

REGULATORY COMMITTEE
2nd FEBRUARY 2005

CALNE: WILLIAM STREET AND LUCKETT WAY – TRAFFIC REGULATION ORDER**Purpose of Report**

1. To seek approval to make permanent an Experimental Order at William Street and Luckett Way, Calne, to facilitate the control of construction traffic servicing a housing development site off Swaddon Street.

Background

2. In 1991 a 7.5 tonnes weight restriction was imposed on William Street and Luckett Way to prevent heavy vehicles associated with the Porte Marsh Industrial Estate using local residential streets as short-cuts to the A4 via the town centre.
3. Subsequently, in January 2000 the Northern Distributor Road, on the north west side of the town linking the A4 with the A3102, was opened for public use. Associated with this scheme a Traffic Regulation Order was made which had the effect of barring all heavy goods vehicles from passing through the town centre by applying restrictions to Curzon Street, Wood Street and part of Oxford Street and North Street, forcing use of the new distributor road, which was classified as the A3102.
4. In 2003 planning permission was granted for housing development on the former allotment site off Swaddon Street. The County Council was approached by three Calne Town Councillors concerned about the impact of construction and delivery traffic using the only legally available access roads to the site which excluded William Street. The Town Councillors suggested William Street should be used as part of an agreed construction traffic route. Following consultation with the Police and a review of the alternative routes, officers agreed William Street should be included as part of the route. This required an amendment to existing weight restrictions. Owing to time constraints, and to be able to assess the impact, an Experimental Order was advertised having the effect of suspending the weight limit on William Street and Luckett Way. Three objections were received at the time. These are summarised in **Appendix 1**. Full copies of the objections will be available in the **Members' Room** and from the Environmental Services Department prior to the meeting.
5. A plan is attached at **Appendix 2**, outlining the location of the Orders referred to.
6. The Experimental Order expires in February 2005. The housing development site will continue to require heavy lorry access on a regular basis until January 2006 (estimate obtained from the developers, Hills Properties). This Order cannot be extended as an Experimental Order.

Main Considerations for the Council

7. At the end of the Experimental Order period, and in the absence of it being made permanent, the original weight restriction on William Street and Luckett Way has to be reinstated. Signs, temporarily removed, will have to be re-erected to regularise the legal position and heavy lorries will not be able to use the William Street route. The alternative routes (which include Lickhill Road/Dixon Way and/or Newcroft Road/Ridgemean) are as inappropriate now as they were when the housing development started and the Experimental Order instigated.
8. The Experimental Order cannot be extended. The only way construction related lorry traffic can continue to legally use the established appropriate route is to make the Experimental Order permanent. This will have the same effect as revoking the 1991 Order, and allowing heavy vehicles to use William Street. Calne Town Council has been consulted and object to this course of action on the grounds that there are shops and a school in William Street and that the original controls should be reinstated.
9. There is no evidence to suggest, as far as officers are aware, that the Experimental Order has caused any local lorry problems not associated with the housing development site. The existing Order on Curzon Street has a complementary effect in barring lorry traffic from the industrial estate from travelling through the town centre. The Original Order on William Street and Luckett Way is therefore redundant, having regard to its original purpose. A concern was expressed by St. Dunstan School in the early days of the Experimental Order, regarding timing of deliveries. Hills Property have been very co-operative in seeking to ensure that the arrangements work in the interests of the local community and no further concerns or correspondence have been received in respect of mis-use of the road.
10. A recent item of correspondence from Calne Town Councillor, Mr. J. Ireland, suggests that a local survey of residents (who would be affected if the Experimental Order were not made permanent) favour the direction of the recommendation in this report.

Options Considered

11. There are two options:-

- making permanent the Experimental Order, or
- reverting to the original Order

The first option has the advantage of continuing with controls that have proved to work well, with no evidence to suggest there will be a problem in the future. The situation with no weight limit on William Street can be monitored over time, extending into the period beyond completion of the housing site and the position reviewed at a later date if problems become manifest. This option is recommended, notwithstanding the views of the Town Council.

12. The second option will require lorry traffic to use inappropriate residential roads to gain access to the housing development site for an estimated period of at least a year, and is therefore not a recommended option.

Financial Implications

13. The costs of the Experimental Order were agreed to be met by the developer. Any costs to the Council associated with the permanent Order will be met from existing budgets.

Environmental Impact

14. There is not anticipated to be any long-term environmental disbenefit. In the short term there will be environmental advantages in avoiding the need for lorries to use inappropriate housing estate roads.

Risk Assessment

15. There is a small risk that monitoring and review will indicate a need to re-establish a permanent weight limit on William Street/Luckett Way if the problem of 'rat running' recurs. This has to be weighed against the risk of structural road damage and the effects on residents if the alternative routes have to be used.

Reasons For Recommendations

16. There are potential adverse consequences if lorry traffic serving the housing development site off Swaddon Street have to be served via Lickhill Road/North Street, as set out in this report.

Recommendations

17. That:-
 - (i) The Experimental Order on William Street and Luckett Way be made permanent.
 - (ii) The objectors to the Experimental Order be advised accordingly.
 - (iii) The situation be monitored over an extended period to gauge the use of William Street and Luckett Way by non-access lorry traffic.

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