

REGULATORY COMMITTEE
2nd MARCH 2005

TRAFFIC MANAGEMENT REPORT 2005

Purpose of Report

1. To consider the Annual Reviews and agree the Traffic Management Schemes to be progressed in 2005-06.

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 targets set by Government, or to further the authority's strategic goal on sustainability by encouraging walking, cycling and the use of public transport.
3. The sum of £195,000 is available for measures in 2005-06 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 Speed Limit Review

4. In March 2004 the Committee agreed to adopt the recommendations in the Department for Transport's (DfT) Traffic Advisory Leaflet (TAL) 1/04 on village speed limits as an interim policy for the introduction of 30 mph limits in Wiltshire. This gives the following definition of a village:-
 - 20 or more houses fronting the road and
 - minimum length of 600 metres
 - a density of at least three houses per 100 metres over the extent of the 30 mph limit
5. The outstanding requests for over 200 alterations to speed restrictions have been assessed against TAL 1/04 and 43 sites have been identified as complying with the new 30 mph development criteria (see **Appendix 2**). Of these, 28 are villages currently subject to the national limit or an existing 40 mph limit appropriate for lowering to 30 mph. **It is recommended that the £150,000 funding available for new speed restrictions be used to introduce these limits.**
6. The remaining 15 sites are mainly short extensions on Class III roads to encompass development beyond the confines of a current 30 mph speed limit. The resources needed to introduce these speed limits are not currently available. However, as the circumstances for a 30 mph restriction are satisfied, implementation could be funded by the Parish Council.

7. At the meeting of the Regulatory Committee on 2nd February 2005 it was agreed that on receipt of the finalised guidance on the setting of local speed limits from the DfT a report would be presented to the Committee recommending a policy for the introduction of urban and rural speed restrictions in the County. The remaining sites on the list (**Appendix 3**), where the requirements for a 30 mph restriction are not satisfied, should be assessed against the requirements for 40 mph and 50 mph restrictions in accordance with the new policy.

Annual Traffic Regulation Order Review

8. The requests received for other measures requiring Traffic Regulation Orders since the last review are listed in **Appendix 4**.

Decriminalised Parking Enforcement (DPE)

9. At the March 2004 meeting the Committee agreed that discussions continue with the District Councils and the Police on the introduction of DPE. North Wiltshire and Kennet District Councils have now resolved to decriminalise parking within their Districts and to take responsibility for enforcement of the off-street and on-street parking controls via an agency agreement. Although West Wiltshire District Council is not currently in a position to participate, it is anticipated that this will be possible at a later date. Until this happens responsibility for the enforcement of on-street parking controls in West Wiltshire will remain with the Police.
10. It is proposed that the capital costs for the setting up of DPE will be funded from the County Council's Integrated Transport allocation for 2005-06. The revenue costs will be met by the District Councils.
11. A Project Board and Project Management Steering Group have been set up to oversee the introduction of DPE with representation from the Police together with Members and Officers of the County, North Wiltshire and Kennet District Councils.
12. During the past year preparatory work has been undertaken including commencement of the survey of parking signs and associated road markings. Much work has still to be undertaken by the County and District Councils to achieve the planned implementation date of September 2006. A project timetable is attached at **Appendix 5**. This work, together with the Speed Limit Orders the Committee is being recommended to introduce, will mean that staff resources are not available to deal with new parking control orders. Accordingly, **it is recommended that a programme of new parking orders is not agreed for 2005-06.**

Ad hoc Parking Controls

13. The introduction of the integrated transport measures in the towns funded from the Local Transport Plan (LTP) settlement can involve changes in parking arrangements. **The opportunity will be taken to consider, when appropriate, outstanding requests for amendments to parking controls at the time Orders are amended as a consequence of new Integrated Transport measures.**
14. 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

Westfield Road, Trowbridge

15. A resident of Westfield Road has raised concerns about the safety of children in the vicinity of Studley Green Primary School, an issue being the use of Westfield Road by lorries as a route between the A361 Frome Road and the A366 Wingfield Road. The road is a means of access to a large residential area. A traffic survey in January 2005 recorded a total of 26 lorries on Westfield Road between 0800 hours and 1800 hours. This includes lorries serving the residential property in this area. Two lorries were recorded using the road between 0800-0900 hours and 1500-1600 hours. In the past three-year period no injury accidents involving lorries are recorded on Westfield Road.

