

CABINET MEMBER FOR HIGHWAYS AND TRANSPORT – CLLR PHILIP WHITEHEAD

HIGHWAYS AND TRANSPORT SERVICES

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REFERENCE: HT-21-2015

BYWAY 12, AMESBURY, WILTSHIRE: (PROHIBITION OF RIGHT HAND TURN) ORDER 2015

Purpose of Report

1. To:
 - (i) Consider objections to the prohibition of right hand turn from Byway 12, Amesbury onto the A303.
 - (ii) Recommend that the Prohibition Order be made in the interests of highway safety.

Relevance to the Council's Business Plan

2. The proposed Traffic Regulation Order (TRO) meets two key priorities of the Council's Business Plan. Those priorities being:
 - Outcome 2 – People in Wiltshire work together to solve problems locally and participate in decisions that affect them; and
 - Outcome 6 – People are as protected from harm as possible and feel safe.

Background

3. Previous reports relating to the Stonehenge World Heritage Site (WHS) can be viewed, HT-013-10 <https://cms.wiltshire.gov.uk/ieDecisionDetails.aspx?ID=192>
HT-047-11 <https://cms.wiltshire.gov.uk/ieDecisionDetails.aspx?ID=517>
4. Planning permission for the new Visitor Centre at Airman's Corner for the Stonehenge WHS was granted on 20 January 2010. As well as the new visitor facilities, the permission provided for the closure and return to grassland of the section of the A344 between Stonehenge Bottom and Byway 12.
5. English Heritage sought legal authorisation for the closure of this section of the A344 through an application to the Secretary of State under Section 247 of the Town and Country Planning Act. The remaining length of the A344 from Byway 12 westwards to Airman's Corner and the Byways Open to All Traffic (BOATs) within the WHS are subject to the proposed TRO.
6. The closure of the A344 has changed the route to the Visitor Centre. As a result, the Highways Agency made improvements at Longbarrow Roundabout on the A303. To increase its capacity, mitigate the impact of closing the A344 and reduce peak hour congestion.

7. The Planning Inspector's decision to maintain access to the BOATs close to the WHS has resulted in a further change in traffic patterns.

Detail

8. Due to changed traffic patterns and Byway 12 remaining open as per the Planning Inspector's decision, concern was raised by the Highways Agency and Wiltshire Police regarding vehicles turning right from the A303 onto Byway 12, and from Byway 12 right onto the A303 undertaking high risk manoeuvres.
9. Therefore, an Experimental Order was placed to prohibit vehicles travelling southbound on Byway 12 from turning westbound onto the A303.
10. The Highways Agency, Highway Authority for the A303, also placed a Temporary Traffic Order prohibiting the right turn from the A303 westbound onto Byway 12 northbound.
11. Objections were accepted within six months of the day the Experimental Order came into force.
12. During this period one letter of representation was received in objection to the Experimental Order. This is listed in **Appendix 1**, together with a summary of their comments and officer comments on the points raised.

Main Considerations for the Council

13. Consideration needs to be given to the responses received and a decision made on the way forward. The Experimental Order was implemented on the ground of Highway Safety, not to prohibit further access to the Stonehenge site.

Safeguarding Considerations

14. There is no risk to the Council as a result of these proposals.

Public Health Implications

15. There is none in this scheme.

Corporate Procurement Implications

16. There is none in this scheme.

Environmental and Climate Change Considerations

17. To enforce the Experimental Order, four signs were erected on Byway 12, two north and two south of the A303. Whilst these signs have a slight impact on the visual aspect, they are a requirement of the TRO. The position and size of these signs were discussed and agreed with English Heritage.
18. If the Council decides that the Order should be made permanent, the signs will remain in place. There is no significant difference between the signage for an Experimental Order and the signage for a Permanent Order.

Equalities Impact of the Proposal

19. There is none in this scheme.

Risk Assessment

20. There is no risk to the Council as a result of these proposals.

Financial Implications

21. The signs are already in place; therefore, the only cost is the advertisement of the legal TRO.

Legal Implications

22. All changes to existing parking restrictions require amendments to the TRO. The process is governed by the Road Traffic Regulation Act 1984 and Associated Procedural Regulations. Failure to adhere to the statutory processes could result in the restrictions being successfully challenged in the High Court.

Options Considered

23. To:

- (i) Make the Permanent Order for the right hand turn prohibition.
- (ii) Not make the Permanent Order and remove the existing signage.

Reason for Proposals

24. The comments set out in **Appendix 1** on the objection received indicate that it is considered appropriate for the Permanent Order to be implemented.

Proposals

25. That:

- (i) Provisions of the Permanent Order be made in the interests of highway safety.
- (ii) The objectors be informed accordingly.

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

Letters of representation