

**REGULATORY COMMITTEE**  
**5<sup>th</sup> MARCH 2003**

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**TRAFFIC MANAGEMENT REPORT 2003**

**Purpose of Report**

1. To consider the Annual Reviews and agree the Traffic Management Schemes to be progressed in 2003-2004.

**Background**

2. The Traffic Management revenue budget is available for funding general traffic management schemes including speed limits, signing, lining, waiting restrictions, pedestrian crossings and general restrictions on vehicle movements. Traffic Management schemes should be introduced primarily to reduce road accident casualties against Government set targets, or to further the strategic goal of sustainability by encouraging walking, cycling and use of public transport.
3. Road safety accident remedial measures (Local Safety Schemes) have been recommended for funding from the Local Transport Plan capital allocation as set out in Local Transport Plan Settlement and Programme report elsewhere on today's agenda.
4. The sum of £120,000 is available for measures in 2003-04 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 Traffic Regulation Order Review**

5. The requests received for Traffic Regulation Orders since the last review, predominantly requests for waiting and weight restrictions, are listed in **Appendix 2** of this report.

**Parking Controls**

6. The introduction of waiting restrictions to deal with individual parking issues can simply result in just shifting problems elsewhere. Accordingly, requests are generally gathered together and considered as part of a comprehensive parking review for a town. Experience shows that not adopting this approach can lead to revisiting areas to sort out new problems.

7. Comprehensive reviews, however, involve a heavy investment of resources but have relatively little overall safety benefit and contribute little to the County's casualty reduction targets. Staff and financial resources permit a major review of parking for one major town or three or four minor reviews each year.

#### *Salisbury District*

8. The decriminalised parking arrangements in the District of Salisbury, where responsibility for enforcement has been transferred to the District Council from the Police, has resulted in significantly increased enforcement throughout the District. Consequently, anomalies have been highlighted, including inappropriate restrictions. Particular issues have now been identified in Amesbury. Generally the other towns in the District have been reviewed and updated over the last two years. **It is proposed that a review of restrictions be carried out in Amesbury at an estimated cost of £12,500.**

#### *Kennet*

9. Kennet District Council has requested amendments to the parking restrictions in Marlborough to accommodate taxis in the High Street. Further alterations to the limited waiting restrictions in conjunction with the District Council's Sunday charging policy are also anticipated. **It would be appropriate to allocate £7,500 to pursue these and other minor amendments in Marlborough.**

#### *West Wiltshire*

10. In accordance with the resolution of the Committee in March 2002, a study, referred to in paragraph 16 of this report, has been carried out at Bowerhill, Melksham Without Parish. The introduction of waiting restrictions is recommended as a result of the study and **it would be appropriate to allocate £6,500 for waiting restrictions in Bowerhill Industrial Estate.**

#### *North Wiltshire*

11. A number of changes have been requested in Malmesbury and it would be appropriate to pursue these as the "North Wiltshire" town. A review of Chippenham would be a comprehensive exercise requiring substantial resources. As part of the work on Integrated Transport measures in the town it may be possible to deal with some of the requests for changes to parking controls. **£6,500 should be allocated to minor alterations in Malmesbury.**

#### **Other Parking Issues**

12. A Working Party has been set up with the District Councils (Kennet, North Wiltshire and West Wiltshire) to investigate the viability of introducing decriminalisation parking throughout the County. It has been agreed that consultants with experience in such matters carry out a jointly funded study. **It is recommended that £10,000 be allocated to cover the County Council's contribution to the study and other associated costs.**

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

### **Lorry Strategy**

15. Progress on Wiltshire's Freight Strategy is continuing and work on signing the first tier of the lorry route strategy, which is the establishment of a strategic box around the County consisting of four routes: the M4 motorway, A303(T), A34 and improved A350 should take place this year. These Strategic Lorry Routes will be signed for the long distance through traffic and provide access to areas of major activity in the County.

