

REGULATORY COMMITTEE

11th JUNE 2003

PETITIONS

Purpose of Report

1. To consider and decide action on petitions received.

Background

2. The following petitions have been received since the last meeting of the Committee:-
 - (i) Chippenham: Complaint regarding changes to road infrastructure
 - (ii) Chippenham: Long term parking - Esmead, Monkton Park
 - (iii) Cricklade: Condition of road and request for traffic calming at Hallsfield
 - (iv) Easton Royal: Use of The Street by trail motorbikes
 - (v) Ramsbury: Extension to 30 mph limit at Newtown
 - (vi) Trowbridge: Request for Pedestrian Crossing at Shails Lane
3. Details of the petitions, officer comments and recommendations are set out in **Appendices 1, 2, 3, 4, 5 and 6** of this report.
4. The petitions and any supporting correspondence will be available for inspection in the **Members' Room** or from the Director of Corporate Services prior to the meeting.

Recommendation

5. The Committee is asked to consider the petitions, along with officer comments, and any address made to Members by the petitioners at the meeting, and approve the recommendation.

GEORGE BATTEN

Director of Environmental Services

The following unpublished documents have been relied on in the preparation of this Report:

Petitions and related correspondence

Environmental impact of the Recommendation contained in this Report:

Not applicable

Organiser: Mr. Derek Robbins, 9 Ascot Close, Chippenham

Petition for	Number of Signatures	Parish Or Town	Existing Speed Limit	Injury Accidents In 3 years	Comments from supporting letters	Observations	Recommendation
<p>Complaint regarding road infrastructure changes in Chippenham.</p> <p>"As a local tax payer, I do not see the point in many of the changes."</p>	17	Chippenham	30 mph	-	<p>Mr. Robbins states:</p> <p>The effect is to reduce traffic speeds, with even more traffic pollution.</p> <p>It is creating more frustration and road rage amongst local road users.</p> <p>Traffic speed at peak times is now very slow and gridlock is not far away.</p> <p>Mr. Robbins refers to the changes at:</p> <ul style="list-style-type: none"> the Bridge Centre Hungerdown Lane Bristol Street/ Marshfield Road junction London Road <p>Mr. Robbins states in a further letter that he is a supporter of green issues but until viable regular public transport is in place in more rural areas, solutions to problems which may work in larger towns and cities do not work here.</p>	<p>Schemes have been implemented in Chippenham funded from the Government's allocation for integrated transport measures via the County Council's Local Transport Plan (LTP). This is in pursuance of the Government's ten year Sustainable Transport Plan to promote walking, cycling and the use of public transport.</p> <p>Schemes have been subject to wide consultation and have been implemented with the support of the Town and District Councils.</p> <p>The implementation of schemes of this type demonstrates the authority's progress towards the Government's national transport targets, against which future LTP funding will be judged.</p>	<p>That the petitioners be advised that integrated transport measures have been implemented in Chippenham, funded by Central Government, to further the objectives of the ten year Sustainable Transport Plan, to assist walking, cycling and the use of public transport.</p>

