

TROWBRIDGE: COLLEGE ROAD -
OBJECTIONS TO WAITING RESTRICTIONS AND
TRAFFIC CALMING MEASURES

Purpose of Report

1. To consider objections to the proposed introduction of waiting restrictions and traffic calming measures in College Road, Trowbridge, and to recommend the installation as advertised and amended.

Background

2. In response to a petition received about waiting restrictions in College Road, the Environmental Services Sub-Committee, at its meeting on 10th January 2001, resolved:

To review the need for restrictions in College Road in conjunction with any Housing Association Scheme, or Local Transport Plan Scheme, when either is progressed.

3. As part of the extensive consultation undertaken for the College Area Home Zone, a high level of support for the introduction of traffic calming measures in College Road was identified. As a result the first phase of traffic calming at the Bradley Road end of College Road was completed in 2003.
4. The detail design of the second phase of traffic calming measures on College Road, directly adjacent to the Home Zone itself, has provided the opportunity to review the waiting restrictions on this length of College Road.
5. In drawing up the proposed changes to the waiting restrictions the philosophy used was that of protection of the traffic calming measures and private accesses, together with the retention of on-street parking in appropriate locations.
6. The advertised proposals are shown on the plan at **Appendix 1**.
7. As a result of the advertisement six letters of objection were received together with one letter of support. All six of the objection letters comment on the proposed waiting restrictions intended to protect their driveway access points, and it is recommended that this proposal be abandoned to overcome these objections. One additionally comments on the proposed traffic calming measures. The letter of support requests an additional length of waiting restriction be provided. Full copies of the received letters are available in the **Members' Room** and from the Environmental Services Department prior to the meeting.

Main Considerations for the Council

8. The Committee has to consider the comments made and agree a way forward.
9. The contents of the letters of objection and support, together with officer comments and recommendations are included in the table at **Appendix 2**.
10. A revised plan based on the recommendations contained in the table at Appendix 2 can be found at **Appendix 3**.

Environmental Impact of the Recommendation

11. It is considered that the signing and lining will have a minimal impact on the environment. The traffic calming proposals are intended to reduce vehicle speeds and deter rat running and so contribute to an enhancement in safety and the environment.

Risk Assessment

12. There is no significant risk to the County Council if the waiting restrictions are implemented or not.

Financial Implications

13. There is allocation in the current approved Local Transport Plan Integrated Transport budget to cover these works, as approved by this Committee in March 2004. Additionally the Home Zone is part funded by Challenge Bid funding from the Department for Transport.

Options Considered

14. The options are to:-
 - (i) Implement the proposals as advertised.
 - (ii) Implement the proposals with amendments.
 - (iii) Abandon the proposals to which there are objections.

Reasons for Recommendation

15. It is considered that the recommendations take on board the comments made by the objectors and that as such are appropriate for the circumstances.

Recommendation

16. That:-

- (i) The proposed parking restrictions across private driveways be deleted;
- (ii) The request for time limited parking bays be not acceded to;
- (iii) The advertised changes to the on-street bay between Willow Grove and 58 College Road be implemented as advertised;
- (iv) The installation of the cushions and supporting double yellow lines be delayed until monitoring of the other features indicates if they are required or not;
- (v) The request for priority narrowings be not acceded to and the traffic calming flat top ramps be installed as advertised; and
- (vi) The request for double yellow lines adjacent to 11 College Road be not acceded to and the supporter be advised to apply for an advisory disabled bay.