### **Local Lorry Issues**

#### **Bowerhill Residential Area/Industrial Estate**

16. At the time of the 2002 Annual Review it was resolved to carry out a study into traffic issues at Bowerhill with a view to reporting back to this year's Review for consideration. The study report is available in the **Members' Room**. The report indicates a low volume of heavy goods vehicles travelling through the residential area. It also suggests that the traffic calming to be introduced as a planning condition of further residential development will render the route even less likely to be used than at present.
17. The report also suggests that a one-way system on the industrial area would increase journey lengths and particularly speeds which could have a detrimental effect. The report does recommend that a scheme for prohibition of waiting on the bend at the southern end of Lancaster Road be pursued, to overcome the conflicts in this area. The parking which takes place on the highway verge on the inside of the bend, obstructing visibility, would also be dealt with by these proposed restrictions.

#### **Chippenham Without - Allington Lane**

18. In June 2002 the Committee resolved not to pursue a closure of Allington Lane but to add a request for a weight restriction to this Review. Surveys show the amount of lorry traffic using Allington Lane to be minimal and in the circumstances it is difficult to substantiate a weight restriction order.

#### Crudwell - Tetbury Lane

19. At the request of Crudwell Parish Council a survey of lorry traffic was undertaken in Tetbury Lane to ascertain justification for a weight restriction. A weekday census between 6.00 a.m. and 6.00 p.m. recorded 18 heavy goods vehicles, 4 were over 17 tonnes (3 axles) and a number of the remaining 14 included small lorries which would not be affected by a weight limit. A proportion of these vehicles would, in any event, be servicing the locality. A weight restriction is difficult to justify with this low level of usage.

#### Crudwell - Eastcourt Lane

20. A similar request has been received for Eastcourt lane. A weekday census between 6.00 a.m. and 6.00 p.m. recorded a total of 22 heavy goods vehicles, 3 were over 17 tonnes (3 axles) and a number of the remaining 19 lorries were small vehicles which would not be affected by a weight limit. A number of these lorries would be access seeking. Again, in the circumstances a weight limit is difficult to justify.

#### Rushall - C154

21. Rushall Parish Council has requested a weight limit on the C154, formerly designated the A345. Traffic uses the C154 as an alternative to travelling on the A342/A345 through Upavon, a longer distance for drivers. A census indicates a two-way 12 hour flow of 33 lorries with 3 or more axles. A 17 tonne weight restriction would prohibit these larger lorries but divert vehicles through Upavon. There have been no injury accidents reported involving heavy goods vehicles on the length of the C154 between the A342 and A345. The matter has been discussed with the Police and it is considered a weight restriction is not appropriate as it would result in lorries travelling a longer distance through Upavon.

#### Chippenham - Hungerdown Lane B4528

22. Following receipt of a petition, survey work has been undertaken to assess the heavy vehicle usage of Hungerdown Lane, Chippenham. This B road provides the main distribution link to a large residential area bordered by the A4, A420, the railway and western expansion. Since the opening of the Chippenham Bypass lorry flows have reduced by approximately 80% in Hungerdown Lane. There are a number of businesses in the area that require access. Because of the businesses and the extent of the residential area, a 7.5 tonne restriction would not be practical due to enforcement difficulties. There is a relatively small number, approximately 3 per hour throughout the day, of lorries in excess of 17 tonnes (3 or more axles), only some of which appear to require access. Initial indications are that a number of these are local or regular users. It would be appropriate to carry out more investigative work and, in conjunction with the Police, write to the regular users advising them of the availability of the bypass.

## Melksham Town Centre and Queensway

23. Melksham Town Council has requested the imposition of a restriction in the centre of Melksham. This is being considered as part of the ongoing Integrated Transport Town Centre measures. It would be appropriate to consider the request for Queensway as part of the Town Centre options as they are inter-related.

## One-way Orders

### Calne Without, Old Road, Studley – One Way and prohibition of turning at A4 junction

24. In considering the 2002 Review the Committee resolved that a jointly funded scheme for Old Road, Studley, be pursued with the District Council and other groups. The District Council did not have funding available in 2002-03. The Parish Council and residents are willing to assist with funding and, following consultation with residents, a scheme is currently being advertised in order to seek any formal objections. The District Council will be approached to ascertain if it can contribute towards the £10,000 cost of the scheme in the coming financial year. **It is recommended that a sum of £9,000 be allocated to implement the scheme at Old Road, Studley, subject to consideration of any objections, during 2003-04.** The remaining £10,000 to be funded either by the District Council or the Parish Council residents.

