

REGULATORY COMMITTEE
17th DECEMBER 2003

**CALNE WITHOUT: OLD ROAD, STUDLEY -
OBJECTIONS TO TRAFFIC ORDERS**

Purpose of Report

1. To consider letters of representation and to recommend the making of the Orders with amendments.

Background

2. Following the receipt of a petition requesting the closure of Old Road, Studley, to prevent 'rat-running' due to the violation of the existing prohibition of driving Order, a scheme was included in the Annual Traffic Management Report in March 2002 subject to joint funding being forthcoming.
3. In September 2002, a scheme to prevent all movements at the junction with the A4, except for the left turn out, was circulated to residents. This left turn exit was considered necessary to allow larger delivery vehicles to exit the lane due to inadequate width to accommodate a turning facility. There was general support for these measures.
4. In February 2003, detailed Orders were advertised. In addition to the Orders to effect the junction restrictions, the opportunity was taken to advertise Orders to extend the existing weight limit and 30 mph speed limit in the village to include Old Road. These are shown on the plan at **Appendix 1** and consisted of:-
 - (i) A length of one way at the A4 end to prevent vehicles entering from the A4
 - (ii) A prohibition of right turn onto the A4 (ie only permit left turn)
 - (iii) The imposition of a 7.5 tonne weight restriction
 - (iv) The revocation of the existing "except for access" Order
 - (v) The imposition of a 30 mph speed limit
5. As a result of the advertisement 11 letters were received. Nine of these letters supported the proposals. One letter supported the principle of the scheme but objected to the details, and the other letter indicated that rather than implement the proposal the existing "no entry except for access" Order should be made more prominent and effective. The letters are summarised in **Appendix 2** together with comments on the points raised. Copies of these letters, together with correspondence from the Parish Council, are available in the **Members' Room** and from the Environmental Services Department.

6. These matters have been discussed with the Parish Council on site and the Parish Council has considered the proposals and objections on a number of occasions. This, together with securing contribution funding, has delayed the progress of the scheme.

Main Considerations for the Council

7. A decision is required on the various objections to enable the scheme to proceed.

One way

8. As detailed in **Appendix 2**, it is agreed that the 45 metre length of one way would legally have prevented pedal cycles entering the lane from the A4, although this was not intended. The length of one way should be reduced to a minimum just to prevent motor vehicles entering the lane. A new length of joint footway/cycleway will be constructed within the new verge built on the existing carriageway.

No right turn

9. There are no specific objections to this Order other than the one objection that no Orders should be introduced but the current restriction made more effective. It is considered that this Order should be implemented as advertised.

Weight restriction

10. As detailed in **Appendix 2**, the inclusion of the weight restriction in the same manner as the existing weight restriction on Church Lane is necessary to enable legal access for delivery vehicles to Old Road. The weight restriction should be brought into operation as an amendment to the existing restriction.

All motor vehicles prohibited except for access

11. This Order was to be revoked as it was considered no longer necessary if the no right turn and one way were to be implemented. However, in view of the objections by Mr. Rees and the letters he forwarded, it will be acceptable for this Order to remain in force.

30 mph speed restriction

12. This Order was proposed to reduce the number of signs at the junction of Old Road and Church Road by the access to Bowood due to the removal of the current terminal signs. It would be necessary to install three pairs of small repeater signs along Old Road but the Parish Council agreed this was preferable as it improved the visual aspect of the junction by the Bowood gate. This Order should be implemented as advertised.

Environmental Impact of the Proposal

13. The introduction of the various Orders will result in a net increase in signs but these will be sited as discreetly as possible, whilst remaining visible, but the reduction in traffic on Old Road will improve the environment along this road.

Risk Assessment

14. There is no risk to the Council in introducing the Orders with the amendments suggested.

Financial Implications

15. The finance allocated in the Traffic Management Revenue Budget and the contributions from the Parish and District Councils are sufficient to implement the proposals.

Options Considered

16. Options ranging from installing all the Orders as advertised, to abandoning the scheme completely, or various combinations between, were discussed with the Parish Council.

Reasons for Recommendation

17. The comments in paragraphs 8 to 12 explain the reasons in respect of the various Orders.

Recommendation

18. That:-
 - (i) The one way Order be implemented only over a distance of 10 metres from the channel of the A4;
 - (ii) The no right turn be implemented as advertised;
 - (iii) The 7.5 tonne weight restriction be implemented as an addition to the existing weight restriction on Church Road;
 - (iv) The current 'all motor vehicles prohibited except for access' be not revoked;
 - (v) The 30 mph speed restriction be introduced on Old Road as advertised;

- (vi) A short section of joint footway/cycleway be constructed to permit cyclists to access the lane from the A4;
- (vii) The Parish Council, objectors and supporters be informed accordingly.

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

Letters of representation