

CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND WASTE

CLLR BRIDGET WAYMAN

HIGHWAYS AND TRANSPORT

OFFICER CONTACT: Hannah Jones Hannah.jones@wiltshire.gov.uk 01225 713315

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LYDIARD MILLICENT, PURTON AND SWINDON – SPEED LIMITS, PROHIBITION OF DRIVING, WEIGHT LIMITS AND WAITING RESTRICTIONS

Purpose of Report

1. To consider the 65 comments (twelve of which were objections) received in response to the consultation for Various Traffic Regulation Orders (TROs) in relation to the Ridgeway Farm housing development in the parish of Purton (see **Appendix 2**).

Relevance to the Council's Business Plan

2. To facilitate residential development in line with the Land Housing Supply figures.

Background

3. In 2010 the Ridgeway Farm residential development of up to 700 houses, located near the Swindon/Wiltshire boundary in the parish of Purton, was granted planning permission. To facilitate the implementation of the development a review of traffic management was undertaken and it was decided that the current B4553, which is a busy route into Swindon, should be re-routed through the new estate. The re-routing of the B4553 would also enable part of Purton Road to be closed to traffic and become a local walking and cycling route. To facilitate this proposal, and improve traffic management in the local vicinity, a number of TROs are required:
 - A prohibition of driving order on a small section of the current B4553 at its junction with Washpool;
 - A prohibition of driving order on Purton Road from its junction with Swinley Drive in an eastern direction;
 - A series of No Waiting at any time restrictions through the development site;
 - Change of speed limits to secure the appropriate vehicle speeds through the residential areas; and
 - The application of weight limits on two existing Wiltshire Council roads to discourage use of those roads and encourage use of the re-routed B4553 new estate road.
4. As part of the related consultations, a total of 65 comments were received with 12 of these being objections. The main thread of the objections relate to the closure of Purton Road, with the majority of comments requesting an extension to the proposed 30 mph on the Washpool to various points up to and including its junction with Tewkesbury Road (see **Appendix 1(a-f)**).

Main Considerations for the Council

5. As part of the planning of Ridgeway Farm, traffic management in the local area was reviewed and a decision was taken to re-route the busy B4553 through the new development in order to take the traffic off of nearby local roads. That decision is an integral part of the planning permission and is not a matter for review. The re-routing of the B4553 requires part of Purton Road to be closed to traffic and become a local walking and cycling route.
6. The re-routed B4553, known as Cowleaze, will accommodate the Wiltshire to Swindon traffic currently using Purton Road. The road will pass through a residential area that incorporates features which will encourage vehicles to respect the 30 mph limit. In addition, the closure of Purton Road (east) will be converted to a shared use path allowing a safer, direct and more convenient route for local residents to access the new primary school and bus routes on the new development. Residential traffic from Peatmoor and Purton will be able to access the Ridgeway Farm development via the new residential road known as The Buffer.
7. The proposed weight limits will maximise the positive effect on the adjacent residential environment while minimising the impact on the vital HGV access to and from Swindon and the motorway. The speed limits have been advertised in accordance with national guidance and will manage traffic speed of vehicles accessing and passing through the new development.
8. The Council does not accept an extension to the 30 mph limit from Washpool to Tewkesbury Way. The roads do not meet the national criteria for a 30 mph limit and as such, a change of speed limit would be restricted in its effectiveness in lowering speeds.
9. Representation from the Local Member (Lydiard Millicent) requested the removal of The Buffer (referred to link road in that representation) from the scheme with the aim of removing additional traffic from the western Purton Road and Lydiard Millicent roads. She states that The Buffer and Cowleaze are narrow and not suitable for significant vehicle movements and vehicles will be encouraged to utilise Purton Road rather than drive through the new estate roads. The representation also raises significant concerns over the introduction of additional HGV movements on Purton Road which is used by residents of Lydiard Millicent to access school provision.
10. The Buffer and Cowleaze have always been part of the proposed road network forming part of the planning permission; the roads have been built to technically approved dimensions and are accepted as meeting the requirements of the highway users, current and proposed. The design and TRO orders will encourage both local and through traffic to utilise these routes, in some cases preventing vehicular access. HGV traffic will be deterred from utilising Purton Road and Washpool due to the Weight Limit (except for access) TRO which will mitigate the risk of HGV traffic utilising the wider Lydiard Millicent road network.
11. There may be some increase of residential traffic from the west accessing the new development but this should be limited to small vehicles and local traffic. The Council has access to S106 funding which can be utilised to improve pedestrian facilities on Purton Road (west) if required.
12. To realise the full benefits of this traffic management plan, the proposed TROs are required to be implemented.

Safeguarding Considerations

13. Not applicable.

Public Health Implications

14. Conversion of the eastern length of Purton Road to a shared use path will encourage residents to access the development by foot and on bike in a safe manner leading to less reliance on vehicles while encouraging healthy activity.

Corporate Procurement Implications

15. Not applicable.

Environmental and Climate Change Considerations

16. The implementation of weight limits on Washpool and part of Purton Road will remove the larger HGV vehicles from roads which are rural in their nature, improving air quality for the residents and general amenity. The removal of Purton Road (east) from the road network will improve the amenity of residential properties in the vicinity, improving the air quality and noise environment.

Equalities Impact of the Proposal

17. The Purton Road closure will improve the facilities for disabled users and provide a traffic free walking and cycling route for all users. The new highway infrastructure provides better facilities for users with disabilities.

Risk Assessment

18. Road Safety Audits at Stages 1 and 2 have been undertaken by the developer.

Financial Implications

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

Legal Implications

20. There are none.

Options Considered

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

Reason for Proposal

22. The Approved TROs support the strategic re-routing of the B4553 whilst improving the amenity and environment for existing Wiltshire Council residents.

Proposal

23. That the proposals be implemented.

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

None