### B3106 Staverton to Holt - One Way

25. At the request of residents supported by the local Member, Mr. Chivers, consideration has been given to the introduction of a one-way system on the B3106. The introduction of a one-way order on the road which is typically 5.5m in width could, as the request suggests, provide a marked area for pedestrians, cyclists and equestrians, although it would be more likely to lead to increased speeds, which could be detrimental to the vulnerable road users. The alternative route for prohibited vehicles would involve extra distance and time for drivers. The limited finance available for such measures cannot justifiably be allocated to restrictions on this route at the current time.

### Cricklade, Abingdon Court Lane area – One Way

26. A one-way system has been requested by Cricklade Town Council. A possible traffic management scheme for Cricklade centre is currently under consideration and consultation of individual schemes would be premature at this stage.

### West Overton, Knights Close – One Way

27. West Overton Parish Council has requested a one-way system be introduced at Knights Close. Knights Close is a short (100m) residential loop road in the village. There is no record of any injury accidents and the financial cost of introducing a legal order on this road cannot be justified. The Parish Council could request the residents to operate a voluntary one-way system. Officers will help produce a leaflet if the Parish Council wish to pursue the matter.

## Road Closures

### Kington St. Michael - Draycott Lane

28. In June 2002 the Committee resolved not to pursue a closure of Allington Lane, but that consideration be given to a closure of Draycott Lane at the A350 junction. A closure of the one-way length at the junction with the A350 could have some effect on the traffic through Allington. However, road closures are contentious. On the completion of the dualling of the A350 near the Golf Course it is anticipated that congestion on Chippenham Bypass will considerably ease, reducing the attractiveness of Draycott Lane as a “rat-run”. It would be appropriate to reassess the traffic conditions in Allington once the dualling of the A350 has been carried out, which it is hoped to progress in 2004-05.

## Annual Speed Limit Review

29. The requests for new or amendments to existing speed restrictions received since the last review, together with all the outstanding speed limit requests, are listed in **Appendix 3** of this report.
30. Funding for speed restrictions can be taken from the capital allocation for Local Safety Schemes for routes with a speed-related injury accident problem. Discussions are taking place with the Police on future sites for safety cameras which could involve the introduction of lower speed limits on roads with a high accident rate where speed is a related cause.
31. As indicated in the Annual Review last year, the Government, because of countrywide concerns, is undertaking a comprehensive review of national speed limit policy. Unfortunately this is taking longer than anticipated. It has been indicated that a hierarchy of roads, defined by their function and quality, which would combine flexibility at local level with consistency nationally, is to be developed. However, the Government has commissioned further research to address definition problems and legislative changes will be required to simplify the making of speed limit Orders by local authorities.
32. In January 2003 the Under Secretary of State for Transport stated in Parliament:-

*..... that work has already started on the development of a framework for assessing which speeds are appropriate and comparing them with the speeds that are actually being driven on our rural roads. We expect the first results of that work to be available in the early part of this year. They will feed into our plans to revise the guidance on setting local speed limits more appropriately. We plan to publish the advice on village entry signing later this year, to assist authorities in introducing more 30mph speed limits in rural villages.*

