

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

HIGHWAYS AND TRANSPORT

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REFERENCE: HTW-08-17

WILTSHIRE COUNCIL
ROAD TRAFFIC REGULATION ACT 1984
TRAFFIC MANAGEMENT ACT 2004
1. THE COUNTY OF WILTSHIRE (WILCOT ROAD, PEWSEY)
(ONE WAY TRAFFIC) ORDER 2017

**2. THE COUNTY OF WILTSHIRE (PARISHES OF EAST WILTSHIRE) (PROHIBITION AND
RESTRICTION OF WAITING, TAXI RANK CLEARWAYS AND ON STREET PARKING)
CONSOLIDATION ORDER 2016 (AMENDMENT NO. 3) ORDER 2017**

Purpose of Report

1. To consider the five objections and three comments received in regards to the proposed waiting restrictions, removal of one-way order and re-located parking bays on Wilcot Road, Pewsey (see **Appendix 2**).

Relevance to the Council's Business Plan

2. The Council is promoting sustainable development. The proposed Traffic Regulation Orders (TROs) facilitate a residential development in a sustainable location.

Background

3. In 2012 an application for ten houses and four flats by Westbuild Homes Ltd was approved by the Council under planning application E/12/1216. To facilitate access to the site the current one-way order on Wilcot Road is proposed to be rescinded for a small length to allow two way vehicle movements to the site. A length of limited parking is to be removed and provided within the site and the visibility at the access is to be kept clear by the introduction of a length of no-waiting at any time restriction.

Main Considerations for the Council

4. Objections state that Wilcot Road is not wide enough, at the location of the site, to allow two vehicles to pass along with the pedestrians that use the route to access the school and leisure complex. The carriageway measures approximately 4.8 metres over the site frontage. Manual for Streets 2 states that this width is suitable for both pedestrians and vehicles to pass (a minimum of 4.1 metres). Inter-visibility is excellent and both vehicles and pedestrians will be aware of each other's presence. The removal of the on-street parking (replaced within the site) also releases some additional width of carriageway to aid two-way vehicle movements.

5. Objections have been raised in regards to the potential for vehicles to have to turn to avoid the one-way order. The situation will remain similar to the current situation: a relatively small length of one-way with adequate advance signs to warn vehicles they are approaching a one way section. The site access road will introduce a new turning facility in addition to the existing school entrance where vehicles currently have to turn if they ignore the one-way system warning signs.
6. Comments received request the parking bays provided within the site to be secured for resident parking only. The replacement spaces will have the same time restrictions that currently apply to the on-street spaces that are being lost; the impact on the existing dwellings will therefore be neutral.

Safeguarding Considerations

7. Not Applicable.

Public Health Implications

8. Not Applicable.

Corporate Procurement Implications

9. None. All costs in regards to implementation of the TROs have been met in their entirety by the developer.

Environmental Impact of the Proposal

10. The site is within walking distance of the town centre and the local school and leisure facilities so people are less likely to utilise private vehicles.

Equalities Impact of the Proposal

11. The new length of two-way road is minimal. Advance warnings signs are already in place to ensure that vehicles turn in plenty of time. The removal of on-street parking spaces allows for some widening of the carriageway enabling Wilcot Road to accommodate pedestrian and vehicular movement.

Risk Assessment

12. Not applicable.

Financial Implications

13. All costs in regards to implementation of the TROs have been met in their entirety by the developer.

Legal Implications

14. There are none.

Options Considered

15. To:
 - (i) Implement the proposals as advertised.

- (ii) Not implement the proposals.
- (iii) Implement the proposals with amendments.

Reason for Proposal

- 16. Traffic associated with the site will be encouraged to access the site over a highway network which is better designed. The introduction of no-waiting will ensure access to the site is maintained with a suitable safe level of visibility. The loss of on-street parking will be replaced within the site.

Proposal

- 17. That the proposals be implemented as advertised.

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

None