

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

HIGHWAYS AND TRANSPORT

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REFERENCE: HTW-

**ROAD TRAFFIC REGULATION ACT 1984
TRAFFIC MANAGEMENT ACT 2004**

- 1. THE COUNTY OF WILTSHIRE (MALMESBURY AND MALMESBURY WITHOUT)
(PROHIBITION AND RESTRICTION OF WAITING, TAXI RANK CLEARWAYS AND ON
STREET PARKING) CONSOLIDATION ORDER 2017 (AMENDMENT NO.5) ORDER 2020**
- 2. THE COUNTY OF WILTSHIRE (WEBBS WAY/SNELL AVENUE, MALMESBURY)
(PROHIBITION OF MOTOR VEHICLES) ORDER 2020**

Purpose of Report

1. To consider the eight objections, two supporting statements and one comment in relation to the waiting restrictions proposed for Carnival Close, Devereux Mews and Gilmore Road and the proposed prohibition of motor vehicles at the end of Snell Avenue in Malmesbury (see **Appendix 2**).

Relevance to the Council's Business Plan

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

Background

3. The proposal site is a recently built residential development in Malmesbury that is accessed directly off the B4014 Tetbury Road. Parking on the footway and in a turning head to gain access to a neighbouring public open space and playground has led to resident complaints. Highway officers have observed inconsiderate parking in these locations which can lead to visibility of pedestrians being obscured by parked cars.
4. As part of the housing development the developer has agreed to fund the proposed waiting and stopping restrictions that require a Traffic Regulation Order (TRO). The intention of the proposal is to prevent parking where there may be conflict with pedestrians along Carnival Close and Devereux Mews, and to allow private access to be maintained on Gilmore Road. In addition, the proposal will prevent conflict between cyclists, pedestrians and parked cars by preventing motor vehicles driving along the junction of Snell Avenue and Webbs Way. The report addresses the comments to the consultation, eight of the eleven of which are objections and two of eleven were in support (see **Appendix 2**).

Main Considerations for the Council

5. The restrictions proposed will help to mitigate the impact of inconsiderate on-street parking for all users of the public highway, including children and other vulnerable road users. The proposed restrictions around Carnival Close will prevent the establishment of an ad-hoc parking place for use of the adjacent public open space.

6. Changes have been made to the advertised scheme as detailed in **Appendix 3**, with the removal of 16 metres of proposed parking restrictions on the south side of Carnival Close. This change has been made after public comment was received and will protect the turning head of Carnival Close while still providing on-street parking which is much valued by respondents.

Safeguarding Considerations

7. Not applicable.

Public Health Implications

8. Not applicable.

Corporate Procurement Implications

9. Not applicable.

Environmental and Climate Change Considerations

10. 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

11. Not applicable.

Risk Assessment

12. Not applicable.

Financial Implications

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

Legal Implications

14. There are none.

Options Considered

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

Reason for Proposal

16. To protect the turning heads of Carnival Close and Gilmore Road and to promote the safety of all road users, including pedestrians (particularly children) and cyclists, waiting and stopping restrictions are proposed. This is to be achieved by restricting the parking of vehicles on the public highway and prohibiting the use of motor vehicles where Snell Avenue meets Webbs Way. Changes have been made to the advertised scheme and

detailed in **Appendix 3**, with the removal of 16 metres of proposed parking restrictions on the south side of Carnival Close. This change has been provided after public comment was received and will protect the turning head of Carnival Close while still providing on-street parking which is much valued by respondents.

Proposal

17. That the proposals be implemented as amended (see **Appendix 3**).

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

Photographs taken by officer on site visits are available upon request.