33. This could have significant implications for many roads in the County, particularly as the Under Secretary of State has indicated that they are also considering simplifying the procedure for introducing 30mph village speed limits. It would not be prudent to embark on a package of new speed limits in view of the above comments which could involve abortive work and wasted expenditure. Staff can assess the Government Guidelines, when received, with a view to bringing a new policy document on the setting of local speed limits to achieve appropriate and consistent standards to Committee during the year. It is therefore preferable for the County Council to await the anticipated revised guidance. It is appreciated that there are a number of outstanding requests but speed restrictions have been introduced at the majority of locations in the County where the existing Wiltshire criteria are satisfied. This has resulted in approximately 230 speed limits being introduced or lowered in the last six years across the County.
34. The importance of determining speed limit against sound criteria has been reinforced recently. Wiltshire's acceptance into the Safety Camera Project has resulted in much greater enforcement of speed restrictions, considerably increasing the risk of challenges to inappropriate speed limits.
35. The Association of British Drivers, an organisation "championing drivers' rights in the UK" to "preserve and enhance the freedom to enjoy driving motor vehicles responsibly on the public highway" is encouraging its members to monitor the introduction of speed limits and challenge local authorities to show that the new limits are justified against national guidelines.
36. There are, however, two minor alterations which would be appropriate in conjunction with schemes. The first is the lowering of a short length of 40 mph to 30 mph on the C28 at Lydiard Millicent in conjunction with a Safer Routes to School Scheme. The second recommendation relates to an innovative traffic calming scheme at Latton. Consultants TRL have been commissioned by the Government to investigate alternative methods of traffic calming due to the unpopularity of traditional calming features, particularly road humps. A scheme is being developed with TRL and the Parish Council for the main road through Latton, formerly the A419 Trunk Road, using the concept of altering the appearance of the road with coloured surfacing and road markings. A contribution resulting from a development in the village will fund the main alterations planned for this year but a lowering of the current 40 mph speed restriction to 30 mph is considered an integral part of the scheme, funded by the County Council. **The cost of both speed limit orders is estimated at £10,000.**

## **20 mph at Schools**

37. A number of requests have been received from Members for 20 mph restrictions outside schools throughout the County. Road safety at schools was considered by the County Council in 2002 when it was resolved to:
  - (i) *Endorse the actions for reducing child casualties in the Joint Safety Strategy covering the wide range of activities in the areas of education, enforcement and engineering; and*
  - (ii) *Assess the circumstances at individual schools when concerns are expressed regarding pupil safety and to implement the appropriate solution.*

To assist the County Council to reach a decision on this important issue, a report was prepared which highlighted the following:-

- Wiltshire has a very good child casualty record
  - Less than 2% of child casualties occur outside schools
  - 47% of child casualties are car occupants
  - Wiltshire has a proven effective joint Road Safety Strategy for reducing child casualties
  - 20 mph zones are included in traffic management schemes being installed in residential areas to improve child safety
38. Whilst the County has a good record of child safety the Authority should not be complacent and there is a public perception that 20mph speed limits would improve child safety. It is therefore considered that the issue of 20 mph limits at schools should be investigated further. Currently, advice from the Government indicates that the introduction of isolated restrictions at schools has minimal, if any, effect on safety but it is known that some authorities are pursuing a policy of introducing 20 mph limits at schools. It is suggested that consultants be commissioned to research all relative issues and the effectiveness of 20 mph restrictions installed at schools elsewhere in the Country. A report could be available for consideration by the Committee in early Summer 2003. This can be funded from the budget for consultant fees.

#### Gateways

39. It is considered that "red gateway" treatment has been effective as a traffic calming feature by highlighting the commencement of restrictions. **It would be appropriate to continue with these features and it is recommended that £21,000 be allocated to introduce a further six this year with priority given to 'A' roads.**

#### Roundels

40. The new Traffic Signs Regulations permit the introduction of roundels on the carriageway without Secretary of State approval. A report is presented elsewhere on the agenda on the changes in the Regulations and recommends a County policy on the use of roundels. **It would be appropriate to allocate a sum of £5,000 from the traffic management budget for their installation.**

#### **Annual Pedestrian Safety Report**

41. The requests for crossing facilities in the towns within the Western Wiltshire Sustainable Transport Strategy Area are considered for funding from the LTP capital allocation by the Working Groups set up for each town with the District and Town Councils and other organisations to agree integrated transport schemes to be progressed from the funding allocated for the seven towns. Similarly, requests for facilities in Devizes have been considered by the Devizes Area Joint Community Transport Forum for funding from the separate LTP allocation.



42. The table below shows the pedestrian casualties on County roads in 2002. Wiltshire has a particularly low child pedestrian casualty rate when compared to other authorities in the country. It is pleasing to note that Wiltshire has already exceeded the Government's target set for 2010 of achieving a 50% reduction in the number of children killed or seriously injured in all types of road accidents.

