

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

**HIGHWAYS, TRANSPORT AND WASTE SERVICE**

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**REFERENCE:** HTW-

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**CHURCH STREET / UNION STREET, TROWBRIDGE – PUBLIC REALM IMPROVEMENT  
AND ASSOCIATED WAITING RESTRICTION AMENDMENTS**

**THE COUNTY OF WILTSHIRE (TROWBRIDGE) (PROHIBITION AND RESTRICTION OF  
WAITING, PROHIBITION OF STOPPING, TAXI RANK CLEARWAYS AND ON STREET  
PARKING) CONSOLIDATION ORDER 2019 (AMENDMENT NO.6) ORDER 2022**

**Purpose of Report**

1. To consider the comments received following the statutory consultation of proposed Traffic Regulation Order (TRO) alterations on Church Street, Trowbridge. The proposed changes are associated with the Church Street/Union Street Public Realm Improvement scheme put forward as part of the Trowbridge Future High Streets project. Comments relating to the improvement scheme will also be considered within this report.

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

2. The proposal aligns to the Business Plan – Thriving Economy. Through our business plan we aim to:
  - Help create and support vibrant town centres
  - Help build an efficient and effective transport network, including viable alternatives to the car

**Background**

3. The Future High Streets Fund is a central government programme aimed at renewing and reshaping town centres and high streets in a way that drives growth, improves the experience for everyone visiting the town centre and ensures a sustainable future.
4. In 2021 Wiltshire Council was awarded £16,347,056 to develop a range of projects in Trowbridge.
5. The projects being funded by Future High Streets Funding include pedestrian and public space enhancements in the town centre, improvements to the River Biss corridor, vacant commercial unit grant, the renovation of the Town Hall and seeking a new use for Market Chambers (the old Wetherspoons).
6. The pedestrian and public realm enhancements focus on the pedestrian arrival points and access to the town centre to improve the experience of walking into and around the town

centre, facilitate safer and accessible movement through to the town centre and improve wayfinding (how people navigate through the town centre).

7. The Church Street / Union Street junction has been highlighted as one such area. This was once a busy junction prior to the opening of County Way; however, traffic flows have significantly reduced through this junction, with the current traffic signals no longer needed for managing traffic flow. The traffic signal installation at this junction is nearing the end of its serviceable life; therefore, this presents the opportunity to remove them and undertake improvements for pedestrians in what is a key pedestrian route into the town centre from developments north of the town centre, and the Church Street Car Park.
8. The enhancement project, set out in **Appendix 2**, provides widened footways with pedestrian crossing provided to improve the route to and from the town centre. Currently, footways are narrow and in poor condition, with crossing facilities being substandard in layout.
9. In addition to these pedestrian improvements, the opportunity will be taken to enhance the public realm in this area, with improved surfacing materials and street furniture, to better reflect the Conservation area status and enhance the setting of the historic buildings, such as St James Church.
10. The project will also resolve existing surface water drainage issues at the junction alongside resurfacing of the carriageway.
11. To facilitate widening of the footway on Church Street, and to better accommodate the requirements of those who use Church Street, it is necessary to introduce amendments to the current parking restrictions.
12. As part of the advertised changes, the area given over to on-street parking has been amended to relocate the start of the parking bay further from the junction with Union Street. This is necessary to ensure that turning vehicles are not in conflict with parked vehicles. The number of parking spaces in the section covered by the 'Mon-Sat 8am-6pm 1 hour parking (no return for 1 hour)' restriction has not been reduced.
13. Alongside this change, the proposal alters the timing of the disabled parking bay to allow vehicles to park for three hours. The current restriction allows only two hours of parking in this area.
14. A short section of 'no loading' is included on the existing 'no waiting at any time' restriction to east of Church Street, aligned with the dropped kerb crossing provision. This was included following concerns having been raised by local business owners that that the dropped kerb crossing is frequently blocked by delivery vehicles resulting in pedestrians being unable to use this facility.

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

15. To consider the comments received during the consultation period. A summary of the issues raised, and officer comments are included in **Appendix 4**.

### **Overview and Scrutiny Engagement**

16. Overview and Scrutiny Committee has not yet been involved in this project.

### **Safeguarding Implications**

17. There is no risk to the Council as a result of this proposal.

### **Public Health Implications**

18. There are none with this proposal.

### **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. There are none with this proposal.

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

21. There are none with this proposal.

### **Risk Assessment**

22. There is no risk to the Council as a result of this proposal.

### **Financial Implications**

23. The proposal is to be funded from the Trowbridge Future High Streets Fund. Should this proposal not proceed, funding will be used for other projects forming part of this programme.

### **Legal Implications**

24. There are none with this proposal.

### **Options Considered**

25. To:

- (i) Progress implementation of the proposals as advertised.
- (ii) To abandon the proposal.

### **Reason for Proposal**

26. The proposal is intended to provide pedestrian and public realm enhancements at one of the key pedestrian arrival points and access to the town centre to improve the experience of walking into and around the town centre, facilitate safer and accessible movement through to the town centre and improve wayfinding. The current traffic signal junction is no longer fit for purpose and is reaching the end of its serviceable life. This project provides an opportunity to enhance pedestrian facilities in this area whilst enhancing the public realm, in keeping with the Conservation area status.

27. The proposed waiting restriction amendments are required to ensure that footway widening on Church Street can be undertaken and the benefits of the pedestrian improvements be fully realised.

### **Proposal**

28. That implementation of the proposals be progressed as advertised.

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

None