C111, C132 and C135 Hilmarton Area

16. A resident of Spirthill, near Hilmarton, has complained about safety and damage to the road structure and roadside verges caused by lorries using Class III roads as a rat-run between Goatacre/Hilmarton and the Foxham/Sutton Benger area. A traffic survey in January 2005 undertaken near Catcomb House recorded a total of 24 lorries using the C111 between 0800-1800 hours, a proportion of which would be servicing property in this rural area. Mention has been made of the use of the road by coaches. Coaches are not affected by non-structural weight limits. No accidents involving lorries are recorded for the past three years in this area.

C288 Porton

17. The local Member, Mr. Wren, has requested controls on the C288 Winterslow Road, Porton, due to concerns about the amount of lorry traffic travelling through the village. In January 2005 71 lorries were recorded between 0800-1800 hours using the C288, 3% of the total traffic flow. Technically the C288 is a cul-de-sac as the section of the road east of the village to the A30 is not public highway but is owned by the Ministry of Defence (MoD). However, little control is placed on the road by the military to prevent its use as a route between the A30 and A338.
18. In relative terms, the number of lorries using the roads mentioned in paragraphs 15, 16 and 17 above is very low, particularly as the flows recorded include lorries servicing the local area which would be exempt from a weight restriction, to justify the development of a scheme and the making of an Order. The low numbers would make enforcement difficult.
19. In an attempt to achieve a reduction in lorry traffic in Porton, representation will be made to the MoD seeking action to discourage use of the unadopted section of road as part of a route between the A30 and A338.

Hawkeridge Road, Yarnbrook

20. Residents of Hawkeridge Road have requested a weight restriction. The construction of the Hawkeridge Link Road resulted in the designation of the new road, Phillips Way, the B3097 and the downgrading of Hawkeridge Road to a Class III road. The direction signing has been altered to sign traffic via the new road but some drivers still use the old route. Due to the closure of Hawkeridge Road for the past six months to facilitate repairs to the railway bridge it has not been possible to carry out a survey to establish the number of lorries using Hawkeridge Road. Some of the residents have requested a closure of the road as an alternative to the weight limit.

21. In the leaflet produced by the County Council showing the lorry routing network, access for West Wilts Trading Estate is shown via the B3097 not Hawkeridge Road. No objection is raised to the principle of a weight limit on Hawkeridge Road, although additional lorry traffic would be rerouted past a similar number of properties on Westbury Road. However, staff and financial resources are not available if DPE and the new speed limits are to be progressed in 2005-06. A weight limit for Hawkeridge Road may be a candidate for partnership funding.

Other Orders

Chapel Lane, Ludgershall

22. The local Member, Mr. Connolly, has suggested that Chapel Lane, Ludgershall, be made one-way to reduce the likelihood of large vehicles damaging a property located at the junction of Chapel Lane and Castle Street. Chapel Lane is a narrow road with limited traffic flow but does provide access to lorries delivering to a carpet shop. Accordingly, the introduction of a one-way arrangement would not necessarily prevent damage to the property. The rear of a large vehicle manoeuvring out of Chapel Lane could come into contact with the building.
23. As an alternative, a signing and white lining scheme is currently being developed to draw drivers' attention to the presence of the overhanging roof and consequently the need to take extra care when negotiating the junction.

The Hamlet, Chippenham

24. The local Member, Mr. Fox, on behalf of residents has drawn attention to the dangers caused by the abuse of the "prohibition of driving, except for access" Order on The Hamlet. A 'no entry' sign at the Langley Road junction or a road closure is requested.
25. The Hamlet is a narrow side street with no footways. The except for access Order was introduced in 1991 to prevent its use as a short-cut between the B4069 Langley Road and the B4158 Malmesbury Road. Experience shows that such orders are not self-enforcing and are subject to abuse by drivers.
26. The commitment to the introduction of DPE and the new speed limits means that staff and financial resources to develop a scheme are not available in 2005-06. However, this may be a candidate for partnership funding.