PEDESTRIAN CASUALTIES				
2001			2002*	
	Adults	Children	Adults	Children
Fatal	5	0	3	0
Serious	25	15	21	3
Slight	75	47	69	54

\* provisional figures

43. Casualty reductions are achieved by a combination of methods, including road safety education, training and publicity, engineering and enforcement. Of particular importance for pedestrian safety is the work of the Community Road Safety Officers. This is recognised in the Government's Road Safety Strategy. All schools are offered child pedestrian training and the Road Safety Officers work with other agencies to raise the road safety awareness of vulnerable road users of all ages. Influencing driver behaviour is generally believed to be extremely important for future casualty reductions, in particular to encourage drivers not to travel at excessive or inappropriate speeds. This has considerable potential for reducing accidents involving pedestrians and the severity of their injuries.
44. When assessing the appropriate treatment, the individual circumstances of each site have to be taken into consideration; in particular the number of pedestrians crossing and the volume of the opposing traffic flows. Site characteristics such as the width of the carriageway where a pedestrian refuge has been requested and the presence of footways for Zebra, Pelican and Puffin crossings are a major consideration.
45. In the 2002 Review a request by Cricklade Town Council for three pedestrian crossings was considered. It was resolved to install a Zebra crossing in High Street (south) and work is shortly to commence. A Zebra crossing for Calcutt Street was included as a reserve scheme for 2002-03 and it was resolved that a Zebra crossing for High Street (north) be considered in this year's Review. A scheme for the Calcutt Street crossing has been prepared and the Committee agreed at its meeting in February 2003 that a revised location should be advertised with a view to its implementation in 2003-04. **It is recommended that a scheme for a Zebra crossing in High Street (north) be pursued with the Calcutt Street crossing proposed for implementation in 2003-04.** The cost of both crossings should be covered by the Integrated Transport capital allocation as detailed in a report elsewhere on today's agenda.

46. Following a request from the Local Member, Mr. Chivers, investigations have shown that the traffic signals at the A365/B3353 Shaw can be modified to include a pedestrian stage. This will be of considerable help to parents and children walking to and from the nearby school, particularly as there is no School Crossing Patrol at the site by the school. Discussions are ongoing with the Parish Council and the school regarding additional measures near the school to improve a narrow section of footway. **It is recommended that an allocation of £16,000 be made available for the provision of pedestrian facilities at Shaw traffic signals.**

#### Seymour Road, Trowbridge

47. Following consideration by this Committee of a petition requesting installation of traffic signals at the existing Zebra crossing in Seymour Road, Trowbridge, it was resolved to add it to the list of sites considered in the annual pedestrian safety report.
48. The injury accident record since the installation of the crossing indicates that none have been reported at this location involving pedestrians. It is difficult to justify the allocation of resources from the limited revenue budget to this site. The cost of installing a Puffin crossing is likely to be in excess of £35,000. It has therefore been added to the list of sites to be assessed as a potential scheme for funding from the Integrated Transport allocation as a measure to encourage walking.

#### **Developer Schemes**

49. Developer contributions, as part of sustainable developments to assist walking and cycling, could result in the provision of crossings. These would be progressed at a time appropriate to the development. They do not form part of the Annual Review as they are not funded by the Traffic Management Revenue Budget. For Members' information, two such crossings will shortly be advertised in Westbury on the B3097 in the Station Road/The Ham area, and one on Bythesea Road, Trowbridge.

#### **General**

50. **It is recommended that, as in previous years, Orders to facilitate work by the District Councils be pursued and for schemes undertaken in partnership with Town/Parish Councils and others, a financial allocation of £11,000 should be made.**
51. The Environmental 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 be allowed for the installation of these bays.** This will permit the installation of those requested last year but not yet fully assessed and a sum for those requests anticipated this year.

#### **Environmental Impact of the Recommendation**

52. The implementation of measures to encourage walking and cycling should reduce dependence on the car, with obvious benefits to the environment.

