porton Road, by virtue of its carriageway width, is not as safe as it could be and cycle provision along the road is inadequate.</p> <p>The Link Road may not meet the Road Traffic Reduction Act requirements.</p> <p>The environmental impact assessment for traffic prediction is completely unreliable and traffic mix is likely to contain many more industrial and HGV type vehicles.</p> <p>Large MoD vehicles should be removed from Porton Road and use the new route through Solstice Park.</p>	<p>A similar petition was considered by Members at the meeting on 5th February 2003. The purpose of the road is to distribute local traffic generated from development on the eastern side of Amesbury. The siting of a major employment area at Solstice Park will inevitably generate material levels of HGV traffic, some of which will have a trip end to the south for which access to the A345 will be required. The route has long been identified through the Local Plan.</p> <p>The width of Porton Road is not a material safety issue but a lower carriageway width can restrict capacity and make the situation more intimidating for pedestrians on adjacent footways.</p> <p>Through lorry movements are not anticipated to be high and the route will not be signed as a through route between the A303 and the A345.</p> <p>Traffic predictions in the planning assessment work are open to criticism. Assessments are undertaken on the basis of best available knowledge at the time and are not expected to be other than a forecast of future traffic levels.</p> <p>Provision is made in the Local Plan for a future access to Boscombe Down via the Solstice Park development. However, there can be no certainty as to such a link materialising.</p>	<p>That:-</p> <p>(i) No immediate action be taken to amend the signing strategy already proposed (signs from the A303 and A345 for local destinations only).</p> <p>(ii) The situation regarding lorry traffic use of the route be monitored following completion of the Link Road (anticipated circa Autumn 2006) and actual road use compared with predicted levels of traffic.</p> <p>(iii) The petitioners be advised accordingly.</p>

Organiser: Mr. G. Holley, 12 Clay Close, Dilton Marsh

Petition for	Number of Signatures	Parish Or Town	Existing speed limit	Injury accidents in 3 years	Comments From Supporting Letters	Observations	Recommendation
<p>The undersigned residents of Dilton Marsh would like to protest at the traffic calming measures that have been introduced in our village.</p> <p>We do not object to speed restrictions but we would like something that does not damage our vehicles and is not a hazard to emergency vehicles.</p>	216	Dilton Marsh	30 mph	There was one serious accident reported in June 2001 which was prior to the traffic calming scheme.	There were no supporting letters with the submitted petition.	<p>The traffic calming measures were introduced as part of the residential development by Newland Homes, with the support of the District and Parish Councils, in order to overcome concerns raised by Fairfield Opportunity Farm over the originally proposed roundabout.</p> <p>The scheme includes priority systems at either end of the scheme comprising an island and a speed cushion, with two pairs of speed cushions in between.</p> <p>The scheme was advertised and the only objection received was reported to Committee on 16th April 2003. Members resolved to proceed with the traffic calming scheme as advertised.</p> <p>The speed cushions were installed by the Developer and the resurfacing of the High Street was subsequently undertaken by Ringway Parkman.</p> <p>The resurfacing work has resulted in a single cushion exceeding the required height of 75mm and is to be amended to address this issue.</p> <p>There is a separate complaint from No. 31 High Street regarding the island and cushion fronting the property and its effect on the access. An alternative solution has been put forward and comments are awaited.</p> <p>There have been no complaints from the emergency services.</p>	<p>That:-</p> <ul style="list-style-type: none"> (i) The traffic calming scheme remain as constructed. (ii) The petitioners be advised accordingly.