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HIGHWAYS AND TRANSPORT SERVICE

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REFERENCE: HSB-013-13

ROAD TRAFFIC REGULATION ACT 1984

- 1. THE COUNTY OF WILTSHIRE (PEARCE WAY AND SYCAMORE DRIVE, LAVERSTOCK AND FORD) (RESTRICTED ROADS) ORDER 2013**
- 2. THE COUNTY OF WILTSHIRE (PEARCE WAY, SALISBURY AND LAVERSTOCK AND FORD) (40 MPH SPEED LIMIT) ORDER 2013**
- 3. PEARCE WAY, LAVERSTOCK AND FORD – PEDESTRIAN CROSSING**

Purpose of Report

1. To consider 204 objections and one letter of support in relation to the proposed reduction of speed limit (to 30 mph) and Zebra crossing on Pearce Way, Salisbury. Copy of Order (see **Appendix 1**).

Relevance to the Council's Business Plan

2. There is no specific relevance to the Council's Plan.

Background

3. Barratt Homes applied in December 2009 for planning permission to build 500 residential units and four vehicular accesses off Pearce Way, Laverstock and Ford (S09/1943). The proposal also incorporated a new primary school.
4. The application was appealed on the grounds of non-determination.
5. At its meeting on 16 February 2011, the Strategic Planning Committee resolved that notwithstanding the appeal, the Council, as Local Planning Authority, would have refused the application.
6. The appeal was heard at a public local inquiry in May 2011, following which the Inspector recommended that the appeal be dismissed and planning permission refused. As with all such reports, regardless of any recommendation that Inspectors make, they must deal with the conditions that the Secretary of State might wish to impose if he decides to allow the appeal.
7. A schedule of conditions was set out in the Inspector's report; Condition 21 being relevant to the matter currently the subject of this report and recommendation (see **Appendix 2**).
8. The Secretary of State did not accept the Inspector's recommendation and granted permission in September 2011. The Secretary of State agreed that the schedule of

conditions proposed by the Inspector was reasonable and necessary, and therefore forms part of the permission (see **Appendix 3**).

9. Condition 21 requires that details of the traffic calming and pedestrian aid improvements should be submitted and approved before commencement of development, and implemented before first occupation. Approval was given to the scheme by the Highway Authority in July 2013.
10. Advertisement of the speed reduction and Zebra crossing schemes commenced via pre-consultation in July 2013 followed by full consultation in September 2013. Due to an oversight, the required advertisement of the approved speed tables was not included, this has been rectified by an additional advertisement currently underway (October 2013). The Zebra crossing is to also be a raised crossing, with the location of this raised table being advertised in the aforementioned advertisement.
11. The consultation resulted in 203 objections and one letter of support (see **Appendix 4**). The objections were varied but can be summarised into four main reasons. The reasons are summarised and addressed below.

Main Considerations for the Council

12. Planning Condition Number 21 requires all details of traffic calming measures be approved before commencement of work and the full scheme implemented before occupation. Barrett Homes has requested to commence development on site and, as such, the Traffic Regulation Order procedure has been commenced.
13. Full consideration has been given to all objections; the four main objections are addressed as follows:

- (i) The current 40 mph speed limit is ok – Pearce Way was designed for higher speeds (116 objections).

Currently Pearce Way meets the standards required for a 40/60 mph road. The granting of planning permission which allows for an additional 500 houses and a primary school to take access from Pearce Way, changes the function of the road from a link/dormitory road to a residential access road. The introduction of the proposed 30 mph speed limit, traffic calming measures (to be advertised) and Zebra crossing changes the nature of Pearce Way to a road suitable for lower speeds.

- (ii) There is no need for a crossing – no houses fronting Pearce Way/no local need (88 objections).

In his report the Planning Inspector refers to a current need for pedestrian crossing points (which take the form of informal islands). With the introduction of an additional 500 houses, a new school and improved footway links along Pearce Way there will be an increased need for a safe means of crossing. A Zebra crossing (not light controlled) is the most suitable crossing for a 30 mph limit.

- (iii) There is no need for a change a lower speed limit – no fronting houses/no local need (62 objections).

The speed limit was conditioned as part of the planning permission. It is considered necessary due to the change of vehicle use and increased

pedestrian use associated with the approved residential development and new primary school.

- (iv) It is the wrong position for a crossing (39 objections).

There are other informal crossing points along Pearce Way. The location of the Zebra crossing has been chosen in relation to its position with the proposed footpath accesses into the new development site and their links to the new primary school.

14. One letter of support has been received, stating support of the speed limit reduction on the grounds of safety.

Safeguarding Considerations

15. There are no significant issues identified.

Public Health Implications

16. The introduction of lower vehicle speeds and an official pedestrian crossing will encourage people to walk and cycle, encouraging exercise as a benefit to their overall health.

Environmental Impact of the Proposal

17. The introduction of a Zebra crossing will involve the laying of lines and the installation of beacons (which may lead to light pollution). The introduction of the speed limit will involve the installation of signage. The changes will have to be balanced against the safety of both vehicle and pedestrian users of Pearce Way.

Equalities Impact of the Proposal

18. The reduction in the speed limit will encourage a slower speed for vehicles and may result in a minimal increase in overall journey time. The speed limit ensures increased safety for both vehicle and pedestrian users of Pearce Way. The additional footway/cycleway will increase the safety of cyclists and pedestrians. The Zebra crossing will offer a safe place to cross.

Risk Assessment

19. Legal advice has been sought and taken in regards to the Council's position in relation to the Condition 21 of the Planning Inspectors Decision Report. The outcome of advice received agreed with the Council's position. It states that commencement of work on site, once technical approval has been given, (including the commencement of the Traffic Order process) is not akin to a breach of Planning Condition Number 21. At this time, both stipulations have been met and some initial groundwork has started.

Financial Implications

20. All costs in relation to the advertisement and implementation of the Traffic Regulation Order are met in full by the developer.

Legal Implications

21. All advertisement and consultation has been correctly followed, including pre-consultation involving the Local Wiltshire Council Member, Town and Parish Council Members and other interested parties.

Options Considered

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

Reason for Proposal

23. Speed Limit
To ensure that vehicles travel at the most appropriate speed for the road conditions, accommodating the increase in vehicles and pedestrian movements connected with the approved housing scheme known as the Hampton Park II development.
24. Zebra Crossing
To ensure the safety of pedestrians crossing Pearce Way.

Proposal

25. That the proposals be implemented as advertised.

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

None.