### **Financial Implications**

53. The schemes listed in **Appendix 1** are to be funded from the Traffic Management Revenue budget for 2003-04.

### **Reason for Recommendation**

54. To allocate the funding for the traffic management schemes to be progressed in 2003-04.

### **Recommendation**

55. That:-
- (i) The allocations listed in **Appendix 1** be approved for the schemes to be progressed from the Traffic Management Revenue Budget in 2003-04;
  - (ii) On receipt of Government guidance on the setting of speed restrictions, a report on new policy for the setting of local speed limits be brought to a future meeting of the Committee;
  - (iii) Consultants be commissioned to investigate and report on the effectiveness of 20 mph restrictions at schools, to be considered at a future meeting of the Committee.

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Director of Environmental Services

Report Author

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Traffic and Road Safety Manager

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

Letters/Petitions from Parish Councils and members of the public

## APPENDIX 1

### SUMMARY OF BUDGET 2002-03

	£	£
<b>Waiting Restrictions</b>		
Amesbury	12,500	
Marlborough	7,500	
Malmesbury	6,500	
Bowerhill	<u>6,500</u>	33,000
<b>Decriminalisation Study</b>		10,000
<b>Regulation Orders</b>		
Old Road, Studley (with contribution from Parish Council)		9,000
<b>Speed Limits</b>		
Latton	5,000	
Lydiard Millicent	<u>5,000</u>	10,000
<b>Gateways</b>		
6 at £3,500		21,000
<b>Roundels on carriageway</b>		
New Regulations		5,000
<b>Pedestrian Facilities</b>		
Shaw signals		16,000
<b>Non Mandatory Residential Disabled Parking Bays</b>		
Allow a sum of		5,000
<b>Joint funded schemes with Parishes</b>		
Allow a sum of		11,000
		<u>120,000</u>

**ANNUAL TRAFFIC REGULATION ORDER REVIEW****LIST OF PARKING CONTROL CHANGES REQUESTED**

<b><u>TOWN</u></b>	<b><u>STREET/ROAD</u></b>
<b>Bradford on Avon</b>	Pound Lane Holt Road
<b>Calne</b>	London Road/Oldbury Prior The Phippen
<b>Chippenham</b>	Cocklebury/Esmead The Oaks Greenway Avenue The Paddocks Parliament Street
<b>Corsham</b>	Tynings Road
<b>Devizes</b>	Victoria Road
<b>Marlborough</b>	Salisbury Road Ducks Meadow The Parade Frees Avenue Cross Lane High Street (Taxis)
<b>Malmesbury</b>	Tetbury Hill Althelston Road Hudson Road
<b>Melksham</b>	Awdry Avenue Church Lane Conway Crescent
<b>Trowbridge</b>	The Halve Clarendon Road Broadmead
<b>Warminster</b>	Pound Street Emwell Street
<b>Westbury</b>	Orchard Road
<b>Wootton Bassett</b>	Glebe Road

**VILLAGES** (where controls already exist)

<b>Hilperton</b>	Hill Street
<b>Tidworth</b>	Wylve Road

**VILLAGES** (where no restrictions exist)

<b>Atworth</b>	The Mead
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**LIST OF OTHER TRAFFIC ORDER REQUESTS**

**TOWN/VILLAGE**

**STREET/ROAD**

**Weight Restrictions**

<b>Allington</b>	Allington Lane
<b>Chippenham</b>	Hungerdown Lane
<b>Crudwell</b>	Tetbury Lane Eastcourt Road
<b>Melksham</b>	Queensway and Town Centre
<b>Rushall</b>	C154

**Closure**

<b>Kington St. Michael</b>	Draycott Lane
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**One Way**

<b>B3106</b>	Holt Lane
<b>Cricklade</b>	Horsefair/Abingdon Lane
<b>West Overton</b>	Knights Close

**SPEED LIMIT REVIEW 2003****NOTE: THE SITES IN BOLD ARE NEW REQUESTS SINCE 2001 REVIEW****A: SITES WITH NATIONAL LIMIT**

