

**COMMENTS RECEIVED IN SUPPORT OF / COMMENTING ON THE COUNCIL'S PROPOSED TRAFFIC REGULATION ORDER AMENDMENTS IN THE VICINITY OF THE LAVERSTOCK SCHOOLS, SALISBURY**

Comment No.	Comment	No. of Times Receive	Officer Response
1	The proposed restrictions will displace parking further into Woodland Way (and the wider estate) and create parking problems where problems don't currently exist.	4	<p>The Council's proposals for Woodland Way propose the introduction of No Waiting At Any Time (NWAAT) restrictions to discourage parking from being displaced into the road and keep its junction with Church Road clear of parked vehicles. The proposed restrictions extend into the road to the point at which residential parking was observed to commence during site survey work undertaken during the development of the Council's proposals.</p> <p>It is accepted that the Council's proposals could result in school run parking being displaced into Woodland Way. If this situation arises the Council would consider the introduction of further measures to address any problems identified.</p>

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2	The proposed restrictions will displace parking problems further into Elm Close and/or Chestnut Close where problems don't currently exist.	4	<p>Parking surveys undertaken during the development of the Council's proposals have indicated that parking problems only occur in Elm Close on school days during term times with all day parking, believed to be being undertaken by staff at the school, frequently observed as taking place.</p> <p>In general, the Council has no issue with staff parking taking place within Elm Close (or other nearby roads) so long as in doing so it does not cause an obstruction of the public highway, dropped kerb crossing points or prevent local residents from accessing / egressing their driveways. Given the level of all day commuter parking currently observed as taking place in Elm Close there is still sufficient space for residents and their visitors to park, particularly when taking into consideration the level of off-street parking available to residents.</p> <p>The proposed restrictions in Elm Close are intended to keep its junction with Church Road clear and dissuade school run parking from taking place in the road. However, it is acknowledged that the Council's proposals may result in parking being displaced further into the estate and creating additional parking problems. If this situation arises the Council will consider the introduction of additional measures to address them.</p>
3	The hours of operation of the proposed restrictions should be extended to cover the morning school run period.	2	The proposed hours of operation have been agreed at the Laverstock Schools Working Group as being appropriate to cover what was identified as the times when the main school run parking problems occur. The hours of operation of the proposed restrictions can be amended via a separate TRO process if there is a need to do so.
4	All school parking should be moved behind the schools onto the playing fields.	1	The suggestion is noted. Moving all staff parking to behind the schools is outside of the purview of the Wiltshire Council Highways Department. However, the suggestion will be fed back to the schools via the Laverstock Schools Working Group for them to consider.

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5	Existing parking restrictions are not adhered to and are not subject to enforcement by the Council. If the proposed restrictions are introduced, they will need to be subject to a better level of enforcement to make them effective.	3	<p>The existing waiting restrictions present in Church Road are subject to limited enforcement by the Council. This is by virtue of the nature of the restrictions currently in situ. Legally motorists are entitled to park on double (and single) yellow lines to undertake loading and unloading activities. The Council's Civil Enforcement Officers (CEOs) must allow motorists parked on double (or single) yellow lines a 5-10 minute period of grace to determine if they are legitimately loading or unloading their vehicle before they can issue a Penalty Charge Notice (PCN). This is usually sufficient time to enable a parent to drop off or pick up a child from the school campus. Consequently, this means that the Council's CEOs only seek to undertake limited enforcement activities in Church Road.</p> <p>If the 'No Loading' element of the proposed restrictions is introduced, then from an enforcement point of view this will mean that the CEOs will be able to immediately issue a Penalty Charge Notice to any vehicle parked on such a restriction. Not only should this help to dissuade parents from parking, but it would make enforcement of the restrictions simpler which would allow more resources to be allocated to undertaking enforcement activities at this location.</p> <p>More generally it is acknowledged that, as with any type of restriction, an appropriate level of enforcement will be required to make the proposed restrictions truly effective.</p>
6	I welcome any measure that improves the safety along Church Road	1	The comment is noted.

