

**CABINET MEMBER FOR TRANSPORT, WASTE, STREET SCENE & FLOODING –  
CLLR MARK McCLELLAND**

**HIGHWAYS, TRANSPORT AND WASTE SERVICE**

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**Proposed Pedestrian Crossing – A345 The Centre, Amesbury**  
**Proposed Traffic Calming Feature – Access Road to Central Car Park, Amesbury**

**Purpose of Report**

1. To:
  - (i) Consider the comments received following the formal advertisement to upgrade the existing Pelican pedestrian crossing to a new signal-controlled Toucan crossing on The Centre and to introduce a traffic calming feature on the access road to Central Car Park, Amesbury.
  - (ii) Recommend the making of the Traffic Regulation Order (TRO hereafter) as advertised.

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

2. The use of consultation to help inform decision making aligns to the Business Plan – Strong Communities. “We want people in Wiltshire to be encouraged to take responsibility for their well-being, build positive relationships and to get involved, influence and take action on what is best for their own communities - we want residents to succeed to the best of their abilities and feel safe where they live and work”.

**Background**

3. In summer 2021 National Highways approached Wiltshire Council with a funding opportunity for the introduction of a new facility providing a cycling link to Amesbury Town Centre. The new facility and crossing upgrade costing around £210,000 will be funded using the National Highways designated funds scheme, on the basis the scheme be delivered during financial year 2021/22.
4. The scheme, which runs along the A345, The Centre, in Amesbury, will see the existing traffic signalled pedestrian Pelican crossing being upgraded to a toucan crossing to permit use by both cyclists and pedestrians. The pedestrian footways between School Lane and the A345, The Centre, will be widened to create a length of shared use path for use by cyclists and pedestrians, and the creation a short length of shared use path from the crossing to covered cycle parking, which is proposed to be installed in the north-east of Central Car Park. The footway on The Centre will be widened to create a shared use path into Salisbury Street.
5. Wiltshire Council undertook two public consultations from 18 November 2021 to 14 January 2022 the first advertisement consulted on both the pedestrian crossing and traffic calming feature and the second advertisement solely consulted on the traffic

calming feature proposed to the access road into Central Car Park to correct an administrative error in the original advertisement.

#### Summary of proposals

6. The proposed improvements provide a link from School Lane to Amesbury Town Centre and are part of a larger cycling infrastructure project in conjunction with National Highways and the A303 Stonehenge tunnel project. A copy of the general arrangement drawings can be found in **Appendix 4**.
7. It is proposed to upgrade the existing traffic signalled pedestrian Pelican crossing to a Toucan crossing for use by both cyclists and pedestrians. The pedestrian footways between School Lane and the A345, The Centre, will be widened to create a shared use path for cyclists and pedestrians. The scheme will also create a short length of shared use path from the crossing to new covered cycle parking, which will be installed in the north-east of Central Car Park. The footway on The Centre will be widened to create a shared use path into Salisbury Street allowing cyclists to re-join the carriageway on the one-way system in Salisbury Street and continue their onward journey.

#### Summary of responses

8. The proposed legal orders were subject to formal consultation between 18 November 2021 and 14 January 2022. A copy of the advertisement plan can be found in **Appendix 1**.
9. During the consultation periods a total of two items of correspondence were received in response to the Council's proposals, both of which were objections. One objection to the overall cycle scheme proposal and one specifically objecting to the traffic calming feature on the access road to Central Car Park.
10. A summary of the correspondents who submitted comments to the Council's proposals is attached as **Appendix 2**. A full copy of the comments raised by objectors together with officer responses, is attached as **Appendix 3**.
11. The elected Wiltshire Council Members for the Amesbury West, Avon Valley and Durrington wards were given a full briefing on the scheme and included in the formal public consultation.
12. Amesbury Town Council was included in the consultation and raised no objections to the proposals.
13. Substantive comments are considered to be comments that would result in the Council seeking to make changes to the proposals it advertised. It is considered that no substantive comments have been submitted by the correspondents who objected to the Council's proposals.

#### **Main Considerations for the Council**

14. Consideration needs to be given to the comments received to the Council's advertised proposals and whether changes should be made to them in light of the comments received.
15. The Council must balance meeting its statutory obligations as the local highway authority against the wishes of local residents.

## **Overview and Scrutiny Engagement**

16. Overview and Scrutiny Committee has not been involved in this project or had oversight of the proposals.

## **Safeguarding Implications**

17. There are no safeguarding implications relating to this proposal.

## **Public Health Implications**

18. The introduction of measures which promote sustainable measure of travel can lead to improved health through active travel and improvements with air quality through reductions in vehicle emissions.

## **Procurement Implications**

19. There are no procurement implications for the Council associated with this proposal as work will be undertaken by the authority's appointed term contractors.

## **Equalities Impact of the Proposal**

20. These improvements for both pedestrians and cyclists are intended to provide local residents with sustainable and safer access to local services while improving links to the wider cycle and walking network.
21. In addition to improving the route for pedestrians and two wheeled cycles, the improvements will benefit wheelchair/mobility scooter users, those who use tricycles and recumbent cycles.
22. The most likely protected characteristic groups to be affected by the proposal are age and disability. The impacts of the proposal are likely to be positive rather than negative as the schemes objectives is to improve the highway environment for vulnerable users including these protected groups.

## **Environmental and Climate Change Considerations**

23. The introduction of measures which promote sustainable measure of travel can lead to improved health through active travel and improvements with air quality through reductions in vehicle emissions.
24. The Council's draft Climate Change Strategy commits to promoting and developing active travel networks to assist with its aims to achieve a zero-carbon mobility and transport system.

## **Risk Assessment**

25. Not proceeding with the Council's proposals would impact upon the wider cycling infrastructure project for the Amesbury cycle network.

## **Financial Implications**

26. A funding allocation has been received from National Highways to complete this project during financial year 2021/22. Should this scheme not proceed, the funding issued from the National Highways designated funds scheme will be removed.

### **Legal Implications**

27. The implementation of the proposals requires a statutory consultation process. This process is governed by the Road Traffic Regulation Act 1984 and associated procedural regulations. Failure to adhere to the statutory processes could result in the TRO being successfully challenged in the High Court.

### **Options Considered**

28. To:
- (i) Implement the proposed TROs as advertised.
  - (ii) Amend the proposed TROs in consideration of the comments received.
  - (iii) Abandon the proposals.

### **Reasons for Proposal**

29. That:
- (i) The proposed pedestrian crossing and traffic calming feature are integral to the cycle improvement scheme and form a safety improvement for pedestrians and cyclists.
  - (ii) The proposals are in accordance with Priorities 2 and 4 of the Council's Business Plan.
  - (iii) The proposals have the support of Amesbury Town Council.

### **Proposal**

30. That the proposed TRO's be implemented as advertised.

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

None