

DEPUTY LEADER AND CABINET MEMBER FOR HIGHWAYS, STREETSCENE AND BROADBAND – CLLR JOHN THOMSON

HIGHWAYS AND TRANSPORT SERVICE

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REFERENCE: HSB-016-13

ROAD TRAFFIC REGULATION ACT 1984
HIGHWAYS ACT 1980 – SECTION 90A

1. TRAFFIC CALMING FEATURE – PEARCE WAY, LAVERSTOCK AND FORD
2. PEARCE WAY, LAVERSTOCK AND FORD – PEDESTRIAN CROSSING

Purpose of Report

1. To consider one objection in relation to the introduction of speed table traffic calming measures and a raised table on the approved Zebra crossing on Pearce Way, Salisbury Copy of Order (see **Appendix 1**).

Relevance to the Council's Business Plan

2. The proposal is aligned with the Business Plan's aim to improve road safety.

Main Considerations for the Council

3. 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 indicated its intention to commence development on site and, as such, the advertisement of speed tables and raised Zebra crossing in conjunction with the Traffic Regulation Order procedure has been commenced.

Background

4. 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.
5. The application was appealed on the grounds of non-determination.
6. 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.
7. 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.
8. 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**).

9. 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**).
10. 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. The developer proposes to complete the works by 31 May 2014.
11. 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 a further advertisement which resulted in a single objection, the subject of this report.
12. The consultation for the speed tables and raised Zebra crossing resulted in one objection (see **Appendix 4**).

Safeguarding Implications

13. There are no significant issues identified.

Public Health Implications

14. 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

15. The introduction of speed tables will require works in the highway. The changes will have to be balanced against the safety of both vehicle and pedestrian users of Pearce Way.

Equalities Impact of the Proposal

16. The introduction of traffic calming measures 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.

Risk Assessment

17. 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

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

Legal Implications

19. 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

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

Reason for Proposal

21. The introduction of two speed tables and a raised table at the Zebra crossing will encourage vehicles to travel at the speed stipulated by the approved speed limit, that being 30 mph.

Proposal

22. That the proposals be implemented as advertised.

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

None