

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

HIGHWAYS AND TRANSPORT

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REFERENCE: HTW-10-20-Chippenham

ROAD TRAFFIC REGULATION ACT 1984
TRAFFIC MANAGEMENT ACT 2004
THE COUNTY OF WILTSHIRE (CHIPPENHAM AND CHIPPENHAM WITHOUT)
(PROHIBITION AND RESTRICTION OF WAITING, TAXI RANK CLEARWAYS AND ON
STREET PARKING) CONSOLIDATION ORDER 2016 (AMENDMENT NO.4) ORDER 2018

Purpose of Report

1. To consider the two objections to the proposed extension of No-Waiting at Any Time restrictions on part of Middlefield Road, and Middle Leaze, Chippenham (see **Appendix 1**).

Relevance to the Council's Business Plan

2. The Wiltshire Council Business Plan prioritises Strong Communities as part of its vision and this proposal will provide for good access to services by encouraging and improving walking and cycling by reducing the conflict between cycles and cars and providing for safe communities by reducing the potential for road casualties.

Background

3. In 2017 planning permission was granted for 35 affordable homes and a Lidl store access off Middlefield Road, Chippenham. The application was approved with conditions and one of the conditions required the developer to apply "no waiting at any time" restrictions on Middlefield Road prior to occupation. In 2018/2019 the developer funded (with the support of Wiltshire Council) an extension to the waiting restrictions on Middlefield Road. However, during that process a drafting error occurred and lengths of waiting restriction (yellow lines) adjacent to the intersections of the roads were omitted. These areas soon became prone to parking, potentially leading to a significant detrimental effect on the safety of the users of the highway. It also became apparent that additional restrictions were required on Middle Leaze. This proposal is to address the drafting error and to ensure that the waiting restrictions provide protection to unfettered access for users of the highway (see **Appendix 2 objections**).

Main Considerations for the Council

4. The restrictions proposed will help to mitigate the impact of inconsiderate on-street parking on all users of the public highway, including vulnerable road users (child pedestrians). It is apparent that there is limited off-street parking for residents in the vicinity. Due to the original drafting error, the areas without restriction are in locations which cause significant detriment to the users of the highway, for example on bends and

in areas required for visibility, and it is in the interest of safety that parking is removed in these areas. To minimise the potential impact level of displaced parking, the proposed additional lengths of waiting restrictions have been kept to a minimum and focus on areas required to protect the safety of the highway user.

Safeguarding Considerations

5. Not applicable.

Public Health Implications

6. The removal of on-street parking may encourage people to park further away and walk and/or cycle to the local facilities, including a Doctor's Surgery. The removal of the obstruction of parked vehicles will also make it easier for more vulnerable road users, such as children, to safely cross the road.

Corporate Procurement Implications

7. Not applicable.

Environmental and Climate Change Considerations

8. 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 journeys.

Equalities Impact of the Proposal

9. The proposal will result in the loss of on-street parking which is heavily utilised by adjacent residential properties. However, this parking is in locations which could have a significant impact on the safety of road users. There is a risk of displaced parking, but the length of restriction has been chosen to minimise the number of vehicles displaced. The introduction of additional waiting restrictions will make access easier and safer for users of the highway.

Risk Assessment

10. Not applicable.

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. There are none.

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 complete and formalise the existing 'No-Waiting at Any Time' Restrictions delivered in 2018/2019 which omitted lines on the intersections/corners of Middlefield Road and Middle Leaze, Chippenham.
15. To facilitate unfettered access for highway users and to ensure safe access is maintained for users of the highway, free of the obstruction of parked vehicles.

Proposal

16. That the proposal be implemented as advertised.

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

None