Organiser: K.J. Gullick, Cherry Trees, 26 Esmead, Monkton Park, Chippenham

Petition for	Number of Signatures	Parish Or Town	Existing Speed Limit	Injury Accidents In 3 years	Comments from Supporting letters	Observations	Recommendation
Residents of Esmead, Monkton Park, SN15 Inconvenient long-term parking. (The petition was originally sent to North Wiltshire District Council).	39	Chippenham	30 mph	None	<p>From Mr. Gullick:</p> <p>Inconvenient to me and my neighbours when cars park outside our property, especially when family and friends visit or lorries bring deliveries.</p> <p>Parking for an hour or so would be quite acceptable.</p> <p>Recent observations have noted that a number of North Wiltshire District Council staff leave their cars in Esmead for more than 8-10 hours.</p> <p>Up to 14 vehicles noted parked when owners are travelling on the train.</p> <p>On 16th May an ambulance was unable to gain access to Esmead from Sadlers Mead and had to gain access via Cocklebury Road.</p> <p>I have witnessed cars travelling at speeds far greater than 30 mph and if something is not done an accident is waiting to happen.</p> <p>Submit options to reduce the parking problem and speeding:-</p> <ul style="list-style-type: none"> (i) reintroduce yellow lines (ii) introduce Esmead as a residents only parking zone (iii) introduce restricted parking to a limit of up to 2 hours (iv) introduce options 1 and 3 (v) introduce three speed humps in the street 	<p>In 1999, following a review of parking controls in Monkton Park in response to a decline in activity at the cattle market, yellow line restrictions were removed.</p> <p>Prior to 1999 Esmead was subject to a restriction prohibiting waiting 8.00 am - 6.00 pm Fridays only.</p> <p>Requests for new Traffic Orders are considered each year by the Committee in the Annual Traffic Regulation Order Review.</p> <p>Following previous representation, Esmead was included in the 2003 Annual Review, but Chippenham was not chosen by the Committee for a review of parking in 2003-04. Accordingly, the request for waiting restrictions remains on the list for consideration in the 2004 Annual Review.</p> <p>It is County Council policy that residents parking schemes only be pursued if the administration and enforcement is undertaken by the District Council. The request for residents parking should therefore be referred to North Wiltshire District Council.</p> <p>In March 2003, the Committee considered the allocation of the Integrated Transport funding from the Local Transport Plan (LTP) settlement. The report indicated that the Government Office for the South West is keen to see explicit linkages between the integrated transport schemes carried out in Wiltshire and the Government's national transport targets.</p> <p>Accordingly, it is vital that funding is directed to schemes which reduce accidents or promote walking, cycling and the use of public transport to ensure national and local targets are met.</p> <p>The agreed allocations reflect the acceptance that less money can be allocated for traffic management schemes in urban residential areas, such as traffic calming, as investment in these locations is considered less effective in terms of meeting transport targets.</p> <p>Requests for traffic calming will be assessed to identify those which satisfy the Government's integrated transport requirements and thus will be eligible for future LTP funding.</p> <p>The request for road humps in Esmead, a residential road, is consequently unlikely to be a potential candidate for future LTP funding.</p> <p>No other source of funding is currently available.</p>	<p>That:</p> <ul style="list-style-type: none"> (i) It be noted that a request for parking controls in Esmead is on the list for consideration in the 2004 Annual Traffic Regulation Order Review. (ii) The request for residents parking in Esmead be referred to North Wiltshire District Council for consideration. (iii) Traffic calming in Esmead, Chippenham, be added to the list of requests to be assessed for Local Transport Plan funding. (iv) The petitioners be advised accordingly.

Organiser: Mrs. S.K. Hale, 37 Hallsfield, Cricklade

Petition concerning	Number of Signatures	Parish Or Town	Existing Speed Limit	Injury Accidents In 3 years	Comments from Supporting letters	Observations	Recommendation
The poor condition of the road and the suggestion for traffic calming at Hallsfield.	120	Cricklade	30 mph	None	<p>Mrs. Hale states:</p> <p>The condition of the road is extremely poor and dangerous with large craters and holes.</p> <p>Many cars travel much too fast. Speed humps would be appropriate.</p> <p>Many children play in this area and it is a great concern that one day a child may lose its life or be seriously injured due to a speeding car.</p> <p>Cricklade Town Council has written to say that Hallsfield is in a very poor state of repair and could the possibility of reducing traffic speeds in this residential area be investigated.</p>	<p>It is acknowledged that the road surface is in a poor condition with large areas of the surface course having laminated to expose the underlying binder course. The surface is unsightly but not dangerous.</p> <p>In March 2003, the Committee considered the allocation of the Integrated Transport funding from the Local Transport Plan (LTP) settlement. The report indicated that the Government Office for the South West is keen to see explicit linkages between the integrated transport schemes carried out in Wiltshire and the Government's national transport targets.</p> <p>Accordingly, it is vital that funding is directed to schemes which reduce accidents or promote walking, cycling and the use of public transport to ensure national and local targets are met.</p> <p>The agreed allocations reflect the acceptance that less money can be allocated for traffic management schemes in urban residential areas, such as traffic calming, as investment in these locations is considered less effective in terms of meeting transport targets.</p> <p>Requests for traffic calming will be assessed to identify those which satisfy the Government's integrated transport requirements and thus will be eligible for future LTP funding.</p> <p>The request for traffic calming in Hallsfield, a residential cul-de-sac, is consequently unlikely to be a potential candidate for future LTP funding.</p> <p>No other source of funding is currently available.</p>	<p>That:</p> <p>(i) The site be added to the list of future schemes but early action is unlikely (pending the completion of Groups 1 and 2 programmes of maintenance).</p> <p>(ii) Traffic calming in Hallsfield, Cricklade, be added to the list of requests to be assessed for Local Transport Plan funding.</p> <p>(iii) The petitioners be advised accordingly.</p>