Devizes

27. Devizes Town Council has requested that a number of turning movements in the town be banned to improve road safety:-
- No right turn - Castle Street, adjacent to National Westminster Bank
 - No right turn - St. John's Street, adjacent to the Town Hall
 - No right turn - Dunkirk Hill into Bath Road
 - No left turn - Bath Road into Dunkirk Hill
28. A five-year Transport Plan, agreed by the Devizes Community Area Forum in 2001, is being implemented with LTP funding. On its completion traffic management in the town will be reviewed and at that time consideration given to future measures. It would be inappropriate to consider requests for measures such as banning turning movements in isolation.

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 £20,000 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 should be allowed for the continuing installation of these bays.**

Environmental Impact of the Recommendation

32. Measures to reduce vehicle speeds should improve local amenity, although the provision of the associated signing can be considered environmentally sensitive.

Financial Implications

33. The schemes listed in **Appendix 1** are proposed to be funded from the Traffic Management Revenue budget for 2005-06.

Reason for Recommendation

34. To allocate funding for the traffic management schemes to be progressed in 2005-06.

Recommendation

35. That:-
- (i) The allocations listed in **Appendix 1** for Village Speed Limits, Gateways, Partnership Schemes and Non-Mandatory Disabled Spaces be approved to be progressed from the Traffic Management Revenue Budget in 2005-06.
 - (ii) The timetable for the introduction of Decriminalised Parking Enforcement in North Wiltshire and Kennet Districts be noted.
 - (iii) The requests for lorry controls on Westfield Road, Trowbridge, C111/C132, C135 Hilmarton area, C288 Porton, and a one-way for Chapel Lane, Ludgershall, be not acceded to.
 - (iv) Schemes for Hawkeridge Road, Yarnbrook, and The Hamlet, Chippenham, be not progressed in 2005-06 unless partnership funding is available.

- (v) The request for traffic management measures in Devizes be considered at the time of the review of the Devizes Transport Plan.

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

Letters from the Parish Councils and members of the public

SUMMARY OF BUDGET 2005-06

ALLOCATIONS	£
Village Speed Limits listed in Appendix 3	150,000
Gateways	20,000
Partnership Schemes	20,000
Non-Mandatory Disabled Spaces	5,000
TOTAL	195,000

SITES MEETING 30 mph CRITERIA**(a) Sites recommended for funding in 2005-06**

Alton Barnes	C38
Beanacre	A350
Bishopstone	C12
Brinkworth	B4042
Brokenborough	C92
Broughton Gifford	C212
Charlton	B4040
Chilmark	B3089
Christian Malford	B4069
Coombe Bissett	A354
Downton	A338
Eastcourt	C76
Froxfield	C201/208/194
Hook	C414
Hook - Greenhill	U/C
Horton	C8
Landford	B3079
Little Somerford	C66
Longbridge Deverill	C54
Ludgershall	A342/C256
Melksham to Shaw	A365
Purton - The Fox	U/C
Redlynch	B3080
South Wraxall	U/C
The Deverills Valley	B3095
Tockenham	C120
Winterslow	U/C
Woodborough and Bottlesford	C261 and U/C

(b) Sites not recommended for funding in 2005-06

Aldbourn	C189
Box - Quarry Hill	C4
Burbage	Old A388
Chapmanslade	C274
Codford	C22
Corsham - Lacock Road	C150
Keovil Eastern End	C218
Kington Langley	C154
Lockeridge	C38
Potterne	C253
Shrewton	B3083
Steeple Ashton	U/C
Tisbury	C318
Upper Seagry	C166/C82
West Ashton	C49

**SITES NOT MEETING 30 mph CRITERIA BUT TO BE ASSESSED FOR
40 OR 50 mph RESTRICTION, ONCE NEW SPEED LIMIT CRITERIA
ADOPTED BY COUNCIL**

