

**CABINET MEMBER FOR TRANSPORT, WASTE, STREET SCENE & FLOODING –  
CLLR CAROLINE THOMAS**

**HIGHWAYS AND TRANSPORT**

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**REFERENCE:** HTW-22-23

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

**1. THE COUNTY OF WILTSHIRE (ROYAL WOOTTON BASSETT) (PROHIBITION  
AND RESTRICTION OF WAITING, TAXI RANK CLEARWAYS AND ON STREET  
PARKING) CONSOLIDATION ORDER 2016 (AMENDMENT NO.4) ORDER 2023**

**2. THE COUNTY OF WILTSHIRE (VARIOUS ROADS, ROYAL WOOTTON  
BASSETT) (20MPH SPEED LIMIT ZONE) ORDER 2023**

**Purpose of Report**

1. To consider three objections and one comment in connection with the proposed introduction of waiting restrictions on various roads within the Beaufort Park Estate (see **Appendix 2**).
2. No objections or representations were made in respect of the proposed 20-mph speed limit zone.

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

3. To encourage resilient communities by facilitating improved safety on the public highway for all users.

**Background**

4. The residential development of the Beaufort Park Estate has been constructed and occupied for in excess of ten years but has only recently been brought up to adoptable standard and adopted as public highway.
5. The estate roads were designed to achieve a 20-mph zone and signs have been erected to reflect this, although not regulated by a Traffic Regulation Order (TRO). The proposal seeks to regularise this situation, and the consultation has not met with any objections.
6. An incident involving the inability of a fire appliance to access a property on Hart Close has resulted in requests by Councillors to provide parking restrictions to ensure unfettered access at key points within the estate, where parking has been identified to take place and where access by emergency vehicles would be compromised.
7. Parking surveys were undertaken to identify where on-street parking takes place at different times of the day, and at those locations where such parking could interfere with the movement of vehicles through the estate roads or for manoeuvring in turning areas. Parking restrictions have been proposed at these identified locations.
8. The purpose of the TRO, as advertised, is to restrict on-street parking at identified locations where access, particularly by emergency vehicles, would be restrictive. The waiting restrictions are considered necessary in the interests of highway safety.

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

9. Four representations have been received in relation to the waiting restrictions proposal (**Appendix 2**). Whilst one of these representations did not object to the proposed waiting restrictions per se, it recommended that additional signage and enforcement of visitor parking be implemented, otherwise it should be considered as an objection.
10. The visitor parking bays referred to are not within the extent of the public highway, and therefore no enforcement or restrictions on the use of these bays can be addressed. Furthermore, the additional signage requested would be on private buildings, and therefore not achievable by the Highway Authority.
11. The three other objections relate to the general loss of available on-street parking and the displacement of parking, where on-street parking is at a premium due to the low levels of parking provision and allocation on this estate. However, it is considered that there is an overriding need to implement the proposal and restrict on-street parking at the locations identified in order to secure access for emergency vehicles and safeguard highway safety.

### **Safeguarding Implications**

12. Not applicable.

### **Public Health Implications**

13. Not applicable.

### **Corporate Procurement Implications**

14. Not applicable.

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

15. None identified.

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

16. The proposal will result in the loss of some on-street parking which is utilised by adjacent residential properties. However, the parking which is currently being allowed to take place is in locations which could have an impact on the safety of highway users and access for emergency service vehicles. There is a risk of displaced parking, but the length of restrictions has been chosen with the intention to minimise the number of vehicles displaced, and only at locations where parking could have an impact for access or movement by larger emergency vehicles.

### **Risk Assessment**

17. Not applicable.

### **Financial Implications**

18. None. All costs, associated with the consultation and implementation of the scheme, have been met in full by the developer.

### **Legal Implications**

19. There are none.

### **Options Considered**

20. To:

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

### **Reason for Proposal**

- 21. To ensure unfettered access is maintained for users of the highway, and for emergency vehicles, free of the obstruction of parked vehicles.
- 22. The need for parking restrictions has been identified following recorded access issues for emergency vehicles as a result of on-street parking. Parking surveys have identified key areas where on-street parking has taken place in the vicinity of turning heads and on sections of roads where the resultant carriageway width would restrict access for emergency vehicles.
- 23. Representations made to the advertised draft Order, in respect of the proposed waiting restrictions, listed in **Appendix 2** have been considered.
- 24. Whilst the proposal for 'No Waiting At Any Time' restrictions, as advertised, would result in the loss of some lengths of highway which have been identified as being currently used for on-street parking, these areas are limited to within turning heads, or at the ends of roads, which provide space for vehicle manoeuvring. Some are also located where pedestrian routes abut the carriageway, and where the presence of on-street parking could hinder access by these users.

### **Proposal**

25. That the proposal be implemented as advertised.

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

None