

7th JANUARY 2009

SALISBURY: RESIDENTS' PARKING ZONE C EXTENSION
OBJECTIONS TO IMPLEMENTATION

Purpose of Report

1. To:
 - (i) Consider the objections to the advertised Traffic Regulation Orders (TROs).
 - (ii) Recommend implementation of the proposals subject to the changes set out in this report.

Background

2. The existing Residents' Parking Zone C (RPZC) was introduced in two stages in 1992 and 1995 respectively. The existing RPZC lies within two local wards, these being the St. Edmund and Milford Ward and the St. Martin and Milford Ward.
3. In the spring of 2006, following complaints from residents of Bourne Avenue and Wain-A-Long Road regarding parking problems being caused by commuter, shopper and school parking, the District Members (at that time) for the Milford Wards requested that officers of the Joint Transportation Team (JTT) undertake consultation with local residents to ascertain if they would support the introduction of a Residents' Parking Scheme in the area.
4. In March 2006 officers of the JTT wrote to residents in Bourne Avenue and Wain-A-Long Road areas supplying them with information about the possible introduction of a Residents' Parking Scheme and asked them to complete a questionnaire. The aim of the questionnaire was to establish the extent of the parking problems being experienced and if residents would support the introduction of a Residents' Parking Scheme in the area. A copy of the material sent to residents is attached at **Appendix 1**.
5. In July 2006 a report analysing the responses to this consultation was prepared and sent to local District and County Council Members of the Salisbury Transportation Plan Joint Committee for their information. This report recommended that TROs to extend RPZC to include Bourne Avenue and Wain-A-Long Road be progressed. A copy of this report is attached as **Appendix 2**.
6. The TRO survey and design work supporting the proposals were begun in November 2007 and the associated TROs were formally advertised for comment on the 23rd October 2008. Wiltshire County Council's closing date for receipt of objections or other representations to the advertised TROs, together with the grounds on which they were made, was the 17th November 2008.

Summary of Scheme Proposals

7. Four TROs were advertised as part of this scheme. The advertised TROs proposed:
- Extending RPZC to include Bourne Avenue and Wain-A-Long Road.
 - Amendments to the existing waiting restrictions in Fairview Road and Waterloo Road which are required following the construction of additional housing within these roads.
 - Changing the hours of operation of the residents' parking bays in the existing RPZC from 9.00 am to 5.00 pm Monday to Saturday to 8.00 am to 6.00 pm Monday to Saturday. This change is to bring the hours of operation of RPZC in line with other Residents' Parking Schemes in Salisbury and protect parking for residents during the hours that charges are applied within city centre car parks.
 - Changing the hours of operation of the single yellow line waiting restrictions in the existing RPZC from 9.00 am to 5.00 pm Monday to Saturday and 8.00am to 7.00pm Monday to Saturday to 8.00 am to 6.00 pm Monday to Saturday. This change is to bring the hours of operation of the single yellow line waiting restrictions in RPZC in line with other Residents' Parking Schemes in Salisbury and to protect parking for residents during the hours that charges are applied within city centre car parks.
 - The introduction of 30 minute limited waiting parking bays in Kelsey Road and Tollgate Road for use by customers of Truway Stores and Tollgate Stores respectively.
 - The introduction of 'No Waiting At Any Time" restrictions in Millbrook.
 - Various minor amendments to the waiting restrictions and residents parking bays in the existing RPZC to take into account new or altered dropped kerb accesses.
8. Full copies of the TROs advertised as part of this scheme are available in the Salisbury District Council and Wiltshire County Council **Members' Rooms**.

Representations

9. No objections or other representations have been received in relation to the proposals for Byways Close, Clarendon Road, Courtwood Close, Elm Grove Avenue, Elm Grove Place, Elm Grove Road, Fairview Road, Farley Road, Fowlers Hill, Kelsey Road, Laverstock Road, Manor Road, Marina Road, Methuen Drive, Milford Hill, Polden Road, Rougemont Close, St. Margaret's Close, St. Martin's Terrace, The Beeches, Tollgate Road, Waterloo Road or Wessex Road.