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7	<p>I support the proposed waiting restriction measures with caveats as follows</p> <ul style="list-style-type: none"> <li>• the traffic totally ignores the 30mph limit now, so removing the parked cars along the road could make the road really dangerous to school children, especially those who cycle.</li> <li>• what is being done to curb the speed of traffic?</li> <li>• would the waiting restriction apply to deliveries to residents</li> </ul>	1	<p>The results of previous traffic surveys undertaken in Church Road have not shown significant speeding issues to exist. There is not a speeding problem around the start and end of the school day as the speed of traffic is controlled by the volume of traffic using the road at these times. Outside of the start and end of the school day between Bishops Mead and Woodland Way there are three pairs of speed cushions and two raised tables (which form part of crossing points outside the schools) which will continue to serve to control the speed of traffic using the road.</p> <p>The introduction of a either an advisory or permanent 20mph speed limit in Church Road can be considered in the line with the Council's current policies on such matters. More information of those policies can be obtained by emailing <a href="mailto:integratedtransport@wiltshire.gov.uk">integratedtransport@wiltshire.gov.uk</a>.</p>
8	Who polices the waiting restrictions if implemented?	1	The waiting restrictions would be enforced by Wiltshire Council.
9	The proposed restrictions will displace parking further into Bishops Mead, Duck Lane, Riverside Close, Riverside Road and The Green and create parking problems where problems don't currently exist.	1	<p>In the case of the Council's proposals for Bishops Mead and Duck Lane they are intended to discourage parking from being displaced into these roads and keep their junctions with Church Road clear of parked vehicles. The Council's proposals for The Green have kept the use of NWAAT restrictions to a minimum to keep its junction with Church Road clear of parked vehicles. The proposed restrictions extend into the road to the point at which residential parking was observed to commence during site survey work undertaken during the development of the Council's proposals.</p> <p>It is accepted that the Council's proposals could result in school run parking being displaced into the roads mentioned. If this situation arises the Council would consider the introduction of further measures to address any problems identified.</p>
10	If the aim or wish is for parents to use the Park & Ride in London Road - perhaps a 10 minute walk to the schools - then common sense tells us that parking restrictions must extend to at least a 10 minute walk of the schools otherwise parents will	1	Whilst it is desirable for parents to make use of the London Road Park and Ride site when undertaking the school run it is not the specific aim of the Council's proposals to achieve this. The aim of the proposals is to make the immediate area in front of the

	always use closer unrestricted roads.		schools safer for pupils to use at the end of the school day rather than to reduce the amount of time that vehicles are waiting in the area.
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11	The clogging of small side roads by parked vehicles is causing issues for resident and public safety - to secure their place parents arrive 30 minutes or more beforehand and have on occasions blocked the exit of Riverside Close.	1	In general, the Council has no issue with staff or parental parking taking place within roads in the vicinity of the schools so long as in doing so the parking does not cause an obstruction of the public highway, dropped kerb crossing points or prevent local residents from accessing / egressing their driveways. If such issues arise the Council would consider the introduction of further measures to address any problems identified.
12	Restrict parking from before the bus stop outside St. Joseph's. The main cause of the traffic is that people cannot see round the bend at the top end to see if it's clear to go. Hence the reason that vehicles go in the pavement to keep the flow of traffic.	1	The Council's proposals include restricting parking past the area suggested by the correspondent.
13	Agree on encouraging the older secondary students walking to london road however this is not possible for St. Andrews students. My children are 4 and 8 and it is not safe for them to walk on their own. My suggestion is a limited number of permits are issued for St. Andrews parents who have to drive e.g. relocated to long henge or Bulford who are allowed to park outside St. Andrews school/nearer to the school.	1	Parents will continue to be able to park in Church Road, or other roads in the vicinity of the schools, where waiting restrictions are not present, so long as in doing so they do not cause an obstruction of the public highway, dropped kerb crossing points or prevent local residents from accessing / egressing their driveways.