GEORGE BATTEN

Director of Environmental Services

Report Author

David Thomas

Integrated Transport Manager

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

None

APPENDIX 2**LIST OF OBJECTORS AND SUPPORTER AND REFERENCE NUMBERS**

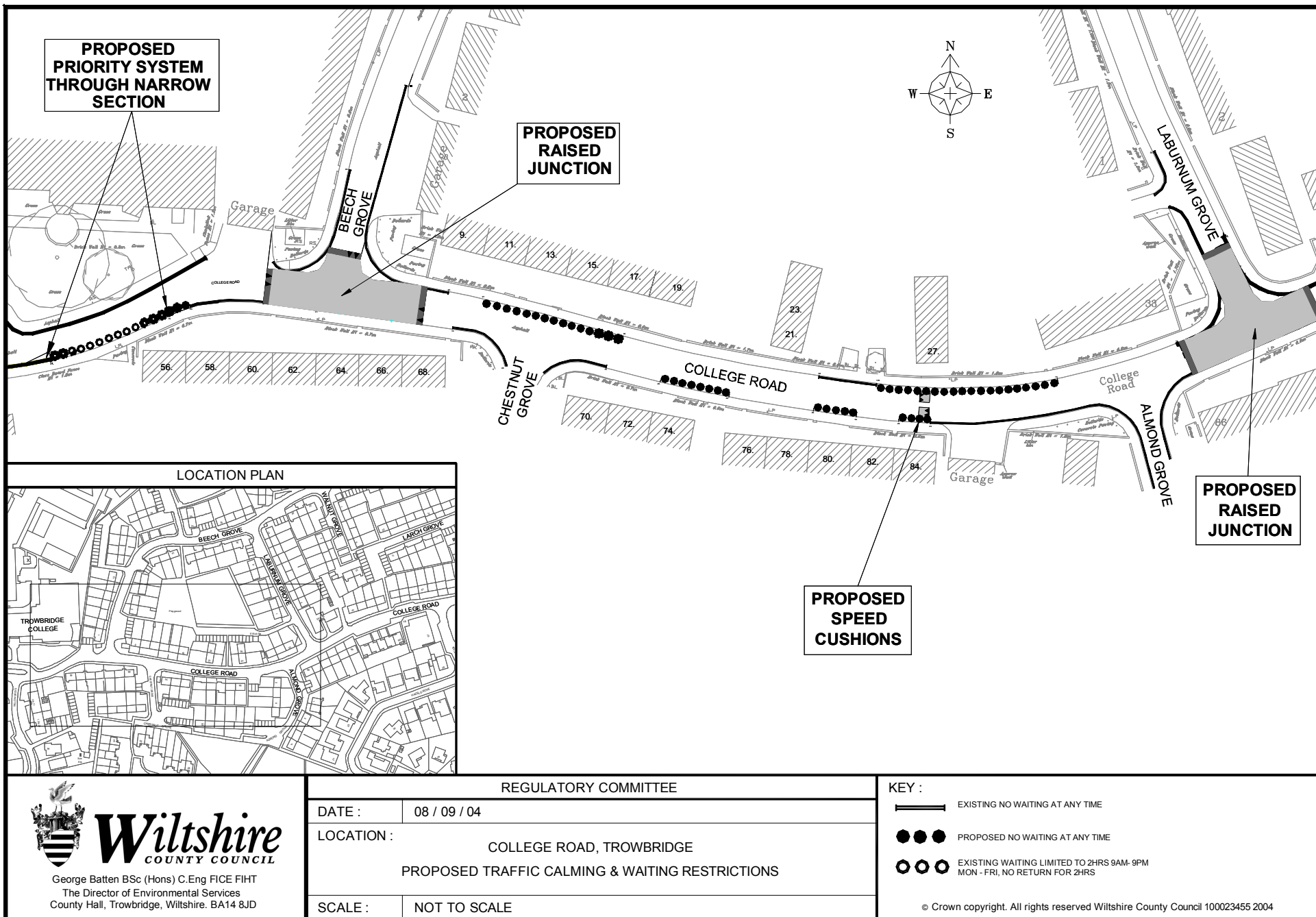
OBJECTOR	OBJECTION REF NO.
M.C. Richards, 15 College Road	1
Mr. M.J.Phillips, 23 College Road	1, 2, 3, 4, 5
Mr. D. Francis, 74 College Road	1
L.W. Gage, 76 College Road	1
Resident of College Road	1
Resident of College Road	1