Ashton Keynes - Rixons Gate	C69
Avebury (North)	A4361
Avebury (Trusloe)	A4361
Bampton	C10
Beechingstoke	C240
Bishops Cannings	C50
Bishopstrow	B3414
Bishopstrow	C10
Bradford Leigh	B3109
Bradford on Avon - Woolley Green	B3105
Bradford on Avon - Woolley Terrace	U/C
Broadchalke	C12
Bromham	C250
Calne - Stockley Lane	C247
Chilton Foliat	B4192
Chippenham	B4158
Coombe Bissett	C12
Corsham - Park Lane	C5
Corsham - The Linleys	B3353
Corsham - Westwells Road	C4
Dauntsey Village	U/C
Dilton Marsh (A36 end)	B3099
Ebbesbourne Wake	C12
Enford	A345
Erlestoke	B3098
Etchilhampton	C60
Farleigh Wick	A363
Fonthill Gifford	C25
Fovant	C276
Fyfield	A4
Hanging Langford	C10
Hawkeridge	B3097
Heytesbury	U/C
Higher Coombe	A30
Hilperton	A361
Honey Street	C38
Hook - Hook Street	C35
Idmiston - Gomeldon Road	C285
Kingsdown	C48
Lacock	C150
Limpley Stoke - Crowe Hill	U/C

Lower Compton	C15
Ludwell	A30
Lyneham	A3102
Marlborough	A346
Monkton Farleigh	C213
Netheravon	A345
Netheravon	C260
Newton Tony	A338
Pewsey - Milton Road	B3087
Pewsey - Wilcot Road	C8
Potterne	C243
Purton - Baydon Road	B4696
Purton - Church Street/Manor Hill	C34
Purton - Cricklade Road/Restrop Road	C414
Redlynch	C44
Rowde	A342
Rudloe - Box	B3109
Shalbourne	C196/7
Shrewton	A360
Southwick - Bradley Road	C234/227
Southwick - Hoopers Pool	A361
Stanton St. Quintin	C72
Stockley Village	C247
Swallowcliffe	C316
The Manningsfords	A345/C52
Tollard Royal	B3081
Trowle	A363
Tytherington	C10
Tytherton Lucas	C167
Upton Scudamore	C235
Urchfont	B3098
Warminster	C270
Westbrook	A3102
Westbury - Bratton Road	B3098
Winterbourne Bassett	C120
Winterbourne - Hurdcott	A338
Melksham to Broughton Gifford	B3107
Wootton Bassett - Bincknoll Lane	C3
Worton	C20
Wootton Rivers	C267
Wylfe	C10

**LIST OF MEASURES REQUIRING TRAFFIC REGULATION ORDERS
REQUESTED SINCE 2004 REVIEW**

(A) PARKING CONTROL CHANGES:

<u>TOWN</u>	<u>STREET/ROAD</u>
Bradford on Avon	Avonfield Avenue
Devizes	Rotherstone
Marlborough	Duck's Meadow
Trowbridge	Collingbourne Close George Street Westbourne Gardens
Warminster	Grovelands Way/Victoria Road Victoria Road/Woodland Road
Westbury	Alfred Street Castle View Oldfield Road/Oldfield Park Orchard Road Town Centre

VILLAGES (where controls already exist)

Colerne	Silver Street
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VILLAGES (where no restrictions exist)

Lydiard Millicent	The Street
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(B) WEIGHT RESTRICTIONS:

- Westfield Road, Trowbridge
- C111, C132, C135 Hilmarton area
- C288 Porton
- Hawkeridge Road, Yarnbrook (road closure also requested)

(C) OTHERS:

- Chapel Lane, Ludgershall - one-way
- The Hamlet, Chippenham - one-way/road closure
- Various, Devizes - ban on turning movements