<b><u>Parish</u></b>	<b><u>Road</u></b>	<b><u>Location</u></b>
Ashton Keynes	B4696	Spine Road
Avebury	B4003	The Avenue
Bradford	B3105	Woolley Green
<b>Bremhill</b>	<b>C167</b>	<b>Tytherton Lucas</b>
Brinkworth	B4042	West of Village
Brockenborough	C89	
<b>Bromham</b>	<b>A3102</b>	<b>Westbrook</b>
Calne Without	A342	Derry Hill
<b>Calne Without</b>	<b>A4</b>	<b>Pewsham - Derry Hill</b>
<b>Calne Without</b>	<b>C15</b>	<b>Lower Compton</b>
Calne Without	C247	Stockley Village
<b>Chippenham Without</b>	<b>A4</b>	<b>Pheasant to Bypass</b>
<b>Collingbourne Ducis</b>	<b>A338</b>	<b>Leckford Crossroads</b>
Crudwell	C76	Eastcourt
<b>East Knoyle</b>	<b>A350</b>	<b>South of Bypass</b>
Edington/West Ashton	C49	Inter Village Road
Firsdown	A30	Thorney Down to Figsbury
Fyfield	A4	
Heytesbury	C10	Tytherington
Lacock	A350	Bypass
<b>Landford</b>	<b>C44</b>	<b>Redlynch Road</b>
Ludgershall	A3026	Castledown
Lyneham/Wootton Bassett	A3102	
Malmesbury	B4014	Filands Lane
Market Lavington	B3098	between Market Lavington and Easterton
Melksham Without	A3102	Melksham towards Sandridge
<b>Melksham Without</b>	<b>A365</b>	<b>Western Way</b>
Monkton Farleigh	A363	Farleigh Wick
<b>Netherhampton</b>	<b>A3094</b>	
<b>Newton Tony</b>	<b>A338</b>	<b>Unclassified Crossroads</b>

<b><u>Parish</u></b>	<b><u>Road</u></b>	<b><u>Location</u></b>
Rowde	A342	Rowdeford School Area
Stanton St. Quintin	A429	
Stockton	C10	Bapton Hamlet
Tockenham	C120	
Whiteparish	A27	40 mph to County boundary
Winterbourne Bassett	C120	
Winterbourne Bassett	A4361	
Yatton Keynell	B4039	Castle Combe to A420



## **B: SITES FOR LOWERING OF EXISTING RESTRICTION**

<b><u>Parish</u></b>	<b><u>Road</u></b>	<b><u>Location</u></b>
Bishop Cannings	C8	Horton
Bishopstone	C12	
<b>Bishopstrow</b>	<b>B3414</b>	
Broughton Gifford	C212	The Common
Charlton	B4040	
Chippenham	B4528	Malmesbury Road
Chippenham/Calne Without	A4	London Road East
<b>Christian Malford</b>	<b>B4069</b>	
<b>Coombe Bissett</b>	<b>A354</b>	
Crockerton	C54	Clay Street
Dauntsey	C45	Village
Durrington	U/C	Packway
Froxfield	A4	
Hilmarton	A3102	Snow Hill Goatacre
Hilperton	A361	Bypass
<b>Kingston Deverill</b>	<b>B3095</b>	<b>Also Brixton Deverill and Monkton Deverill</b>
Lacock	C155	Hither Way
<b>Landford</b>	<b>B3079</b>	
Leigh	B4696/ B4040	
Little Somerford	C66	
Lydiard Tregoz	C414	Hook
<b>Lyneham</b>	<b>A3102</b>	<b>South of Camp access</b>
Melksham/Melksham Without	A365	Shurnhold/Shaw
Minety	B4040	
Redlynch	B3080	
<b>Savernake</b>	<b>A4</b>	<b>By Hospital</b>
South Wraxall	B3105	Bradford Leigh Northwards
Trowbridge	A361	Hilperton Road
Wingfield	B3109	
Winsley	B3108	Bypass
Woodborough	C38	Part Length
<b>Woodborough</b>	<b>C261</b>	
Woodford	C42	Lower/Middle/Upper

