

**CABINET MEMBER FOR HIGHWAYS, STREET SCENE & FLOODING –  
CLLR NICK HOLDER**

**HIGHWAYS ASSET MANAGEMENT AND COMMISSIONING**

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**REFERENCE:** HSSF-33-24

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**PROPOSED TRAFFIC REGULATION ORDER AMENDMENTS IN ROYAL WOOTTON  
BASSETT, CALNE AND TOCKENHAM.**

**Purpose of Report**

1. To:
  - (i) Consider the comments received following the formal advertisement of Traffic Regulation Orders (TROs hereafter) proposing the introduction of various features in Royal Wootton Bassett, Calne and Tockenham. The features discussed in this report relate only to those proposed in Calne.
  - (ii) Recommend proceeding with the introduction of the Council's proposals as advertised.

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

2. The proposal contributes to three of the themes set out in the Council's Business Plan 2022- 2032.

**Theme 1: Empowered People**

- Help the people of Wiltshire to increase activity levels and improve their health.

**Theme 3: Thriving Economy**

- Deliver infrastructure to enable local communities to live, work and play locally, businesses to invest and everyone to take responsibility for the environment.
- Help create and support vibrant town centres.
- Help build an efficient and effective transport network, including viable alternatives to the car.
- Maintain and improve the existing transport infrastructure.

**Theme 4: Sustainable Environment**

- Support decarbonisation of existing transport and increased use of public transport options as well as walking and cycling.

**Background**

3. The proposal forms part of a wider safety scheme. This has originated from the Department for Transport (DfT) who have highlighted, through an IRAP model, areas

along the whole length of the A3102 that require changes to improve the safety and reduce the risk of future collisions.

4. The changes to the existing pedestrian and cyclist corridor at Stickleback Road, School Road and Honeysuckle Close were three of the junctions that have been highlighted.

### **Summary of Proposals**

5. TROs proposing the various features in Royal Wootton Bassett, Calne and Tockenham were formally advertised for comment on 12 August 2024. The Council's closing date for the receipt of objections or other representations to the advertised TROs, together with the grounds on which they were made, was 16 September 2024.
6. In summary the Calne proposals consist of:
  - Honeysuckle Close – A raised traffic calming flat top ramp. Maximum height of 75 millimetres with a maximum ramp gradient of 1 in 12 at a point 5metres east of its junction with the A3102.
  - School Road - a Zebra (Parallel) Crossing (a combined pedestrian and cycle crossing which has priority over the road which it crosses) at a point approximately 10 metres south east of its junction with A3102 roundabout.
  - Stickleback Road - a Zebra (Parallel) Crossing (a combined pedestrian and cycle crossing which has priority over the road which it crosses) at a point approximately 10 metres south of its junction with A3102 roundabout.
7. Plans showing the Council's advertised proposals in Calne are attached at **Appendix 1**.

### **Summary of Responses**

8. During the consultation period a total of four items of correspondence were received in response to the Council's proposals. All four items relate to the various restrictions proposed in Calne only. Of those four items three were from residents and one from Calne Town Council. The first resident expressed a new proposal for an unrelated location within the town, Sycamore Drive. The second resident supported part of the proposal and objected to part of the proposal, while the third resident suggested improvement to the proposal. Calne Town Council raised concern about the impact on the flow of traffic and safety of pedestrians and cyclists.
9. No comments were received from the local Wiltshire Council Member.
10. A summary of the correspondents who submitted comments on the Council's proposals is attached as **Appendix 2**. A full copy of the comments submitted by correspondents, together with officer responses, is attached as **Appendix 3**.
11. Substantive comments are 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**

12. Consideration needs to be given to the comments received to the Council's advertised proposals and whether changes should be made to them. The Council must balance meeting its statutory obligations as the local highway authority and the delivery of its

approved Business Plan, which commits the Council to improving the health, wellbeing and environment in which its residents reside, against the wishes of those who wrote in opposition to the Council's proposals.

13. The comments for Honeysuckle Close relate to the volume of traffic entering and exiting from the junction and the slow speeds users approach the junction due to the traffic build up from the Calne junction. While the proposal at Honeysuckle Close appears to be traffic calming in nature, the raised table is included to improve accessibility and useability of the crossing. The raised table in combination with a tightened entry kerb alignment is designed to enforce the priority pedestrians and cyclists have over the road users.
14. The comments for Stickleback Road and School Road, largely relate to the necessity of the change and the location of the crossing itself. The proposal at Stickleback Road is giving priority to the pedestrian and cyclists, while separating the pedestrians and cyclists from each other by way of a parallel crossing. The inclusion of this crossing type is also expected to reduce vehicle speed exiting the roundabout, improving the opportunity to cross at this location. The decision to position the proposed crossing at this location aligns with current highway standards. This considers the desire lines of the facility users while maintaining space for a single vehicle on the exit of the roundabout, avoiding any blocking back.

#### **Overview and Scrutiny Engagement**

15. There is none required as part of this scheme.

#### **Safeguarding Implications**

16. There are no safeguarding implications.

#### **Public Health Implications**

17. The introduction of the proposed crossings supports the wider aims to provide improved pedestrian and cycling route across the County. Such measures would serve to encourage active travel and may help to improve public health.

#### **Procurement Implications**

18. There are no procurement implications.

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

19. The introduction of the proposed facilities would make crossing the road both easier and safer for all pedestrians and cyclists, including those with mobility difficulties.

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

20. The Council's proposals would require the laying of road markings and the erection of signs on the public highway. Doing so will have an impact on the visual amenity of the areas where they are to be introduced. The Council will seek to minimise the impact on the visual amenity of the area by erecting, where possible, any new signs required on existing items of street furniture.

#### **Risk Assessment**

21. Not proceeding with the Council's proposals would contribute towards the Council failing to meet the objectives of its Business Plan 2022- 2032 as outlined in paragraph 2.

### **Financial Implications**

22. There is an allocation within the overall A3102 Safety Scheme budget which allows for the introduction of the proposals. Should the proposals not progress the funding would be returned to the overall A3102 Safety Schemes budget and would be available to be put towards the delivery of other elements of the project.

### **Legal Implications**

23. Implementation of the Council's proposals requires the processing of TROs. The process of introducing TROs is governed by the Road Traffic Regulation Act 1984 and associated procedural regulations. Failure to adhere to the statutory processes could result in the TROs being successfully challenged in the High Court.

### **Options Considered**

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

### **Reason for Proposal**

25. The proposals form part of a wider safety scheme. This has originated from DfT who have highlighted, through an IRAP model, areas across the A3102 that require improvement to improve the safety and reduce the risk of collisions.
26. The proposals are in accordance with Themes 1, 3 and 4 in Wiltshire Council's Business Plan 2022-2032.

### **Proposal**

27. That:
- (i) The Council's proposals be introduced as advertised.
  - (ii) The correspondents who commented on the Council's proposals be informed accordingly.

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

None