

CABINET MEMBER FOR HIGHWAYS AND TRANSPORT – CLLR PHILIP WHITEHEAD

HIGHWAYS AND TRANSPORT SERVICE

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REFERENCE: HT-09-17

INTENTION - PROPOSED WAITING RESTRICTIONS, VARIOUS LOCATIONS, WESTBURY

Purpose of Report

1. To consider comments received in relation to proposals to amend The County of Wiltshire (Westbury, Heywood and Dilton Marsh) (Prohibition and Restriction of waiting, taxi rank clearways and on-street Parking) Consolidation Order 2012 to introduce waiting restrictions at various locations within Westbury.

Relevance to the Council's Business Plan

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

Background

3. Issues relating to parking at Eden Vale Road, Slag Lane, Leigh Road and The Spur were received by the Community Area Transport Group (CATG) via the Area Board issues system. Westbury Town Council supported these issues which were subsequently identified as priorities for the CATG.
4. Proposals for waiting restrictions at the locations above were prepared in conjunction with the CATG, including the local elected Wiltshire Council Members and representatives of the Town Council.
5. The restrictions were advertised between 13 January and 6 February 2017. During this period, 19 comments were submitted of which 7 were objections.
6. The proposals are:
 - (i) To introduce **No Waiting at any time** on the following lengths of roads:
 - **Cossington Square** – both sides – from its junction with Slag Lane for a distance of 10 metres in a westerly direction.
 - **Eden Vale Road** – east side – from the boundary between property Nos. 17 and 19 Eden Vale Road for a distance of 34 metres in a southerly direction.
 - **Eden Vale Road** – west side – from a point 30 metres south of its junction with Matravers Close for a distance of 88 metres in a northerly direction.

- **Leigh Road** – north side - from a point 17 metres north east of its junction with Eden Vale Road for a distance of 10 metres in a northerly direction.
- **Leigh Road** – north side – from the boundary between property Nos. 48 and 46 Leigh Road to the boundary between property Nos. 40 and 38 Leigh Road.
- **Slag Lane** – south east side – from its junction with Station Road to its junction with Frogmore Road.
- **Slag Lane** – north west side – from its junction with Station Road to a point 10 metres north of its junction with Private Access Road (Network Rail).
- **Slag Lane** – north west side – from a point 10 metres south of its junction with Turntable Place to a point 10 metres north of that junction.
- **The Spur** – both sides – from a point 21 metres north of its junction with Westbury Leigh for a distance of 60 metres in a northerly direction.
- **Turntable Place** – both sides – from its junction with Slag Lane for a distance of 10 metres in a westerly direction.

(ii) To introduce **No Waiting Monday to Friday 8am – 6pm** on the following length of road:

- **Slag Lane** – north west side - from a point 10 metres north of its junction with Private Access Road (Network Rail) to a point 10 metres south of its junction with Turntable Place.
- **Slag Lane** – from a point 10 metres north of its junction with Turntable Place to its junction with Frogmore Road.

7. Site notice plans are included at **Appendix 1**.

Main Considerations for the Council

8. To consider the objections received during the consultation period in relation to Eden Vale Road, The Spur, Leigh Road and Slag Lane. A summary of the issues raised, relating to the proposal and officer comments, is included in **Appendix 2**. Details of those who commented are provided in **Appendix 3**.

9. **Overview and Scrutiny Engagement**

There are none in this scheme.

Safeguarding Implications

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

Public Health Implications

11. There are none with this proposal.

Corporate Procurement Implications

12. There are none with this proposal.

Environmental and Climate Change Considerations

13. There is potential for parking to be displaced to other locations.

Equalities Impact of the Proposal

14. There are considered to be no equalities impacts.

Risk Assessment

15. There is no risk to the Council in relation to the proposals.

Financial Implications

16. All expenditure for the necessary works will be funded from the Westbury CATG budget.

Legal Implications

17. The implementation of the proposed restrictions requires the processing of a TRO. The process of introducing a TRO is governed by the Road Traffic Regulation Act 1984 and associated procedural regulations. Failure to adhere to the statutory processes could result in the TRO being successfully challenged in the High Court.

Options Considered

18. To:
- (i) Proceed with the proposals as advertised.
 - (ii) Not proceed with the proposals.

Reason for Proposals

19. The proposed restrictions are intended to improve road safety and reduce the potential for collisions as a result of on-street parking negatively impacting upon forward visibility for vehicles passing through these locations and those entering/exiting junctions and accesses within these areas. Despite the objections received, there has also been a great deal of support for the proposals and it is felt that the restrictions are required in order to address the existing road safety concerns.

Proposals

20. To proceed with the proposals as advertised.

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

None