

CLLR BRIDGET WAYMAN

HIGHWAYS AND TRANSPORT

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REFERENCE: HTW- 20-18

**WILTSHIRE COUNCIL
ROAD TRAFFIC REGULATION ACT 1984
TRAFFIC MANAGEMENT ACT 2004
1. THE COUNTY OF WILTSHIRE (VARIOUS ROADS, CHIPPENHAM)
(20 MPH SPEED LIMIT ZONE) ORDER 2018
2. THE COUNTY OF WILTSHIRE (CHIPPENHAM AND CHIPPENHAM WITHOUT)
(PROHIBITION AND RESTRICTION OF WAITING, TAXI RANK CLEARWAYS AND ON
STREET PARKING) CONSOLIDATION ORDER 2016 (AMENDMENT NO.3) ORDER 2018**

Purpose of Report

1. To consider one objection in relation to the proposed “no-waiting at any time” restriction on Rowden Lane (part), Brooklands, Milbourne Way, Cochran Avenue and Coppice Close, Chippenham (see **Appendix 2**).

Relevance to the Council’s Business Plan

2. The proposed Traffic Regulation Order meets three of the priorities in the Council’s Business Plan 2017 – 2017:
 - Priority 1- Growing the Economy (New infrastructure to support housing and employment Growth)
 - Priority 2 – Strong Communities (Reduced Road Casualties, Reduced risk of floods, Healthier population, Good Countryside access and cycling and walking opportunities)
 - Priority 3 - Protecting the vulnerable (Reduced social isolation and loneliness).

Background

3. The roads covered by this report were constructed by Redcliffe Homes as per its planning approval. The roads have been designed to create a self-enforcing 20 mph zone with several bends in the road layout. Since occupation has taken place it has become apparent that there is a high level of on-street parking leading to conflict between parked and moving vehicles, impacting on the safety of all road users. In response to the issues of inappropriate on-street parking a proposal for a series of double yellow lines was advertised (see **Appendix 2**).
4. The objection received raised concerns that the removal of off-street parking will increase vehicle speeds and the introduction of double yellow lines will displace parking, in particular parking associated with dog walkers in the vicinity.

Main Considerations for the Council

5. In the interests of safety, it is proposed to introduce double yellow lines to the carriageway at specific areas of vehicle conflict, such as bends, whilst retaining a sufficient length of non-restricted carriageway for the use of incidental parking. The estate has been built with allocated off-street parking for each dwelling meaning that the proposed removal of limited on-street parking should have no detrimental effect on the residents. The road layout has been designed to be a self-enforcing 20 mph zone and the introduction of waiting restrictions should not result in a significant increase in vehicle speed

Safeguarding Considerations

6. Not applicable.

Public Health Implications

7. Not applicable.

Corporate Procurement Implications

8. Not applicable.

Environmental and Climate Change Considerations

9. Not applicable.

Equalities Impact of the Proposal

10. The introduction of waiting restrictions will increase the safety of road users by reducing vehicle conflict and enable the free movement of traffic.

Risk Assessment

11. No significant risks.

Financial Implications

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

Legal Implications

13. No significant implications.

Options Considered

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

Reason for Proposal

15. To ensure the continued free flow of traffic on the public highway and for the benefit of the safety of users of the highway.

Proposal

16. That the proposals be implemented as advertised.
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The following unpublished documents have been relied on in the preparation of this Report:

None