

**CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND WASTE –
CLLR BRIDGET WAYMAN**

HIGHWAYS AND TRANSPORT SERVICE

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REFERENCE: HTW-01-17

NEW ROAD, CHIPPENHAM – WAITING RESTRICTIONS

Purpose of Report

1. To consider the comments received following the formal advertisement of proposed amendments to parking and waiting restrictions in New Road, Chippenham.

Relevance to the Council's Business Plan

2. The proposed Traffic Regulation Order (TRO) meets the priorities in the Council's Business Plan.
 - Outcome 3 – Everyone who lives in Wiltshire lives in a high quality environment.
 - Outcome 6 – People are as protected from harm as possible and feel safe.

Background

3. The Chippenham Town Cycle Network, developed by Wiltshire Council, seeks to create a convenient, safe and direct cycle network between the key destinations and transport hubs within the town. The New Road Gyratory area of Chippenham has long been highlighted as an obstacle for cyclists, due to the one way system and high traffic flows. It has therefore been a long standing aspiration to provide improvements to the existing cycle infrastructure in this area.
4. Sustrans completed a 'Cycling and Walking Access Study' in 2013, looking at key priorities to improve access to Chippenham Rail Station on foot and by bike. The New Road Gyratory was highlighted as a key priority for cyclists in accessing the station.
5. Also in 2013, Atkins was commissioned to complete a number of feasibility studies based on the findings in the Sustrans report and develop options to improve the walking and cycling facilities in a number of different locations. One of these locations was Marshfield Road Gyratory in Chippenham.
6. In 2015, Atkins was also commissioned to complete the detailed design for the New Road Gyratory cycle scheme.
7. An Independent Road Safety Audit took place of the scheme and identified concerns regarding the ability of users to access or egress from the facility, due to the presence of parked vehicles immediately adjacent to the access kerbs on both sides of the road. To resolve these concerns, amendments to the on-street parking provision were proposed by

the authority's consultants. The proposal included the removal of three parking bays, and replacement with a No Waiting at Any Time restriction. A copy of the proposal is attached at **Appendix 1**.

8. The formal advertisement of the associated traffic orders took place during February and March 2017. During this period a total of three objections were received, this included an objection from Chippenham Town Council. The locally elected Wiltshire Councillor, Mr Christopher Caswill, acknowledged receipt of the associated documents and indicated no objection to the proposal. He used the opportunity to raise a query regarding the process of making alterations to TROs, but this was responded to separately.

Main Considerations for the Council

9. To consider the three objections received during the consultation period. A summary of the issues raised and officer comments are included in **Appendix 2**. Details of the objectors are provided in **Appendix 3**.

Safeguarding Implications

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

Public Health Implications

11. The introduction of measures which encourage the use of alternative and sustainable method of transport and travel, and reducing car use. This has the benefit of reducing air borne pollution and improving air quality.

Corporate Procurement Implications

12. There are none with this proposal.

Environmental and Climate Change Considerations

13. The introduction of measures which encourage the use of alternative and sustainable method of transport and travel, and reducing car use. This has the benefit of reducing air borne pollution and improving air quality.

Equalities Impact of the Proposal

14. There are none with this proposal.

Risk Assessment

15. If schemes, programmed for design or delivery within the current financial year, are not progressed the Council risks the potential of delayed delivery in subsequent years due to other funding demands and uncertainty of future budget.

Financial Implications

16. The on ground speed limit changes will be funded from the Local Transport Plan Integrated Transport allocation. Failure to proceed with the project may leave funding unallocated and subject to underspend within the current financial year.

Legal Implications

17. There are none with this proposal

Options Considered

18. To:
- (i) Implement the advertised changes.
 - (ii) Abandon the proposals and retain the existing restrictions.

Reason for Proposals

19. The proposals have been developed to ensure that safe and appropriate access is maintained for cycle users. Failure to enable access will result in a compromised cycle facility and increase the potential risk of injury to users.

Proposals

20. That:
- (i) The proposals be implemented as advertised.
 - (ii) The objectors be informed accordingly.

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

None