

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

**HIGHWAYS AND TRANSPORT**

**OFFICER CONTACT:** Martin Aldam 01225 713485 [martin.aldam@wiltshire.gov.uk](mailto:martin.aldam@wiltshire.gov.uk)

**REFERENCE:** HTW-42-18

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**ROAD TRAFFIC REGULATION ACT 1984**

**THE COUNTY OF WILTSHIRE (A338 PENNING'S ROAD, TIDWORTH) (RESTRICTED  
ROADS) ORDER 2018**

**THE COUNTY OF WILTSHIRE (VARIOUS ROADS, TIDWORTH) (40MPH SPEED LIMIT)  
ORDER 2018**

**THE COUNTY OF WILTSHIRE (A3026 LUDGERSHALL ROAD, TIDWORTH) (WEIGHT  
RESTRICTION) ORDER 2018**

**THE COUNTY OF WILTSHIRE (VARIOUS ROADS, COLLINGBOURNE DUCIS,  
LUDGERSHALL AND TIDWORTH) (WEIGHT RESTRICTION) ORDER 2018**

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**Purpose of Report**

1. To consider one objection and to note ten representations of support to the proposed speed limits and weight restrictions in Tidworth, Ludgershall and Collingbourne Ducis (see **Appendix 2**).

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

2. To improve transport infrastructure and access by targeted improvements to the highway network.

**Background**

3. Ludgershall High Street and Butt Street are sections of the A342 which provide a convenient and direct link towards Andover from the A338 and vice versa. Consequently, a high proportion of HGV traffic traverses Ludgershall High Street. Recent traffic counts show that there are approximately 230 HGV movements per day through Ludgershall High Street and Butt Street, which equates to around 6% of all traffic.
4. Whilst High Street and Butt Street are sections of the A342, the road passes through the conservation area and includes Castle Corner which is a right angle bend. The High Street is a busy shopping area with considerable pedestrian activity. Consequently, the High Street suffers from a significant degree of severance.
5. Several properties on Butt Street front directly onto the A342. HGVs frequently mount the footway, especially when there is opposing traffic. A substandard width footway at Castle Corner has had railings installed to protect pedestrians from vehicle overruns. The railings sustain frequent damage resulting in an ongoing highway maintenance liability and raises road safety concerns for pedestrians.

6. Consequently, a weight restriction in Ludgershall has been a long standing request by residents. However, the unsuitability of diversionary routes has meant that introducing a weight restriction has not been possible to date. The particular issue with the alternative route has been the junction layout at the junction with the A338 and A3026 known locally as The Ram junction. The acute angle does lend itself to HGV turning movements.
7. However, the construction of a new link road as part of the Riverbourne Fields housing estate in Tidworth, between the A338 and A3026, provides a direct and convenient link for HGVs to avoid Ludgershall and The Ram junction in Tidworth.
8. The development link road was secured under planning application E2009/1078 under drawing 10-1734-MP-000 Rev E. The permission secured the road as a strategic link to divert vehicles from the internal road network of Tidworth. The link road has been specifically designed to accommodate large HGV movement and allows for the re-routing of HGVs away from sensitive locations in Ludgershall. The planning application also included the residential development, now known as Riverbourne Fields, and the primary school.
9. In order for the weight restriction in Ludgershall to be effective, a series of supporting weight restrictions have been advertised in Tidworth and Collingbourne Ducis. Strategic signing will reinforce the proposed HGV routes.
10. The new link road has resulted in two new roundabouts; one on the A338 and one on the A3026. The position of these roundabouts has led to a review of the speed limits on these roads. No representations were made on these proposals.
11. The Council has taken this opportunity to advertise the proposed 40 mph speed limit for the new link road.

### **Main Considerations for the Council**

12. There has been one objection and ten representations of support (see **Appendix 2**).
13. The objector cites issues with both the speed limit on the new link road and the need for the proposed weight restriction in Ludgershall. These objections are considered in turn below.
14. The objector considers that the proposed speed limit of 40 mph is too low and speeding traffic will introduce road safety risks associated with the school and residential access off the link road. The objector has suggested that traffic calming should be considered.
15. The objector believes that a weight restriction in Ludgershall is unnecessary since HGVs have always been allowed along High Street and Butt Street. Concerns are also raised that the diverted HGVs will pass two existing schools and one being constructed at Corruna Barracks.
16. The 40 mph speed limit meets the statutory guidance for the design of road, which has limited estate road accesses and no direct property frontages.
17. The link road has been designed and planned (agreed at planning application stage) as a strategic road to take large traffic off the internal roads of Tidworth and to provide HGV relief in Ludgershall. The introduction of the weight restriction(s) encourages vehicles to utilise a custom designed road network. The restriction(s) aim to remove large goods vehicles from an unsuitable road network in Ludgershall thus improving safety and amenity for road users.

18. The function of the link road means that it is not suitable to implement traffic calming. The legal agreement between the developer and the Council allows for monitoring of the road along with the application of safety auditing of its performance. As part of this monitoring there is a possibility of requesting the developer to provide mitigating measures, such as barriers.
19. The proposed weight restriction will direct HGVs on to the most suitable roads within the locality. It should be noted that the majority of the representations made were in support of the weight restriction proposals.

### **Overview and Scrutiny Engagement**

20. None.

### **Safeguarding Considerations**

21. Not applicable.

### **Public Health Implications**

22. Removal of extraneous HGVs from Ludgershall Town centre will positively contribute towards the liveability of the High Street and reduce severance.
23. Removal of extraneous HGVs from Butt Street will positively contribute towards the amenity of those living in close proximity to the A342 by reducing noise, vibration and improve air quality.

### **Corporate Procurement Implications**

24. Not applicable.

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

25. Removal of extraneous HGVs from Butt Street will positively contribute towards the amenity of those living in close proximity to the A342 by reducing noise and vibration, improve air quality and lessen severance.

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

26. None.

### **Risk Assessment**

27. The alternative routes for HGVs, i.e. A3026 and new link road, are considered to be more suitable than the existing route via Butt Street and Ludgershall High Street on the A342.

### **Financial Implications**

28. All costs associated with the consultation, order processing and implementation will be met through Wiltshire's Local Transport Plan Integrated Transport Block funding.

### **Legal Implications**

29. Full consultation has been undertaken to meet the statutory requirements of a Road Traffic Order.

### **Options Considered**

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

### **Reason for Proposal**

31. The 40 mph speed limit on the new link road meets the statutory guidance for the design of a road that has limited estate road accesses and no direct property frontages.
32. The introduction of various weights restrictions will provide long needed relief from HGVs to residents in Butt Street and reduce severance in the High Street, Ludgershall.

### **Proposal**

33. 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:**

Correspondence letters x 2