

**WILTSHIRE COUNCIL****AGENDA ITEM NO. 7(C)**

<b>Report to</b>	<b>Chippenham Area Board</b>
<b>Date of Meeting</b>	<b>29 June 2009</b>
<b>Title of Report</b>	<b>Webbington Road, Pewsham - Pedestrian Crossing Improvements</b>

**Purpose of Report**

To express a preference on the option to be progressed in order to improve pedestrian crossing facilities on Webbington Road, Pewsham.

**1. Background**

- 1.1. The Council has received a number of requests from residents of Webbington Road expressing concern about the volume and speed of traffic using the road and requesting the provision of a pedestrian crossing and traffic calming measures.
- 1.2. These requests were assessed and prioritised by officers in order that they could be considered for funding from the Council's Local Transport Plan (LTP) integrated transport block allocation. Following consideration by the County Councillors at a Members' Seminar held on 6<sup>th</sup> March 2007, the Cabinet Member for Environment, Transport and Economic Development approved the LTP integrated transport programme for 2007-08.
- 1.3. At that time, on the basis of the assessment that had been undertaken, the Cabinet Member awarded funding to investigate options for providing pedestrian crossing facilities on Webbington Road. However, the Cabinet Member decided that the provision of traffic calming on Webbington Road did not have sufficient priority to be allocated LTP funding.
- 1.4. As part of the project to investigate the options for providing pedestrian crossing facilities on Webbington Road, an assessment of the volume, nature and speed of traffic on Webbington Road was undertaken.
- 1.5. The initial findings of this work concluded that it is not appropriate to provide a formal pedestrian crossing on Webbington Road.
- 1.6. Since that time traffic engineers within the Transport, Environment and Leisure Department have examined options for installing informal pedestrian crossing facilities in conjunction with traffic management measures.

1.7. Two options for improving pedestrian crossing facilities on Webbington Road were identified and considered (See Plan at Appendix 1):

- **Option 1 - the provision of an informal crossing point and associated localised traffic calming near Rumble Dene (at the point where the footpath linking Pewsham Lock to Bolts Croft crosses Webbington Road);**
- **Option 2 - the closure of Webbington Road at a point immediately south of Rumble Dene with access restricted to all traffic except cycles and buses.**

1.8 However, Option 2, the closure of Webbington Road, is not considered to be a viable solution for the following reasons:

- It could be circumvented by drivers diverting along Rumble Dene, Rowe Mead and Chivers Road. As a result of this, Webbington Road could not be signed a 'no through road' and local drivers may use this alternative route, which is unlikely to be acceptable to the residents of these roads;
- A road closure would be very inconvenient and discriminate against residents located south of the closure, with vehicle movements severely restricted and residents forced to undertake lengthy detours to access/exit the estate;
- At the closure point turning heads would need to be provided which would require the acquisition of land from private landowners; and
- The closure of Webbington Road would restrict access to the emergency services.

## **2. Main Considerations**

2.1. The aim of the project is to provide improved pedestrian crossing facilities on Webbington Road, Pewsham. Councillors will need to ensure that the most appropriate solution for improving pedestrian crossing facilities on Webbington Road is agreed.

## **3. Environmental Implications**

3.1. The measures associated with Option 1 may potentially have the adverse affect of increasing traffic noise due to the effects of traffic negotiating the traffic calming. In addition, once through the traffic calming measures there is the possibility that drivers may increase their speed to higher levels than exist at present.

3.2. With Option 2 there is the potential for drivers to divert onto alternative local roads thus increasing traffic and noise levels for those residents. In addition, the restrictions on movement imposed by the road closure would result in lengthy detours with resulting increases in vehicle emissions.

## **4. Financial Implications**

4.1. The development of this scheme has been funded from the Local Transport Plan (LTP) Integrated Transport Block allocation. It is intended that any agreed scheme

would be implemented using LTP funding. None of the options have been fully costed at this stage.

## **5. Legal Implications**

- 5.1. The option of closing Webbington Road to through traffic would require the making of appropriate traffic orders and the acquisition of land from third parties in order to provide the necessary turning heads. This would involve a potentially difficult and lengthy legal process, especially in relation to the land acquisition, without any guarantee of success.

## **6. HR Implications**

- 6.1. There are no specific HR implications related to this report.

## **7. Equality and Diversity Implications**

- 7.1. The aim of the project is to improve accessibility and pedestrian access to local facilities for all people without unduly inconveniencing other road users.

## **8. Proposals**

- 8.1. It is recommended that the option for installing informal pedestrian crossing facilities near Rumble Dene be progressed in association with localised traffic calming measures in order to reduce vehicle speeds in the vicinity of the crossing point.

## **9. Reason for proposals**

- 9.1. The option of installing informal pedestrian crossing facilities on Webbington Road in association with localised traffic calming measures will deliver the following benefits:
- The facilitation of pedestrian crossing movements on Webbington Road
  - The reduction of the speed of traffic along Webbington Road
  - The deterring of 'rat running' traffic along Webbington Road
- 9.2. Furthermore, unlike the road closure option, such a scheme would not cause significant inconvenience to local residents or the emergency services in terms of access restrictions nor would it require the acquisition of land from third parties.
- 9.3. The exact form of traffic calming has yet to be determined but options being developed include 'pinch points' and/or speed cushions.

<b>Background Documents Used in the Preparation of this Report</b>	<ul style="list-style-type: none"> <li>• <b>Webbington Road, Chippenham –Assessment of Pedestrian Crossing Requirements – MouchelParkman (August 2007)</b></li> </ul>
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<b>Appendices:</b>	<b>Appendix 1 – Location Plan</b>
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No unpublished documents have been relied upon in the preparation of this report.

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