Support

10. Two letters of support from residents of Millbrook have been received for the proposals within their road. Copies of the letters of support are available in the Salisbury District Council and Wiltshire County Council **Members' Rooms**.

Objections

11. Twenty two letters of objection have been received. Copies of the objection letters are available in the Salisbury District Council and Wiltshire County Council **Members' Rooms**. The substantive issues raised by the objectors are listed below:

(i) Dropped Kerb Outside No. 63 Wain-A-Long Road

12. A letter of objection has been received from a resident of No. 63 Wain-A-Long Road on the grounds that the parking bay proposed for outside her property would prevent her from using the dropped kerb.

(ii) Lack of Support for the Introduction of the Proposals

13. A letter of objection has been received from a resident of Wain-A-Long Road on the grounds that:

- The introduction of the Residents Parking Scheme would be clearly against the democratically expressed wishes of the majority of the residents, voiced on several occasions and most recently in the 2006 consultation exercise.
- The new proposals ignore the decision taken in 1998 that Wiltshire County Council would not proceed with a Residents' Parking Scheme for Bourne Avenue and Wain-A-Long Road until Salisbury District Council wished to proceed, and Salisbury District Council would defer any scheme until there was clear support for it.
- The new scheme is pernicious in that it will introduce problems which do not exist at present by proposing substantial and unnecessary reductions in the parking stock available to residents. This is in addition to the reductions already made on road safety grounds following the 1998 review. It also worsens availability by amending the nearby Zone C 'no waiting' times from the original 9.00 am to 5.00 pm to new times of 8.00 am to 6.00 pm. Why is all this now deemed essential? Certainly, the documents lodged at Pennyfarthing House do not justify the extension of the scheme to suburban roads.

(iii) Proposals for Millbrook

14. A letter of objection has been received from the residents of Millbrook End on the grounds that the proposed "no waiting at any time" restrictions for the road would leave them with no alternative parking and without safe access to their property. The objectors have asked that their alternative proposal for the length of road adjacent to the wall of No. 3 Millbrook, detailed below, be considered:

- 5 metres of double yellow line from the junction with Laverstock Road
- 23 metres of Residents' Parking Zone C parking bay
- A further 5 metres of "no waiting at any time"

(iv) Non-Inclusion in the Proposed Scheme of Properties located in London Road

15. A letter of objection has been received from a resident of London Road on the grounds that if implemented the proposals would leave friends and family visiting without a safe location to park.

(v) Objections from Bonallack and Bishop Staff

16. Twelve letters have been received from members of Bonallack and Bishop staff objecting to the introduction of residents' parking in Bourne Avenue and Wain-A-Long Road. The objections were raised on the following grounds:
- There are no convenient alternative locations for staff to park, particularly for staff who have to undertake the school run or drop off partners before starting work.
 - Due to the lack of a suitable bus stop it is impractical for staff to use the Park and Ride service.
 - The additional cost of parking elsewhere that would have to be borne by staff.
 - Concerns from female staff about the safety of having to use the subways underneath Churchill Way, particularly at night.
17. In addition to the above comments the Practice Director and a Senior Partner have raised concerns about being able to retain staff should these proposals be introduced. Together with members of their staff they have asked if the District Council could allocate business permits to staff to allow them to utilise the vacant parking spaces within Bourne Avenue, Manor Road and Wain-A-Long Road during the daytime.

Consideration of Substantive Objections

(i) Dropped Kerb Outside No. 63 Wain-A-Long Road

18. The dropped kerb outside No. 63 Wain-A-Long Road has been installed following completion of the survey work undertaken by officers but prior to the publishing of the TROs for public comment. The proposals will need to be amended accordingly.