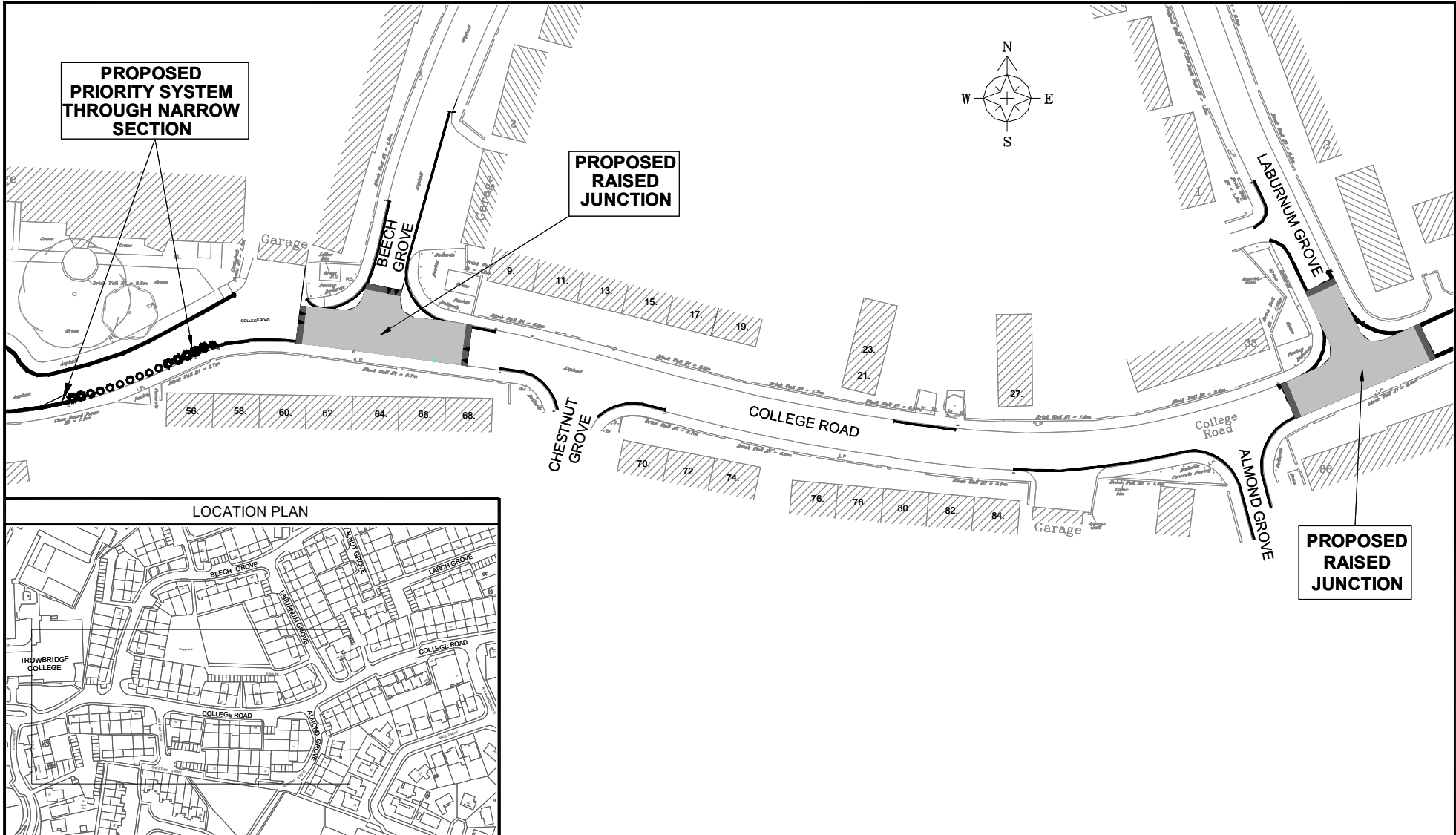
SUPPORTER	REF NO.
Mrs. Adams 11 College Road	6