## **C: EXTENSIONS TO EXISTING RESTRICTIONS**

<b><u>Parish</u></b>	<b><u>Road</u></b>	<b><u>Location</u></b>
Aldbourn	C189	Oxford Road
Avebury	A4361	North
Avebury	A4361	West/Trusloe
Bishop Cannings	C50	South of Village
Bishopstrow	C10	
Box	A4	East
Box	A4	West
Box	B3109	Rudloe
<b>Brinkworth</b>	<b>B4014</b>	<b>West of Village</b>
<b>Broad Chalke</b>	<b>C12</b>	<b>West of Village</b>
<b>Bromham</b>	<b>C250</b>	<b>Church Hill</b>
Calne Without	C247	Stockley Lane
Chapmanslade	C274	Huntenhall Lane
Chilton Foliat	B4192	North West end
Chippenham	A4	Bath Road
Codford	C22	East
Codford	C22	North
Coombe Bissett	C12	Stratford Tony Road
Corsham	C150	Lacock Road
Corsham	C5	Park Lane
Corsham	C4	Westwells Road
Dilton Marsh	B3099	West of Village
Donhead	A30	Higher Coombe
Downton	A338	North
Ebbesbourne Wake	C12	North of Village
Edington	B3098	
Enford	A345	
Erlestoke	B3098	West
Fonthill Gifford	C25	Hindon Road
<b>Fovant</b>	<b>C276</b>	<b>Moor Hill</b>
Heytesbury	U/C	Park Lane
Idmiston	C285	Gomeldon Road, Porton
Keevil	C218	
Lacock	C150	Cantax Hill

<b><u>Parish</u></b>	<b><u>Road</u></b>	<b><u>Location</u></b>
Lockeridge	C38	South
<b>Lockeridge</b>	<b>C38</b>	<b>North (and C202 west)</b>
Lydiard Tregoz	C35	Hook Street
Lyneham	A3102	North
Marlborough	A346	North
Marlborough	A4	Manton
Melksham Without	A365	Shaw Hill
Milton Lilbourne	B3087	
Netheravon	C3	
Pewsey	B3087	East of Village
<b>Potterne</b>	<b>C243/C253</b>	
<b>Shalbourne</b>	<b>C196/7</b>	
Shrewton	B3083	London Road
Shrewton	B3083	Salisbury Road
Southwick	A361	Hoopers Pool
Stanton St. Quinton	C72	Village
Steeple Langford	C10	Hanging Langford
Tisbury	C318	Tisbury Row
Tollard Royal	B3081	North West
Tollard Royal	B3081	South
Trowbridge	A363	Trowle
Upton Scudamore	C235	West
Upton Scudamore	C235	East
Urchfont	B3098	West End
West Ashton	C49	South
Winterbourne	A338	Winterbourne Earls – Hurdcott
Wootton Bassett	C3	Bicknoll Lane
Wylve	C10	
<b>Yatton Keynell</b>	<b>B4039</b>	<b>Tiddleywink</b>
<b>Zeals</b>	<b>C380</b>	

**D: REQUESTS FOR 20 MPH RESTRICTIONS  
OUTSIDE OF INTEGRATED TRANSPORT URBAN AREAS**

<b><u>Parish</u></b>	<b><u>Location</u></b>
<b>Broughton Gifford</b>	<b>The Common</b>
Edington	The Weir
Lydiard Millicent	From Beaches to Church Place
<b>Shaw Melksham Without</b>	<b>The Beeches</b>
North Bradley	Malthouse Lane
<b>Whitley, Melksham Without</b>	<b>Top/Middle Lane</b>

**E: REQUESTS FOR 20 MPH ZONES OUTSIDE SCHOOLS**

<b><u>Parish</u></b>	<b><u>Location</u></b>
<b>Atworth</b>	
<b>Broughton Gifford</b>	
<b>Great Wishford</b>	
<b>Holt</b>	
<b>Melksham</b>	<b>Lowbourne Infants</b>
	<b>Lowbourne Juniors</b>
	<b>St. Michaels</b>
	<b>George Ward – including Roundponds and Dunch Lane</b>
<b>Melksham Parish Without</b>	<b>Shaw</b>
<b>Minety</b>	
<b>Monkton Farleigh</b>	
<b>Salisbury</b>	<b>Chafyn Grove Private</b>
	<b>Godolphin Private</b>
	<b>St. Martins Infants</b>
	<b>St. Martins Junior</b>
	<b>Exeter House Special Need</b>
<b>Westwood – including estate</b>	
<b>Winsley – including estate</b>	

**Note:**

Trowbridge Town Council supports the introduction of 20mph zones at schools with associated physical measures.