

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

**HIGHWAYS AND TRANSPORT**

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**REFERENCE:** HTW-13-18

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**WILTSHIRE COUNCIL  
ROAD TRAFFIC REGULATION ACT 1984  
THE COUNTY OF WILTSHIRE (BYWAY 20, AMESBURY)  
(PROHIBITION OF DRIVING) ORDER 2016**

**Purpose of Report**

1. To consider the 39 objections received in regards to the proposed Prohibition of Driving Order on the entire length of Byway 20 Amesbury (see **Appendix 2**).

**Relevance to the Council's Business Plan**

2. The promotion of the Byway for use by pedestrians will help to promote more active lifestyles and provide an environment to promote a resilient community.

**Background**

3. The Byway is located within the residential area known locally as Kings Gate. At planning stage, to mitigate vehicle and pedestrian conflict, the Council promoted a change of status from open to all traffic to a foot and cycle use. The request was not incorporated into the permissions granted. From 6 July 2009 to 7 July 2013 a series of "temporary" prohibition of driving orders was implemented. Data demonstrates that the track was not regularly used by motorised vehicles (MVs) and that it was also considered to not form an integral part of the byway network. Over a period of four years the benefits of the temporary order have been realised. The formal consultation encouraged support by the Police which promoted the use of Motorised Propelled Vehicle (MPV) rather than the more general Motorised Vehicle (MV) description. The order will not prevent use by bicycles.

**Main Considerations for the Council**

4. Consideration needs to be given to the responses received and a decision made on the way forward.
5. There is significant public desire to maintain access to the lower section of Byway 20 as it is a useful link to the Industrial estate and to prospective allotments. The Council agrees to remove this section from the proposed Order (see **Appendix 3**).
6. MPVs can be accommodated within the residential road network.

**Safeguarding Considerations**

7. There is no impact on safeguarding.

### **Public Health Implications**

8. The prohibition of driving on the Byway will make the environment of the Byway more conducive to pedestrian use and in turn will promote walking and exercise.

### **Corporate Procurement Implications**

9. All costs will be covered by the developer.

### **Environmental Impact of the Proposal**

10. The prohibition of MPVs will remove the likelihood of exhaust emissions and reduce the noise impact on both the natural environment and the adjacent residential areas.

### **Equalities Impact of the Proposal**

11. The motorised users of the Byway will still be able to take access over the adjacent road network which has been designed to accommodate both pedestrian and motorised vehicle use.

### **Risk Assessment**

12. The removal of MPVs will reduce the likely conflict between vehicle and pedestrian users.

### **Financial Implications**

13. All costs for the advertisement and implementation of the proposal fall to the developer.

### **Legal Implications**

14. Consultations have been undertaken with the Fire Service, Police and Ambulance Service and also with the relevant bus companies, the Town Council and the Local Member. Advertisements have been posted in the local press and notices were posted in prominent positions at the site. The use of MPVs prevents the use of scrambler type motorbikes but accounts for access by bicycle.

### **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. Decision will be to omit the section of Byway that runs between the main roads (Stockport Avenue) to its junction with Stockport Road (see **Appendix 3**).

### **Proposal**

17. That the proposals be implemented with amendments.

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

None