OBJECTION REFERENCE NUMBER AND OBJECTIONS

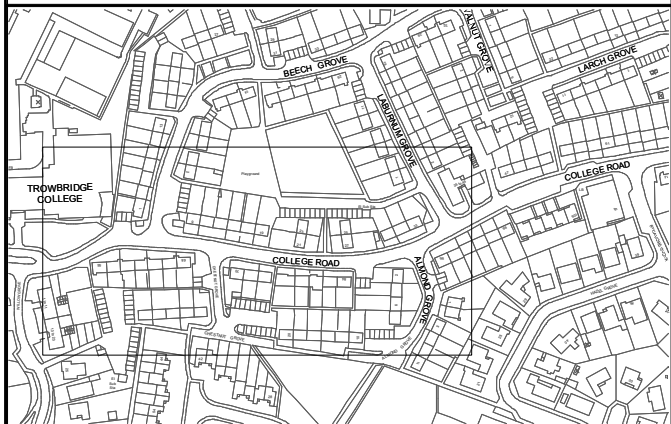
COMMENT REF. NO.	COMMENT	NO. OF TIMES COMMENT MADE	OFFICER COMMENT	RECOMMENDATION
1	Does not want double yellow lines (DYLs) across driveway. Never had any problem with drivers parking across drive Would like to keep drive access available for own use. DYLs will cause difficulty for residents and visitors to park.	6	In drawing up the proposed changes to the waiting restrictions the philosophy used was that of protection of the traffic calming measures and private accesses, together with the retention of on-street parking in appropriate locations. However given the view expressed by those who are directly affected by the proposals it is considered that the deletion of the proposed double yellow lines across the driveway access points would be appropriate.	To delete the proposed restrictions across private driveways.
2	Parking problems exist between 8.00 am to 6.00 pm due to College student parking. Suggests limited waiting be introduced with a maximum period of 2 hours Monday to Friday 8.00 am to 6.00 pm	1	There are already time limited parking bays in the immediate vicinity of the College. Given the comments made by other residents in 1. above it is anticipated that further time limited bays and the resultant impact on day time residential parking would be unwelcomed.	To not accede to the objectors request.
3	Considers that the existing on-street bay on the bend between Willow Grove and No. 58 College Road creates a traffic hazard.	1	As part of the overall Home Zone proposals it was originally intended to remove this bay and replace it with echelon parking on the opposite side of the road. Initially Trowbridge College indicated that the required land, which is in their ownership, would be available to the County Council. However, the College has subsequently withdrawn this offer and so the on-street bay needs to remain. The difficulty of negotiating this bay on occasions is recognised and the advertised proposals include the removal of one car parking space at the eastern end to overcome this. Furthermore traffic movements past this bay are to be controlled by a priority system.	That the advertised proposals be implemented.
4	Considers the proposed cushions adjacent to No. 84 College Road unnecessary due to the relatively short distance between other features.	1	In preparing the proposals it was considered that the distance between the two flat top ramps located at Beech Grove and Laburnum Grove was such that an additional feature was required to achieve the maximum vehicle speed reduction. However, it is accepted that the proposed cushions are not equidistant between the ramps and do not provide continuity with the form of traffic calming feature being used generally on College Road. Options to consider are therefore as follows:- (i) Install the cushions and supporting DYLs as advertised (ii) Delete the cushions and supporting DYLs (iii) Delay the installation of the cushions and supporting DYLs until monitoring of the other features indicates if they are required or not. It is considered that option (iii) be the preferred way forward.	To delay the installation of the cushions and supporting DYLs until monitoring of the other features indicates if they are required or not.

COMMENT REF. NO.	COMMENT	NO. OF TIMES COMMENT MADE	OFFICER COMMENT	RECOMMENDATION
5	Concerned about the adverse comments made about the phase 1 traffic calming features and suggests the use of priority narrowings rather than flat top ramps.	1	As part of the consultation work that has been carried out and which led to the introduction of the phase 1 traffic calming works the type of calming features requested by residents were specifically flat top ramps. Whilst priority narrowings could be considered they require a greater length of carriageway and preclude a greater amount of on-street parking compared to flat top ramps. Given the demands for available kerbside space for parking on College Road it is considered that flat top ramps provide a better balance of priorities over priority narrowings.	That the advertised proposals be implemented.
6	Requests an extension to the proposed DYLs adjacent to No. 11 College Road or a disabled parking space to enable access to an intended wheelchair ramp.	1	Given the overall view expressed by residents that they do not wish to have restrictions across their driveways it would seem inappropriate to consider an extension as requested. The alternative would be for the supporter to formally apply for an advisory on-street disabled bay through the adopted County Council policy.	That the request for an extension to the DYLs not be pursued and that the objector be advised to apply for an advisory disabled bay.





LOCATION PLAN



Wiltshire
COUNTY COUNCIL

George Batten BSc (Hons) C.Eng FICE FIHT
The Director of Environmental Services
County Hall, Trowbridge, Wiltshire. BA14 8JD
CM07626/E

REGULATORY COMMITTEE

DATE : 08 / 09 / 04

LOCATION :

COLLEGE ROAD, TROWBRIDGE

RECOMMENDED TRAFFIC CALMING & WAITING RESTRICTIONS

SCALE : NOT TO SCALE

KEY :

- EXISTING NO WAITING AT ANY TIME
- PROPOSED NO WAITING AT ANY TIME
- EXISTING WAITING LIMITED TO 2HRS 9AM- 9PM
MON - FRI, NO RETURN FOR 2HRS

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