

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

**HIGHWAYS AND TRANSPORT SERVICE**

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**REFERENCE:** HSB-02-15

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**A361 NEW PARK STREET, DEVIZES  
ON CARRIAGEWAY BUS PARKING**

**Purpose of Report**

1. To consider the comments received following the formal consultation associated with the Experimental Road Traffic Order for the provision of time limited on carriageway Bus / Coach parking in Devizes.

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

2. Outcome 1 of the Business Plan – Wiltshire has a thriving and growing local economy.

Outcome 2 of the Business Plan – People in Wiltshire work together to solve problems locally and participate in decisions that affect them.

**Background**

3. The provision of coach parking facilities within close proximity of Devizes Town Centre has been a longstanding desire for the local community, with the issue first being discussed at the Devizes Community Area Board in November 2011. At this meeting it was originally proposed to investigate the potential for the provision of coach and bus parking to take place in West Central Car Park, as this is the location of the public toilets.
4. This suggestion was investigated by Highway Engineers to ascertain the impact and feasibility and provided a number of options. These options were discussed by the Devizes CATG in July 2013, which recognised that the options put forward did not provide a cost-effective or practical solution in the short to medium term. There was a desire to see a proposal in place prior to the end of the financial year as this would enable the town to be included within the tour operator's annual publication of coach friendly towns for the forthcoming year.
5. The CATG requested that Highway Engineers investigate potential solutions which could be implemented on carriageway within the desired timescale. Two options were presented to the group at its meeting in September 2013. Both solutions sought to implement an on carriageway Bus parking area, in an area predominately allocated for time limited on-street parking by cars. To assess the impact of the proposal and its effectiveness, it was proposed that the Order be introduced as an 'Experimental' as this enabled greater flexibility should alterations be required. Following consideration by the group, it resolved to support both the options and to

allow Devizes Town Council the decision to nominate which of the proposed layouts should be implemented following their local consultation with the residents and businesses.

6. Following the local consultation undertaken by the Local Member – Mr Peter Evans and the Town Council, and recommendation by the Town Council Planning Committee, the decision taken was to promote the solution given at **Appendix 1**. Funding to implement the Experimental Traffic Orders was approved by the CATG meeting in November 2013.
7. The Experimental Traffic Regulation came into operation on 17 March 2014 with a maximum duration of 18 months, before the expiry of this period the Order must either be made permanent or be removed and the changes reverted to their previous arrangement. The first six months of the operational period acts as a consultation period where comments relating to the changes can be submitted to the Local Authority for its consideration. Through this period, one comment of objection has been received from a member of the public. Details of which, along with the officer comments in response to the issues raised, are given at **Appendix 2**.
8. Upon completion of the public consultation, the views of Devizes Town Council, the CATG, Devizes Chamber of Commerce, Devizes Guardians and Devizes Area Tourism Partnership were sought. All of whom have outlined the support for the scheme. A copy of the comments received is given at **Appendix 2**.

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

9. To consider the comments received during the consultation phase of the Experimental Traffic Regulation Order period.

#### **Safeguarding Implications**

10. It is not considered the proposal has any safeguarding implications.

#### **Public Health Implications**

11. It is not considered the proposal has any public health implications.

#### **Environmental Impact of the Proposal**

12. The introduction of facilities which promote the use of sustainable methods of travel and reduce the dependency on vehicle travel, are considered beneficial to the environment.
13. The introduction of additional street furniture and road markings can be considered detrimental to the street scene and visual vista.

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

14. It is not considered the proposal has any equality implications.

#### **Risk Assessment**

15. There are none associated with this proposal.

#### **Financial Implications**

16. There are no financial implications associated with retaining the restriction. A decision to not retain the current restrictions will result in the need to readvertise the previous restrictions and undertake amendments to the traffic signs and road markings for which there is currently no budget allocation.

### **Legal Implications**

17. There are none associated with this proposal.

### **Options Considered**

18. To:
- (i) Proceed with making the Experimental Traffic Regulation Order permanent.
  - (ii) Abandon the proposal and revert to the previous road layout.

### **Reason for Proposals**

19. The scheme has been developed following the request for additional coach parking in the vicinity of West Central Car Park by the local community, and is supported by key stakeholders, including the Area Board, Devizes Town Council, Devizes Guardians and The Chamber of Commerce.

### **Proposals**

20. That:
- (i) The Experimental Traffic Regulation Order be made permanent.
  - (ii) The objectors be informed accordingly.

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

None