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HIGHWAYS AND TRANSPORT SERVICE

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REFERENCE: HTW-07-23

VARIOUS ROADS, HOLT
NO WAITING AT ANY TIME AND 20 MPH SPEED LIMIT

Purpose of Report

1. To:
 - (i) Consider objections to the advertised proposals for parking controls at various locations and 20-mph speed limit within the village of Holt.
 - (i) Recommend the making of the Traffic Regulation Order with minor amendments to the advertised proposals.

Relevance to the Council's Business Plan

2. The proposed scheme helps to meet key priorities of the Wiltshire Council Business Plan, as the local community worked together with Wiltshire Councillors and council officers on the proposals – making it an involved community scheme that is being delivered in partnership. The restrictions will help protect vulnerable road users and will support the local businesses by protecting accesses.

Background

3. As part of the LHFIG scheme to improve the pedestrian facilities at The Midlands, Holt, including widening of footways at the junction and into The Midlands and alterations to the junction with The Street, changes to the existing parking restrictions are required. In addition to these changes, a 20-mph speed limit on The Midlands is also proposed.
4. Engineers designing the scheme also considered the likely displacement parking from new junction layout at The Midlands to Station Road where parking already causes issues particularly school traffic accessing The Gravel and the Holt VC Primary School.
5. The proposed 20-mph limit is intended to improve actual and perceived road and pedestrian safety, encouraging greater uptake of walking and cycling. The proposed limit meets the criteria set by Wiltshire Council policy and the guidance given by the Department for Transport.

Detail

6. The TRO for this proposal was advertised from 9 December 2022 to 9 January 2023.
7. During the formal consultation period, 19 items of correspondence were received, 11 expressed support for the Council's proposals, 5 objected to the proposals in its current

form and 3 made general comments. Holt Parish Council submitted a Supporting statement for the scheme included in **Appendix 1**. The proposed 20-mph speed restriction received only 1 comment regarding its justification. The engineers' response is included in **Appendix 2**.

Main Considerations for the Council

8. Consideration needs to be given to the responses received and a decision made on the way forward. Statute states the highway is for the passage and repassage of persons and goods, and consequently any parking on the highway is an obstruction of that right of passage. There are no rights to park on the highway, but parking is condoned where the right of passage along the highway is not impeded. The consideration of the objections to the introduction of controls has to be considered in this context.

Safeguarding Considerations

9. There is no risk to the Council as a result of these proposals.

Public Health Implications

10. There is none in this scheme.

Corporate Procurement Implications

11. There is none in this scheme.

Environmental and Climate Change Considerations

12. The proposed parking restrictions and 20-mph speed limit will require limited street furniture and road markings to be introduced where none currently exist. The signage required within the legalisation will be kept to a minimum allowed under the guidance and the double yellow lines will be a lighter shade of yellow. Wiltshire Council uses 'primrose yellow' in environmentally sensitive areas. However, it is recognised that there is a potential for visual impact to the environment.

Equalities Impact of the Proposal

13. There is none in this scheme.

Risk Assessment

14. There is no risk to the Council as a result of these proposals.

Financial Implications

15. Funding for these works has been approved by the Bradford on Avon LHFIG, with a submission to the Highways Substantive Scheme and contribution from Holt Parish Council.

Legal Implications

16. All changes to existing parking restrictions require amendments to the Traffic Regulation Order. The 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 restrictions being successfully challenged in the High Court.

Options Considered

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

Reason for Proposals

18. The comments set out in **Appendix 2** on the various objections received indicate that it is considered appropriate to introduce the scheme as consulted, with no amendments.

Proposals

19. That:
- (i) The restrictions be implemented as advertised.
 - (ii) The objectors to be informed accordingly.

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

Letters of representation