**IMPLEMENTATION OF DECRIMINALISED PARKING ENFORCEMENT -
KEY ELEMENTS OF PROJECT TIMETABLE (FEBRUARY 2005)**

ITEM NO.	ACTION	WHEN	WHAT DOES IT INVOLVE
1.	Project definition	May 2004 - March 2005	Review RTA report and report to all Councils decision to undertake Decriminalised Parking Enforcement (DPE), discuss with Salisbury District Council (SDC), agree service delivery strategy, discuss staffing implications, consult legal staff, consider Traffic Regulation Order (TRO) strategy, recommendations to project Steering Group, agree definition of SPA, create enforcement strategy, prepare plan for future organisation of parking.
2.	Establish Project Board and Project Management Group and sub groups	November 2004	Establish Strategic Board officer/member level, Project Management Group at officer level and Project Group at District level.
3.	TRO review and implementation of map based Order system	October 2004 - August 2006	Decide TRO/GIS strategy; commence on ground survey and GIS mapping; prepare database of anomalies in TROs, signs and lines, agree consolidation strategy; prepare TROs for DPE, make orders, carry out programme of remedial works.
4.	Draft Agency Agreement	January - May 2005	Draft agreement, prepare for comment, January/February 2005 (exercise of functions, financial implications, ie on-street parking account - use of surplus/deficit etc; level of penalty charge, enforcement hours/days)
5.	Project Plan	March - July 2005	Agree project programme and implementation strategy.
6.	Agree set up for Back Office Processing	March - June 2005	Discuss benefits of joint back office processing unit and opportunities available for progressing this - details of IT systems upgrades etc.
7.	Staffing issues	April 2005 - June 2006	Agree staffing implications, prepare job descriptions, carry out job evaluation, TUPE transfers?, prepare and submit deployment strategy, accommodation requirements, procure accommodation June 2006.
8.	Adjudication	April 2005 - September 2006	Consult NPAS, identify local premises for hearings, create adjudication procedures, design and print stationery, commence hearing capability.
9.	SPA/PPA application	March - April 2005	Prepare draft for internal approval, agree consultees and carry out consultation process. Application to include area of SPA, commencement date, evidence of parking policy review, confirmation of TRO review, detail of penalty charges, financial details including assessment of income/ expenditure for first year, evidence of policy review of parking exemptions and waivers etc, correspondence with Police and Highway Authority relating to Trunk Roads, details of provision of NPAS, training, uniforms etc., confirmation of PCN documentation, evidence of payment facilities, details of arrangements for NtOs and charge certificates, arrangements for adjudication hearings, agreement to collect statistics, wheel clamping policy.
		April 2005 - August 2006	Process internal legal and elected Member procedures for NPAS, meet DfT to discuss draft application, Member resolution of charging levels, submit formal application, check draft SI, receive approved SI, advertise Secretary of State approval minimum of 14 days before DPE.
10.	IT requirements	March - April 2005	Consider options for IT strategy and agree on strategy, agree requirements with SDC IT Department (if appropriate).
		July 2005 - September 2006	Specify IT procurements, advertise/request tenders, award contract, agree and set up cashiers/credit/debit card services and County Court/DVLA links in all Districts, design and order stationery.
11.	Set up enforcement team	July 2005 - September 2006	Select training company and agree programme, develop enforcement strategy, design handbook, design uniform, identify accommodation, appoint supervisors and PAs, procure transport.
12.	Ticket and permit processing	July 2005 - September 2006	Agree responsibilities between all Districts, appoint parking admin supervisor, decide ECN upgrade/transfer policy, recruit staff, set up letters, notices etc., set up external links, cashiers/web etc.
13.	Public Relations Strategy	November 2005 - August 2006	Prepare Public Relations strategy, agreement between authorities, hold press briefings, media interviews, design and print leaflets, signage design, preparation and installation.
14.	Hardware installation	January - April 2006	Resolve equipment location issues, order new server/PCs/printers/scanners, check network implications, agree schedule for network upgrades, install hardware.
15.	Software installation	April - July 2006	Install software, acceptance test of software, test external links, accept IT solution, set up WP/correspondence.
16.	Hand Held implementation	December 2005 - September 2006	Commission works for HHCTs, HHCT site preparation, order new units, install and test software, train staff.