

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

**HIGHWAYS AND TRANSPORT**

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**REFERENCE:** HTW – 20-19

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**ROAD TRAFFIC REGULATION ACT 1984**  
**TRAFFIC MANAGEMENT ACT 2004**  
**THE COUNTY OF WILTSHIRE (OLD SOUTHAMPTON ROAD AND TOZER WAY,  
ALDERBURY) (PROHIBITION OF WAITING) ORDER 2019**

**Purpose of Report**

1. To consider one objection from the Parish Council in connection with the proposed waiting restrictions on the roads known as Old Southampton Road and Tozer Way (see **Appendix 2**).

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

2. To encourage resilient communities by facilitating links between residential areas.

**Background**

3. In 2013 an outline planning application was received by the Planning Authority for a residential development of 28 dwellings and a Health Centre on land to the north and north-east of Matron's College Farm, Whaddon (13/02543/OUT). The Health Centre aspect has since been removed from the scheme (18/09164/VAR refers). At that time it was noted that the access road experiences a significant amount of on-street parking as an overspill from the Oakridge Office Park. It was stated that "it is likely that this parking will interfere with the free flow of traffic and restrict sight lines and it is possible that parking restrictions may be necessary to control this parking".
4. In 2017 a reserved matters application was received (17/11704/REM) pursuant to the outline permission (13/02543/OUT). The issue of indiscriminate parking on the road adjacent to the site access was still a concern and led to the inclusion of Condition Number 3 of the reserved matters permission, which states, "Prior to occupation of the residential development a Traffic Order for waiting restrictions in the vicinity of the access to the site shall have been prepared, consulted upon, and advertised, with a final report recommending whether to proceed with the Order prepared for consideration by the Cabinet Member for Highways, Transport and Waste. In the event that the Cabinet Member for Highways, Transport and Waste approves the Order the amendments shall be implemented".

**Main Considerations for the Council**

5. The proposed scheme of waiting restrictions is the minimum required to achieve protection for access for both Fire Engines and Refuse Vehicles and is only proposed in areas where parking should not occur in any event; for example, on and close to the bellmouth junction for the new development and for the Oakridge Business Park, and around the turning head (which should be kept clear for turning vehicles). The residents of the new development require unhindered access to their houses, along with guaranteed access by emergency vehicles. The removal of parked vehicles will make it

easier and safer for residents and employees of the adjacent businesses to access both locations by vehicle, foot and bicycle. Displaced parking is likely to occur as it is recognised that there is a high demand for on-street parking in this area. However, the removal of inconsiderate parking will improve access for emergency vehicles ensuring that the health and wellbeing of residents and employees in the area is supported.

#### **Safeguarding Implications**

6. Not applicable.

#### **Public Health Implications**

7. Not applicable.

#### **Corporate Procurement Implications**

8. Not applicable.

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

9. Removal of parked vehicles will make the environment more conducive to walking and cycling.

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

10. The highway is defined in the Highways Act 1980 as for the “passing and re-passing of vehicles” and this primary function must to be upheld. When parking becomes an obstruction it can be mitigated by the introduction of waiting restrictions. The proposed waiting restrictions will ensure access and the free flow of vehicle movement on Old Southampton Road and Tozer Way. As a result of the proposal, some on-street parking will be lost. However, each property is provided with allocated off-street parking and local businesses are accommodated by allocated off-street parking. The loss of on-street parking is offset by the improved safety afforded by easier access for emergency services.

#### **Risk Assessment**

11. Not applicable.

#### **Financial Implications**

12. All costs associated with the advertisement/processing and implementation on site is to be met by the developer.

#### **Legal Implications**

13. There are none.

#### **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. The introduction of the proposed waiting restrictions will ensure that the passage and repassage of persons and goods (as defined in the Highways Act) is not compromised. The restrictions will ensure that all vehicles, including Emergency Service Vehicles, will achieve access to all properties and businesses ensuring the safety of all 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