

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

HIGHWAYS AND TRANSPORT SERVICE

OFFICER CONTACT: Jamie Mundy 01225 713496 Email: jamie.mundy@wiltshire.gov.uk

REFERENCE: HSB-36-14

**BRADFORD ROAD, RUDLOE IN CORSHAM TOWN AND BOX PARISH:
PROPOSED WAITING RESTRICTIONS**

Purpose of Report

1. To:
 - (i) Consider objections to the advertised proposals for parking controls at Bradford Road, Rudloe in Corsham Town and Box Parish.
 - (ii) Recommend that the proposals be implemented as advertised.

Relevance to the Council's Business Plan

2. The proposed scheme meets the three key priorities of the Business Plan, as the local community worked together with Wiltshire Councillors and council officers on the proposals, the restrictions will help protect vulnerable road users and will support the local businesses by protecting their accesses.

Background

3. Several years ago Corsham Primary School closed the existing pedestrian access to the school which had a number of steps down to the pavement adjacent to Bradford Road, and installed a new pedestrian access on Bradford Road to meet the requirements of the Disability Discrimination Act.
4. Since the opening of the new school gate, parent parking has taken place along the Bradford Road which has promoted complaints and is now considered to present highway safety issues. The road is subject to a 50 mph speed limit, which was recently assessed during the Speed Limit Review in 2009 and reduced from 60 mph.
5. Discussions have taken place with the school requesting that it advises parents of the potential safety risk of parking in this location and requesting that parents use the nearby community centre for school parking which is within a five minute walk away. Despite this, the parking problem continues and it is therefore considered necessary to introduce parking controls.
6. Highway officers took the view that parking controls should extend beyond the area just outside the gate, to include round the bend, so that a clear view of the bend is maintained, as the current parking is passing vehicles to cross onto the opposite carriageway, into unseen oncoming traffic.

Detail

7. Proposals for all of these sites have been developed and have been advertised as part of the statutory procedure for making Traffic Regulation Orders. As a result of the public advertisement, 37 letters of representation were received. There were 8 comments of support and 29 of objection. These are listed in **Appendix 1**, together with a summary of their comments and officer comments on the points raised.

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.

Environmental Impact of the Proposal

11. The introduction of the parking controls will involve the laying of lines and installation of a small number of signs. This will have an impact on the visual aspect but has to be balanced against the need to ensure that safe access and visibility is provided.

Equalities Impact of the Proposal

12. There is none in this scheme.

Risk Assessment

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

Financial Implications

14. There is an allocation in this year's Traffic and Network Management budget for design, implementation, supervision and monitoring works.

Legal Implications

15. 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

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

Reason for Proposals

17. The comments set out in **Appendix 1** on the various objections received indicate that it is considered appropriate to implement the scheme as advertised. **Appendix 2** provides a summary of the recommendation.

Proposals

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

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

Letters of representation