(ii) Lack of Support for the Introduction of the Proposals

19. In response to the informal consultation procedure undertaken in 2006 officers received 44 completed questionnaires from residents of Wain-A-Long Road. Of the 44 returned questionnaires 24 indicated that residents felt that commuter and shopper parking was a problem in Wain-A-Long Road. Twenty three of the returned questionnaires from residents of Wain-A-Long Road indicated that they would not support the introduction of a Residents' Parking Scheme in their road, opposed to 20 returned questionnaires indicating that residents would support the introduction of residents' parking within the road.
20. The introduction of Residents Parking Schemes is not considered on a road by road basis but rather an area-wide basis. When considered in this context the results of the informal consultation undertaken in 2006 shows that by a score of 37 to 32 local residents supported the introduction of a Residents' Parking Scheme within the area, despite residents of Wain-A-Long Road not indicating an overall level of support for such a scheme.

21. The proposals do not ignore the decision undertaken in 1998 by Wiltshire County Council not to proceed with the introduction of a Residents' Parking Scheme within Bourne Avenue and Wain-A-Long Road until there was support for it from both Salisbury District Council and local residents. Both the County Council and the District Council are supportive of the introduction of a Residents' Parking Scheme covering Bourne Avenue and Wain-A-Long Road and as explained in paragraph 20 above there is also support from local residents.
22. Whilst the objector may believe that proposals for Wain-A-Long Road are pernicious in nature, careful consideration has been given to the balance of restrictions that are proposed for introduction within the road. Consideration has been given to the location of both parking bays and yellow line restrictions so as to allow parking to continue to take place on both sides of the road whilst keeping a safe and adequate traffic flow along the road and protecting visibility and turning manoeuvres at the junctions of Wain-A-Long Road with Bourne Avenue, Wessex Road, Manor Road and St. Mark's Roundabout.
23. With reference to the objectors specific comments about the changes to the hours of operation in the existing RPZC from 9.00 am to 5.00 pm Monday to Saturday to 8.00 am to 6.00 pm Monday to Saturday, this is to bring the hours of operation of RPZC in line with other residents' parking schemes in Salisbury and protect parking for residents during the hours that charges are applied within city centre car parks. This change is also in line, with the District Council's current policy for waiting restrictions within Residents' Parking Schemes to operate between 8.00 am to 6.00 pm Monday to Saturday.

(iii) Proposals for Millbrook

24. The proposed "No Waiting At Any Time" restrictions for Millbrook are in response to concerns raised by a local resident with regard to potential access problems for the emergency services and that the parked cars are causing problems when turning from the cul-de-sac end of Millbrook in the main part of Millbrook.
25. Officers agree that the proposed restrictions would cause problems for the objectors who live in Millbrook End as this is the only property without access to a parking space within the cul-de-sac itself. The objectors do have access to a garage off Laverstock Road. However, the garage is set back from Laverstock Road and this greatly affects visibility and consequently makes accessing or egressing the garage extremely hazardous.
26. Officers have considered the objectors' proposed alternative layout of waiting restrictions for Millbrook and feel that the length of parking suggested cannot be provided whilst trying to maintain access along Millbrook. The proposals can be amended to provide a small amount of parking, approximately 13 metres, within Millbrook.

(iv) Non Inclusion in the Proposed Scheme of Properties Located in London Road

27. Officers agree that if the proposals are implemented the non inclusion of Nos. 68 – 78 London Road in the schedule of streets eligible for residents and visitors parking permits for RPZC will cause problems for visitors to the properties on London Road. The proposals will need to be amended accordingly.

