

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

**HIGHWAYS AND TRANSPORT**

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**REFERENCE:** HTW-41-18

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**ROAD TRAFFIC REGULATION ACT 1984**

**1. THE COUNTY OF WILTSHIRE (A4 NEW ROAD, STUDLEY, CALNE WITHOUT) (50 MPH  
SPEED LIMIT) ORDER 2018**

**2. PEDESTRIAN CROSSING – A4 NEW ROAD, STUDLEY, CALNE WITHOUT**

**Purpose of Report**

1. To consider 29 submissions, including 3 objections and 20 representations requesting changes to the proposal for a change of speed limit and the introduction of a TOUCAN crossing on the A4 in Studley near Calne (see **Appendix 2**).

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

2. The proposed pedestrian crossing will link the two settlements on either side of the A4, that of Derry Hill and Studley, and will also help to link the new development with its surrounding residential area, thereby strengthening communities and building resilience.

**Background**

3. In 2017 Planning Committee approved the development of 53 houses adjacent to the A4 in Studley, near Calne, under application number 17/03035. As part of that approval a light-controlled pedestrian crossing was secured, along with a reduction in the speed limit on the A4. A scheme was presented by the developer and gained technical approval from the Council. The proposal to introduce the pedestrian crossing and speed limit was advertised and a number of objections and representations were received (see **Appendix 2**).

**Main Considerations for the Council**

4. Several comments request a reduction to the proposed 50 mph limit to either a 40 mph or 30 mph. The proposed 50 mph limit meets statutory requirements in terms of geometry and environment along this stretch of the A4, but the criteria for a lower speed limit is not met. The introduction of the TOUCAN crossing is supported by the reduction in the speed limit.
5. Respondents also request that the reduction in speed limit is further extended along the A4 towards Calne. This stretch of road does not meet the statutory requirements of geometry and environment for a speed limit reduction. The proposed reduced speed limit is to accommodate the crossing and an extension will have no effect on the safety of the users of the crossing.
6. Several objectors have suggested that the crossing is in the incorrect location and have stated that it should be re-located further to the west as the proposed crossing location impinges on the narrowing of the current right hand turn lane accessing Derry Hill. The design has received full technical approval by the Council's term contractor and meets safety standards. The location has been chosen to provide a method of crossing for two current desire lines while optimising access for residents of the new estate. The location of the crossing will also encourage use of footpath CALW65 which will be re-surfaced for increased pedestrian and cycle use. There is to be a Conversion Order for footpath CALW65 to allow shared use in the near future.

7. Comments note that the location of the crossing leads to a reduction in the length of the current right hand turn lane. However, the reduced turning lane length is in accordance with government guidance for a 50 mph speed limit. It is acknowledged that at peak times of visiting for Bowood House there is more demand for the right hand turn, although the nature of these events means that any possible negative impact of the reduction of right hand turn lane is infrequent and manageable.
8. Comments have also been raised in connection with the potential conflict between users of the current bus shelter and cyclists on the proposed widened cycle path. The Council is able to take up this matter with the developer directly and will seek to amend the design to address this concern as part of the development agreement.

#### **Overview and Scrutiny engagement**

9. Not applicable.

#### **Safeguarding Considerations**

10. Not applicable.

#### **Public Health Implications**

11. Facilitates pedestrian movements and promotes healthy activity.

#### **Corporate Procurement Implications**

12. Not applicable.

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

13. Not applicable.

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

14. Though the crossing will result in the delay to passing traffic it will enable safe pedestrian access to and from leisure and community facilities.

#### **Risk Assess**

15. As part of the design safety audits have been undertaken.

#### **Financial Implications**

16. All costs associated with design, technical approval, consultation and implementation are being met by the developer.

#### **Legal Implications**

17. There are none.

#### **Options Considered**

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

### **Reason for Proposal**

19. The introduction of a TOUCAN crossing will improve pedestrian access across the A4, not only connecting the new development to the settlement of Derry Hill but also assisting pedestrian movements associated with the existing community, including access to leisure activities. The reduction of the speed limit will facilitate the introduction of the crossing.

### **Proposal**

20. 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:**

3 letters from members of the public