Organiser: Mr. H.D.T. Helps, Home Farm, Easton Royal

Petition for	Number of Signatures	Parish Or Town	Existing Speed Limit	Injury Accidents In 3 years	Comments from Supporting letters	Observations	Recommendation
<p>We, the residents of Easton Royal, wish to make known our objection to the use of the village street by trail motorbikes on the grounds of danger to children, pedestrians and other road users, as well as noise nuisance and environmental damage.</p> <p>We do not consider the village street an appropriate place for this kind of activity.</p>	85	Easton Royal	30 mph	-	<p>In May 2002 a survey was carried out in the village about the 'organised' use of The Street for trail bikes. It is understood that The Street leads on to a BOAT and that trail bikes are therefore fully entitled to make use of this BOAT.</p> <p>The objection raised concerned an organised trail run (with County Council approval) of about 50 bikes. It was felt by the locals that the riders did not take due care through the village, with many bikes travelling too fast and an excessive amount of noise.</p> <p>It should be borne in mind that The Street in Easton Royal leads to no other road and as such is usually a safe area for children. Since the event took place at a Bank Holiday weekend there were many more children around.</p>	<p>The Street in Easton Royal is a cul-de-sac unclassified road leading to a byway. Use of both of these highways by trail motorbikes is legal, provided the vehicles comply with the requirements of the Road Traffic Act 1984.</p> <p>Enforcement of speed limits and driving standards is a matter for the Police.</p> <p>There is no legal requirement for organisers to notify the County, District or Parish Councils of such events.</p> <p>It is not for any authority to approve or disapprove.</p>	<p>That the concerns of the petitioners be noted and Officers be instructed to continue to encourage use of non-sensitive routes.</p>

Organiser: Ms Averil Finn, Foundry Cottage, Newtown Road, Ramsbury

Petition for	Number of Signatures	Parish Or Town	Existing Speed Limit	Injury Accidents In 3 years	Comments from Supporting letters	Observations	Recommendation
Petition in support of extending the 30 mph speed limit in Newtown, Ramsbury.	14	Ramsbury	De-restricted	1	<p>Mrs. Finn states: Consider current speed dangerous for car drivers entering and leaving driveways and residents stepping out of their homes.</p> <p>'Seven Bridges Walk' is along a road which is very popular with families and dog walkers. The absence of a footway means speeds of 60 mph are too fast when vehicles are travelling alongside pedestrians.</p> <p>There are dangerous bends at each end of the current 60 mph stretch where vehicles regularly leave the highway.</p> <p>Numerous times vehicles, including lorries, farm vehicles and buses travel round the bends in the middle of the narrow road.</p> <p>To extend the 30 mph limit would result in a safer, more pleasant environment for the residents of Newtown, visitors and drivers who use the route.</p>	<p>A review of national speed limit policy is currently being undertaken by the Government. A lowering of the national limit on single carriageway rural roads is under consideration. The Government advised that consideration is being given to simplifying the procedures for introducing 30 mph limits in villages.</p> <p>In March 2003, the Committee considered the 150 outstanding requests for speed limit changes and agreed not to embark on a programme of new restrictions in 2003-04 to avoid possible abortive work and expenditure in the making of unnecessary Orders and the provision of unnecessary signing.</p> <p>It was resolved that on receipt of new 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.</p> <p>It would be appropriate to add Newtown to the list of sites to be assessed when the new policy has been agreed.</p>	<p>That:-</p> <p>(i) Newtown, Ramsbury, be added to the list of outstanding speed restriction requests to be assessed when the revised national guidance on the setting of restrictions is received.</p> <p>(ii) The petitioners be advised accordingly.</p>

Organiser: Julia J. Drake, Wally's Children's Soft Play Centre, 60 Shails Lane, Trowbridge

Petition for	Number of Signatures	Parish Or Town	Existing Speed Limit	Injury Accidents In 3 years	Comments from Supporting letters	Observations	Recommendation
The provision of a pedestrian crossing on Shails Lane, Trowbridge.	643	Trowbridge	30 mph	There have been two injury accidents on the length of Shails Lane from River Way to Upper Broad Street but neither of these involved pedestrians.	We at Wally's Soft Play Centre are very concerned by the danger encountered by children crossing the road to the old bus station car park. We are in desperate need of some help to prevent a serious accident before it occurs.	<p>The County Council is allocated funding, via the Local Transport Plan settlement, for 'integrated transport' measures that are intended to encourage walking, cycling and the use of public transport, and reduce traffic accidents. This includes the provision of pedestrian crossings. However, the integrated transport budget for the current financial year (2003-04) is fully allocated.</p> <p>As part of the ongoing town centre traffic management and accessibility improvement works in Trowbridge, which include the enhancements in Silver Street, Roundstone Street and the proposals for Market Street, it is proposed to review the management of traffic in the area to the north-west of the town centre. The review, to be conducted in 2003-04, will consider improving conditions for pedestrians, improving public transport access and enabling better integration of new development, such as the former Ushers site, into the town centre. This will involve a review of traffic flows on Manvers Street, Wicker Hill, Fore Street, Hill Street, Upper Broad Street, Conigre and Shails Lane.</p>	<p>That:-</p> <p>(i) The need for the provision of a pedestrian crossing on Shails Lane, Trowbridge, be examined as part of the ongoing town centre traffic management proposals.</p> <p>(ii) The petitioners be advised accordingly.</p>