

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

**HIGHWAYS AND TRANSPORT**

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**REFERENCE:** HTW-

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**ROAD TRAFFIC REGULATION ACT 1984**

- 1. THE COUNTY OF WILTSHIRE (MEERUT ROAD, TIDWORTH) (PROHIBITION OF RIGHT HAND TURN) ORDER 2020**
- 2. THE COUNTY OF WILTSHIRE (PENNINGS ROAD, TIDWORTH) (PROHIBITION OF LEFT HAND TURN) ORDER 2020**

**Purpose of Report**

1. To consider one objection and two representations of support in connection with the proposed introduction of prohibited turns at the junction and the A338 Pennings Road and Meerut Road (see **Appendix 2**). The proposed prohibited turns are the left turn into Meerut Road from the A338, and the right turn from Meerut Road to the A338 (see plan at **Appendix 3**). One further objection initially received from a resident was later withdrawn but is included in **Appendix 2**. This was because the resident initially believed that the right turn into Meerut Road was being prohibited, but subsequently realised this was not what was being proposed.

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

2. To encourage resilient communities by facilitating improved safety on the public highway for all users and improving crossing facilities for pedestrians on this part of the A338.

**Background**

3. As part of the Army Basing Programme (ABP) off-site highway works were agreed as necessary at Hampshire Cross (A338/Station Road) and the A338 junctions with St Andrews Road, Ordnance Road and Meerut Road in Tidworth, with these included in the overall S106 Agreement with MOD/DIO. Planning permission was granted on 6 July 2018 under planning application reference 18/03728/FUL. Technically approved works under the subsequently signed S278/ S38 Agreement are shown on Drawing 116-WYG-LU-XX-DR-C-706 Rev E in **Appendix 4**. This includes the construction of a new single roundabout replacing two mini-roundabouts at the St Andrews Road and Ordnance Road junctions. It also includes the introduction of traffic signal control at the Meerut Road junction, which incorporates new controlled pedestrian crossing facilities over the A338 and Meerut Road.

**Main Considerations for the Council**

4. One objection has been received to the introduction of these prohibited turns, with the rationale given that restricting turns at the Meerut Road junction will inevitably create congestion elsewhere in Tidworth on the A338. However, the sharply skewed 'Y' form of the existing A338/Meerut Road junction and the local highway configuration means that the current numbers of vehicles making the left turn into Meerut Road and the right

turn from Meerut Road are negligible. One of the submitted supporting statements from a resident alludes to this very point, whilst a traffic count undertaken at the junction in the weekday 'peak' hours as part of the scheme development shows that both movements were no more than 1-2 vehicles in each hour (as expected).

5. The prohibition of these turns is necessary to create an efficient, high capacity traffic signal layout at the A338/Meerut Road junction and, at the same time, provide a good level of service for pedestrians/cyclists at the various pedestrian controlled crossing points. Good operation here is particularly critical in preventing southbound queuing on the A338 from extending into the newly created roundabout to the north, particularly the right turn movement into Meerut Road. As noted, the single objection about these two proposed turn prohibitions creating highway operating problems elsewhere can be dismissed by the fact that few drivers, if any, make these turns now. Furthermore, should drivers wish to access Meerut Road from the A338 (South), or access the A338 (South) from Meerut Road, then they can do so via a 'U' turn at the newly created roundabout just north of the Meerut Road junction. This distance does not involve an excessive or inconvenient level of diversion for the small number of drivers affected, whilst the addition of one or two 'U' turning movements in the 'peak' hours at the roundabout will have negligible impact on its operation. In short, the benefits of prohibiting these movements in overall layout terms far outweigh any disbenefit created for existing drivers, with the latter negligible.

#### **Safeguarding Implications**

6. Not applicable.

#### **Public Health Implications**

7. Not applicable.

#### **Corporate Procurement Implications**

8. Not applicable.

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

9. None.

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

10. None.

#### **Risk Assessment**

11. Not applicable.

#### **Financial Implications**

12. None. The TRO preparation/advertising cost and the installation of signing is being met by the developer under provisions in the S278/S38 Agreement.

#### **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 two prohibited turns at the A338 Pennings Road / Meerut Road junction is to formalise changes introduced with the permitted highway improvement scheme affecting this junction and the Ordnance Road and St Andrews Road junctions with the A338 to the north. The relevant planning application reference is 18/03728/FUL, which was given permission on 6 July 2018. The prohibited turns are necessary to create an efficient, high capacity traffic signal layout at the A338/Meerut Road junction and, at the same time, provide a good level of service for pedestrians/cyclists at the various pedestrian controlled crossing points created through the junction change.

### **Proposal**

16. That the proposal to introduce the two prohibited turns at the A338/Meerut Road junction in Tidworth be implemented as advertised.
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### **The following unpublished documents have been relied on in the preparation of this Report:**

None