

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

**HIGHWAYS AND TRANSPORT**

**OFFICER CONTACT:** Ian Fry 01225 771649 email: [ian.fry@wiltshire.gov.uk](mailto:ian.fry@wiltshire.gov.uk)

**REFERENCE:** HTW-33-19

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**WILTSHIRE COUNCIL  
ROAD TRAFFIC REGULATION ACT 1984  
TRAFFIC MANAGEMENT ACT 2004  
THE COUNTY OF WILTSHIRE (MELKSHAM AND MELKSHAM WITHOUT)  
(PROHIBITION AND RESTRICTION OF WAITING, PROHIBITION OF STOPPING,  
TAXI RANK CLEARWAYS AND ON STREET PARKING) CONSOLIDATION ORDER  
2019**

**Purpose of Report**

1. To consider the 19 objections, 2 supporting statements and 2 comments in relation to the waiting restrictions and prohibition of stopping proposed for a part of Cranesbill Road, Greenfinch Close and Nightjar Close in Melksham (see **Appendix 1**).

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

2. The Wiltshire Council Business Plan prioritises Strong Communities as part of its vision. This proposal will promote good access to services by encouraging and improving walking to school and provide for safer communities by reducing the potential for road casualties.

**Background**

3. The proposal site is centred on Forest and Sandridge Primary School, Cranesbill Road. Traffic associated with the school start and finish times has led to dangerous on-street parking and problems of access by emergency and service vehicles. The developer (The Consortium) has agreed to fund the proposed waiting restrictions and prohibition of stopping restrictions that are the subject of this Traffic Regulation Order (TRO), within the development known locally as Melksham East. The intention of the proposal is to prevent parking along Cranesbill Road and the junctions of Nightjar Close and Greenfinch Close that may otherwise cause traffic congestion, as well as a hazard for pedestrians by reducing visibility upon crossing the road, particularly to access the school. The report addresses the 23 representations to the consultation, 19 of which were objections and 2 in support (see **Appendix 2**).

**Main Considerations for the Council**

4. The restrictions proposed will help to mitigate the impact of inconsiderate on-street parking on, in particular, vulnerable road users (child pedestrians). The times have been chosen to maximise their effectiveness at times of peak conflict with vehicles and

pedestrians alongside minimising the impact on residents who choose to park on the road adjacent to their properties. They are restricted to an hour in the morning and an hour in the afternoon to deter school traffic from arriving too early and staying longer than necessary.

### **Safeguarding Implications**

5. Not Applicable.

### **Public Health Implications**

6. Not Applicable.

### **Corporate Procurement Implications**

7. Not Applicable.

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

8. The free flow of traffic will minimise idling engines in the vicinity currently caused by queued traffic. There may be some benefit for the local community as walking and cycling may be encouraged by the introduction of parking restrictions, and encourage sustainable alternatives to car trips.

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

9. 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 Cranesbill Road, as well as afford easier access for emergency services. In addition, the reduction of parked vehicles will improve visibility and improve safety for pedestrians, particularly children crossing to access the school.

### **Risk Assessment**

10. No significant risks.

### **Financial Implications**

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

### **Legal Implications**

12. No significant implications.

### **Options Considered**

13. To:
  - (i) Implement the proposals as advertised.

- (ii) Not implement the proposals.
- (iii) Implement the proposals with amendments.

**Reason for Proposal**

- 14. To ensure the continued free flow of traffic along Cranesbill Road, and to promote the safety of all road users including pedestrians (particularly children walking to school) and cyclists, waiting restrictions and prohibition of stopping orders are proposed. This will entail restricting the parking of vehicles on the public highway at key times.

**Proposal**

- 15. That the proposals as advertised be implemented.

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

None