

CABINET MEMBER FOR HIGHWAYS AND TRANSPORT – CLLR PHILIP WHITEHEAD

HIGHWAYS AND TRANSPORT

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WILTSHIRE COUNCIL

ROAD TRAFFIC REGULATION ACT 1984 TRAFFIC MANAGEMENT ACT 2004

1. THE COUNTY OF WILTSHIRE (VARIOUS ROADS, TROWBRIDGE AND HILPERTON) (WEIGHT RESTRICTION) ORDER 2015
2. THE COUNTY OF WILTSHIRE (VARIOUS ROADS, HILPERTON, TROWBRIDGE AND WEST ASHTON) (40 MPH SPEED LIMIT) ORDER 2015
3. THE COUNTY OF WILTSHIRE (VARIOUS ROADS, HILPERTON, TROWBRIDGE AND WEST ASHTON) (50 MPH SPEED LIMIT) ORDER 2015
4. THE COUNTY OF WILTSHIRE (TROWBRIDGE) (PROHIBITION AND RESTRICTION OF WAITING, TAXI RANK CLEARWAYS AND ON-STREET PARKING) CONSOLIDATION ORDER 2013 (AMENDMENT NO.6) ORDER 2015
5. THE COUNTY OF WILTSHIRE (PARISHES IN THE DISTRICT OF WEST WILTSHIRE) (PROHIBITION AND RESTRICTION OF WAITING, ON-STREET PARKING AND CLEARWAYS) CONSOLIDATION ORDER 2008A (AMENDMENT NO.4) ORDER 2015
CLEARWAYS – HORSE ROAD AND HILPERTON RELIEF ROAD, HILPERTON

Purpose of Report

1. To consider 199 comments received in relation to the proposed change of various speed limits and changes to waiting restrictions in and around Trowbridge/Hilpertion Relief Road (known as Elizabeth Way) (see **Appendix 4**).
2. A further 22 objections were received after closure date, these will not be considered under this report but they mirror the objections raised previously.

Relevance to the Council's Business Plan

3. The promotion of an East of Trowbridge distributor road will ease movement for commercial vehicles to/from and through Trowbridge in line with the Council Business Plan which aims to promote/boost the local and wider Wiltshire economy. The speed limits, waiting restrictions and weight limits, subject to this consultation, will ensure that un-hindered and safe access is achieved on the strategic network.

Background

4. The requirement for a relief road for the East of Trowbridge and the village of Hilpertion was acknowledged in the adopted Local Development Plan of 1996. In 2004 a proposal was put forward to implement a scheme for the road under planning application W/2004/1389 promoted by Persimmon Homes Wessex Ltd. The scheme was granted approval with conditions on 22 August 2006 by the West Wiltshire District Planning Committee. In conjunction with the planning approval an associated S106 agreement between the developer and Wiltshire County Council was signed on 22 August 2006. Contained within the agreement are obligations on the developer to

undertake and fund all highway works and corresponding Traffic Regulation Orders (speed and waiting restrictions). The specific details in regards to the requirements were further secured under an additional S106 agreement dated 1 December 2010 (see **Appendix 2**).

5. During the advertisement period for the Traffic Regulation Orders, 199 letters of comment have been received. In addition, a further 22 letters of comment were received after the closure of the advertisement period. Whilst these arrived too late to be considered as part of this report they do not raise any additional comments over and above those received during the advertisement period. Comments were also received from two Wiltshire Council Members whose wards are affected by the proposals.

Main Considerations for the Council

6. Out of the 199 comments received, 18 points of objection have been identified with 7 being considered substantive. A summary of the substantive objections raised, together with officer comments, is included at **Appendix 4**. Details of those who commented are provided in **Appendix 5** which also includes a summary of the other points of objection.

Safeguarding Considerations

7. There are no Safeguarding Considerations.

Public Health Implications

8. The introduction of a properly designed Bridleway crossing in conjunction with the 50 mph limit (lower than the national speed limit) will allow for a safe place for horse riders, cyclists and pedestrians to cross Elizabeth Way, enabling them to safely access the open countryside for leisure and exercise purposes.

Corporate Procurement Implications

9. There are no Corporate Procurement Implications.

Environmental Impact of the Proposal

10. The introduction of a 50 mph speed limit may result in potentially higher levels of traffic noise than that associated with a lower limit. The installation of speed limit signs and posts, particularly repeater signs where none previously existed, together with road markings and coloured surfacing could be considered detrimental to the visual vista and street scene.

Equalities Impact of the Proposal

11. The introduction of a comprehensive scheme of speed limits, weight restrictions and waiting restrictions across the entire eastern distributor road network will help to ensure that a safe access is achieved for vehicles wishing to utilise this route. The application of appropriate speed limits and waiting restrictions will encourage vehicle use of the network and in turn attract traffic away from both inner Trowbridge roads and Hilperton village.

Risk Assessment

12. The scheme has been subject to both Stage 1 and Stage 2 safety audits and will be subject to a Stage 3 safety audit on opening. It can be demonstrated that visibility at the bridleway crossing meets standards for 40 mph limit which given its position is just one step below design criteria/speed and is considered to be safe in its design.

Financial Implications

13. All costs relating to the consultation and implementation (including advertisement/signage) have been met in full by the developer.

Legal Implications

14. The obligation to ensure that the requirement for Traffic Regulation Orders is met in full by the developer has been secured under both the S106 agreement and the construction under a S38 agreement.

Options Considered

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

Reason for Proposal

16. S106 planning obligations require the developer to provide (by way of funding and implementation) Traffic Regulation Orders in respect of speed limits, weight limits and waiting restrictions on Elizabeth Way and other existing roads in Trowbridge. The speed limits satisfy DfT guidance in relation to design and location. The removal of the proposed bus stop clearway and the omission of a section of proposed waiting restrictions on Wyke Road will ensure that public transport can maintain access at all times while limiting the negative effect on residents of the area.
17. Having considered the representations to lower the proposed 40 mph limit along Soprano Way between its junction with Green Lane and a point 90 metres south of the roundabout adjacent to Castle Mead School, it is proposed to implement the remaining speed limits as advertised, with the length identified above readvertised at 30 mph.

Proposal

18. To:
- (i) Implement the proposed speed limits and weight restrictions with amendments.
 - (ii) Implement the proposed waiting restrictions with amendments.
 - (iii) Delete the proposed bus stop clearway.
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The following unpublished documents have been relied on in the preparation of this Report:

None