(v) Objections from Bonallack and Bishop Staff

28. Bonallack and Bishop's offices are located in Rougemont Close off of Manor Road and its staff have been fortunate to benefit from the ability to park without restriction in either Bourne Avenue and Wain-A-Long Road. Whilst the District Council and County Council are not unsympathetic to the problems that the introduction of these proposals will cause staff of Bonallack and Bishop it must be pointed out that the District and County Councils' current parking and sustainable travel policies apply equally to businesses outside the city centre as they do to businesses within the city centre. These policies are to encourage staff living within two miles of their place of employment to walk and cycle to work and to encourage staff living further than two miles from their place of employment to use Park and Ride or public transport. Officers of the Council would be willing to provide information and advice to staff from Bonallack and Bishop on using alternative forms of transport.
29. Officers acknowledge that currently there is not a suitable Park and Ride bus stop that would make using the service viable for staff of Bonallack and Bishop. Four of the objectors from Bonallack and Bishop also indicated that they would consider using the Park and Ride service if a bus stop was introduced in the vicinity of St. Mark's Roundabout.
30. Since receipt of these comments officers have been investigating the possibility of using the existing bus stops in London Road (immediately adjacent to St. Mark's Roundabout) as a pick up and drop off point on the London Road Park and Ride service with Wilts & Dorset Bus Company who run the Park and Ride services under contract to the District Council. Representatives of Wilts & Dorset bus company have indicated that they would have no objections to introducing a pick up and drop off point on London Road as part of the London Road Park and Ride service subject to the completion of the statutory process of registering the service change with the Traffic Commissioners' Office.
31. Officers are aware of the problems that the extra cost that will need to be borne by staff of Bonallack and Bishop in having to park elsewhere but would point out that this situation is no different to that already experienced by the majority of staff working in Salisbury.
32. Officers have contacted the Police to try to ascertain the recorded level of crime in the subways under Churchill Way to see if the concerns of Bonallack and Bishop staff have any foundation. Unfortunately, the Police have been unable to supply any information in relation to this matter. A copy of the Police response in relation to this matter is attached at **Appendix 3**. As result of this, officers cannot comment further other than to say that all of the streets leading to the subways under Churchill Way, as well as the subways themselves, have street lights.
33. The current rules regarding the issuing of business parking permits within RPZC would mean that at best the Bonallack and Bishop office would only be entitled to one such permit. Officers agree that there is already spare daytime parking capacity within Manor Road and that there is likely to be spare daytime parking capacity in both Bourne Avenue and Wain-A-Long if the proposals are implemented. However, despite this, the issuing of any additional business permits to Bonallack and Bishop would set a precedent that would be difficult to defend against when dealing with other businesses within RPZC and with businesses in other residents' parking zones within Salisbury.

Consideration of Other Objections/Comments Received

34. A summary of the other comments received from objectors to the proposals together with the officer response are attached at **Appendices 4 and 5**.

Options Considered

35. The following options have been considered:
- (i) Implementation of the proposals as advertised.
 - (ii) Modification of the proposals in light of the objections received.
 - (iii) Abandonment of the proposals.

Reasons for Recommendation

36. The changes to the proposals have been recommended for the following reasons:
- (i) The County Council would be creating an illegal obstruction of the public highway if the parking bay proposed for outside No. 63 Wain-A-Long Road were not to be removed.
 - (ii) The alterations to the proposals for Millbrook will provide the residents of Millbrook End with an opportunity to safely park close to their home whilst still providing improved access to the area for emergency service vehicles and improving the turning the manoeuvre out of the cul-de-sac.
 - (iii) The addition of Nos. 68-78 London Road to the list of streets eligible for RPZC parking permits will allow visitors to park within a reasonable distance of these properties and will reflect the existing parking situation.

Recommendation

37. That:
- (i) The proposals be modified in light of the objections received at the formal consultation stage. It is proposed that the following changes be made to the proposals:
 - The parking bay proposed for outside No. 63 Wain-A-Long Road be removed and replaced with a driveway protection marking.
 - That 13 metres of the 'No Waiting At Any Time' restrictions proposed for Millbrook be changed to a RPZC bay.
 - That Nos. 68-78 London Road be added to list of streets eligible for permits within RPZC.
 - (ii) Officers from the Joint Transportation Team work with Wilts & Dorset Bus Company on the provision of an extra bus stop on the London Road Park and Road service, within the vicinity of St. Mark's Roundabout, as soon as is possible.

- (iii) With the exception of the changes detailed above the remaining proposals be implemented as advertised.
- (iv) Objectors be informed accordingly.

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

None.