

REGULATORY COMMITTEE
15th DECEMBER 2004

DILTON MARSH: HIGH STREET - TRAFFIC CALMING UPDATE

Purpose of Report

1. To provide a review of the traffic calming scheme following the consideration of a petition from residents of Dilton Marsh by this Committee at its meeting on 8th September 2004.

Background

2. Members considered the original traffic calming scheme at their meeting on 16th April 2003, following the receipt of one objection to the advertisement for the traffic calming proposals. A copy of the previous report presented to the 16th April 2003 meeting and the petition considered at the meeting on 8th September 2004 will be available in the **Members' Room** prior to the meeting.
3. At its meeting of 16th April 2003, the Committee resolved to implement the scheme as advertised and the objector was informed accordingly.
4. Following the installation of the traffic calming scheme in November 2003, four complaints were received claiming the speed cushions were causing damage to vehicles. The initial installation of the cushions took place prior to the re-surfacing of the road.
5. The speed cushions were assessed to ensure compliance with the Road Hump Regulations 1999 and Traffic Advisory Leaflet 4/94, and the height of the cushions was confirmed to be correct at 75mm for the carriageway surface at that time.
6. The High Street was subsequently re-surfaced in February 2004 and a further six complaints were received, followed by the petition of 216 signatures.
7. The submitted petition stated that:-

"the undersigned residents of Dilton Marsh would like to protest at the traffic calming measures that have been introduced in our village. 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."
8. There have been no complaints from the emergency services.
9. The height of the speed cushions was assessed following the re-surfacing works and one cushion was found to exceed the mandatory maximum height of 75mm. Ringway Parkman was advised of this issue and the remedial works have since been completed.

10. A separate complaint was received from a local resident regarding the safety of one traffic calming feature outside No. 33 High Street, where the position of the traffic island results in vehicles passing the house access on the offside of the carriageway. Subsequent meetings, discussions and correspondence have taken place to find an alternative solution which would not compromise the safety of the access, and whilst this can be achieved the resident has also raised an objection in respect of noise associated with the use of the cushions.
11. An interim safety audit was undertaken on 15th March 2004 and the report suggested an alternative arrangement to address the safety concerns of the use of the access to No. 33 which would enable the access to operate in its original form, albeit with reduced traffic speeds.
12. A further letter dated 8th August 2004 was received from the same resident, again rejecting this alternative traffic calming feature on the grounds of noise pollution.
13. As the interim safety audit identified safety issues surrounding the feature in the vicinity of No. 33 High Street, the developers have been advised to implement the alternative arrangement of two speed cushions.
14. No other complaints regarding this traffic calming scheme in High Street have been received following the Committee Meeting on 8th September 2004.

Main Considerations for the Council

15. As there have been no further complaints regarding the traffic calming scheme, it will be for Members to decide whether the issue of noise pollution should be considered. No objections on this ground were initially made to the traffic calming scheme as a whole. There have been no reported injury accidents since the traffic calming scheme was installed.
16. The White Horse News reported on the traffic calming scheme in September 2004 and stated that:-

"many residents agree that some form of traffic calming is needed within the village to both reduce the speed of traffic going through and also deter people from using it as a thoroughfare to reach the A36."
17. In line with emerging policy, the traffic calming scheme will be the subject of a further safety audit for accident monitoring.
18. Any further material alterations to the scheme will require the full re-advertising of the traffic calming scheme.

Environmental Impact of the Proposal

19. There is not considered to be a significant environmental impact.

Risk Assessment

20. The interim safety audit highlighted the safety issues surrounding the feature outside No. 33 High Street and this feature is to be replaced with two speed cushions which enable two-way traffic flow.

21. The proposed modification of the traffic calming arrangement is intended to offset any safety risk.

Financial Implications

22. The traffic calming works have been funded wholly by the developers of Dilton Green, as will the suggested alterations to the traffic calming feature in the vicinity of No. 33 High Street.

Options Considered

23. Traffic calming on High Street was a conditional requirement of the planning permission for the Dilton Green housing site. Removal of the traffic calming is not an option.
24. The changes identified in the interim safety audit offer an acceptable variation to the original arrangement.

Reasons for Recommendation

25. In the wider interests of the community and in acknowledgement of locally expressed concerns, the traffic calming should be retained but with minor modifications to resolve safety issues in the vicinity of No. 33 High Street.

Recommendation

26. That:-
- (i) The traffic calming features remain as constructed, with the exception of an alteration to the build-out outside No. 33 High Street to provide a pair of speed cushions, together with painted 'slow' markings on the westbound approach lane to the village.
 - (ii) The petitioners and the objector be advised accordingly.

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

None