

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

**HIGHWAYS AND TRANSPORT**

**OFFICER CONTACT:** Ian Fry 01225 771649 email: [ian.fry@wiltshire.gov.uk](mailto:ian.fry@wiltshire.gov.uk)

**REFERENCE:** HTW-14-18

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**WILTSHIRE COUNCIL  
ROAD TRAFFIC REGULATION ACT 1984  
TRAFFIC MANAGEMENT ACT 2004  
THE COUNTY OF WILTSHIRE (CALNE AND CALNE WITHOUT) (PROHIBITION AND  
RESTRICTION OF WAITING, TAXI RANK CLEARWAYS AND ON STREET PARKING)  
CONSOLIDATION ORDER 2015 (AMENDMENT NO.2) ORDER 2017**

**Purpose of Report**

1. To consider the 22 objections and 2 comments in relation to the waiting restrictions proposed for a short stretch of the A4 London Road in Calne opposite 127 London Road (see **Appendix 1**).

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

2. The development will provide local commercial activity to strengthen the local economy, and the parking restriction will ensure the safe and free flow of commercial traffic through Calne on the A4.

**Background**

3. The application site at 127 London Road, previously the site of a service station for many years, is now derelict and fenced off. As part of the re-development of the site the applicant agreed to fund the proposed waiting restrictions that require a Traffic Regulation Order (TRO). The intention is to prevent parking on the opposite side of London Road from the development which may otherwise cause traffic congestion, particularly during commercial servicing. The report addresses the comments to the consultation, 22 of the 24 of which are objections (see **Appendix 2**).

**Main Considerations for the Council**

4. The introduction of a daytime waiting restriction along approximately 25 metres of carriageway will remove a small number (approximately four) of on-street parking spaces. However, this will facilitate the free flow of vehicles along the A4 and maintain a clear entrance to the proposed site. By definition the carriageway (the public highway) is primarily for the passing and re-passing of vehicles.

**Safeguarding Implications**

5. Not Applicable.

### **Public Health Implications**

6. Not Applicable.

### **Corporate Procurement Implications**

7. Not Applicable.

### **Environmental and Climate Change Considerations**

8. Free flow of traffic will stop idling engines in the vicinity resulting from queued traffic. There may be some benefit for the local community if the new development offers a local walking/cycling alternative to journeys that would otherwise be made by car.

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

9. None.

### **Risk Assessment**

10. No significant risks.

### **Financial Implications**

11. All costs, associated with the consultation and implementation of the scheme, have been met in full by the developer.

### **Legal Implications**

12. No significant implications.

### **Options Considered**

13. To:
  - (i) Implement the proposals as advertised.
  - (ii) Not implement the proposals.
  - (iii) Implement the proposals with amendments.

### **Reason for Proposal**

14. To ensure the continued free flow of traffic along the A4 when the commercial premises, within the proposed development on London Road, are being serviced.

### **Proposal**

15. To implement the proposals as advertised.

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

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None