

**CABINET MEMBER FOR HIGHWAYS AND TRANSPORT – CLLR R TONGE**

**STRATEGIC SERVICES – HIGHWAYS, STREETSCENE AND PASSENGER TRANSPORT**

**OFFICER CONTACT:** Jamie Mundy 01225 713496 Email: [jamie.mundy@wiltshire.gov.uk](mailto:jamie.mundy@wiltshire.gov.uk)

**REFERENCE:** HT- 010-12

---

**MELKSHAM: PARKING CONTROLS – OBJECTIONS TO PROPOSALS**

**Purpose of Report**

1. To:
  - (i) Consider objections to the advertised proposals for parking controls at various locations in Melksham.
  - (ii) Recommend the making of the Order as advertised.

**Background**

2. The majority of the waiting restrictions have been in operation for a number of years in Melksham.
3. Following the introduction in 2009 of Decriminalised Parking (now called Civil Parking Enforcement), a review of the restrictions in the former West Wiltshire district area has been carried out.
4. Melksham Town Council and Unitary Members had raised concerns over a number of minor sites within the town and these were investigated, together with other outstanding requests for amendments. The Town Council and Unitary Members were consulted on our proposed restrictions prior to the full public advertisement.
5. 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 49 letters of objection/support have been received and two petitions. These are listed in **Appendix 1**, together with a summary of their comments. Officer comments on the points raised are set out in **Appendix 2**.

**Main Considerations for the Council**

5. 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.

**Environmental Impact of the Proposal**

6. 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**

7. There is none in this scheme.

### **Risk Assessment**

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

### **Financial Implications**

9. There is an allocation in this year's Network Management budget for the implementation of this scheme.

### **Options Considered**

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

### **Reason for Proposals**

11. The comments set out in **Appendix 2** on the various objections received indicate that it is considered appropriate to introduce the scheme with the minor amendments detailed in **Appendix 3**.

### **Proposals**

12. That:
- (i) The restrictions be implemented as advertised. The restrictions be implemented as advertised, subject to the relaxations detailed in **Appendix 3**.
  - (ii) The objectors be informed accordingly.

---

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

Letters of representation