

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

Comment No.	Comment	No. of Times Received	Officer Response
1	The main parking problems are at the junction of Elm Close and Church Road. Concerned that the proposed restrictions will displace parking problems further into Elm Close and/or Chestnut Close where problems don't currently exist.	9	<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</p>

			consider the introduction of additional measures to address them.
2	The option of using the London Road Park and Ride site to drop off / pick up children is not practical as there is no safe walking route from the site to/from the schools.	3	<p>It is important to note that the Council's proposals do not require parents undertaking the school run to make use of the London Road Park and Ride site. The Statement of Reasons associated with the Traffic Regulation Order (TRO hereafter) stated that in lieu of being able to park in Church Road at the end of the school day the Council drew parent's attention to the ability to use the London Road Park and Ride site when collecting their children at the end of the school day. The Park and Ride site is a 10-15 minute walk away from the schools and is free to park in (as long as the bus service is not used).</p> <p>The Council considers there to be a safe walking route from the Park and Ride site to the schools in Laverstock, with a significant proportion of the route being traffic free (the Bishopdown to Laverstock path). On the section of the route that is not traffic free there are footways for pedestrians to use. The route is street lit throughout.</p> <p>Some of the comments submitted raised concerns that crossing over the access to the Aldi store is unsafe. Crossing this access is no different to crossing any side junction and is not considered unsafe. However, if there are concerns from pedestrians about crossing the Aldi access then pedestrians have the option of crossing London Road outside the Park and Ride site, via the existing traffic signal-controlled crossing, walk through the Bishopdown estate (which is subject to both a 20mph speed limit and traffic calming) and then recross London Road via the traffic-signalled</p>

			controlled crossing at Barrington Road to access the Bishopdown to Laverstock path. This route, although longer, would enable pedestrians to avoid the need to cross the Aldi access.
3	Parking areas need to be created in the vicinity of the school for parents to use to drop off/pick up children. A layby could be created by removing some of the grass verge or reducing the width of the footway outside of the school.	9	<p>The option of creating lay-bys outside of the school has been considered and was discussed at the open online public meeting that any member of the public was able to attend. The option of providing a lay-by was not supported by the local elected member or the Parish Council so has not been progressed further at this stage.</p> <p>The provision of a lay-by in the grass verge to the north of the northern access to the school campus would be difficult to achieve. A minimum width of 4.0 metres would be required to provide a lay-by 2.0 metres deep (minimum width of a parking bay) and 2.0 metres wide length of footway behind it (recommended minimum width of new footways). Providing a lay-by of this width in this location would be difficult to achieve for several reasons including the potential need to provide a retaining structure because of the difference in ground levels, the likely need to relocate the utility apparatus located in the top of the grass bank and the potential impact on tree roots.</p> <p>The provision of a lay-by between the two accesses to the school campus would again require a minimum width of 4.0 metres. Although ideally a width of 5.0 metres would be required at this location. This is because the existing footway running between the two accesses is a shared use path that can legally be used by cyclists and pedestrians. The minimum width of a shared use path should be</p>

			<p>3.0m (however an absolute minimum width shared use path of 2.0 metres can be considered if physical constraints exist.) Providing a lay-by of either width would require the relocation of existing utilities apparatus, the potential removal of trees, impact on tree roots and require land take from the school campus.</p> <p>The provision of lay-bys was not favoured by the local member and Parish Council on the basis that their provision would further urbanise the village and do nothing to discourage parents from using Church Road during the school.</p> <p>Although the provision of a lay-by has not been progressed at this time it is an issue that can be revisited in the future if there is support to do so.</p>
4	The removal of parking outside of the schools will increase the speed of traffic using Church Road and create a road safety hazard. Consideration should be given to the introduction of a 20mph speed limit at this location.	2	<p>It is unlikely that the speed of traffic will increase significantly if parking outside of the school is relocated. Between Bishops Mead and Woodland Way there are three pairs of speed cushions and two raised tables (which form part of the crossing points outside the schools) which will continue to serve to control the speed of traffic using the road. Additionally, although parking would be relocated the increase in the volume of traffic using Church Road around the school run period would also help to control the speed of traffic.</p> <p>The introduction of either an advisory or permanent 20mph speed limit in Church Road can be considered in line with the Council's current policies on such matters. More information about those policies is obtainable emailing <a href="mailto:integratedtransport@wiltshire.gov.uk">integratedtransport@wiltshire.gov.uk</a></p>

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.	7	<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	The proposals will potentially result in decreased property / land values for local homeowners / landowners.	2	<p>The comment is noted.</p> <p>The impact of the proposals on land and property values is not a material consideration</p>

			for the Council. However, it is unlikely that land and property will decrease in value given, as is explained in the main body of the report, there is no legal right to park on the public highway.
7	Concern that there have been suggestive and biased influential views sent to local residents as part of a local newsletter issued by the elected Wiltshire Council Member. Some comments appear to dissuade people from submitting certain views and suggests how their objections should be worded.	2	The comment is noted.  The local elected Wiltshire Council Member is permitted to issue a newsletter expressing their views on proposed restrictions.
8	Other options have not been considered, for example a residents parking scheme or a prohibition of driving scheme (as used in Harnham).	2	A resident's parking scheme is not considered to be an appropriate solution to the parking issues associated with the schools in Laverstock. Residents parking schemes are intended to deal with all day commuter and shopper parking problems, rather than short-term parking problems around the start and end of the school day. Additionally, residents parking schemes operating outside of Salisbury City Centre allow non permit holders to make use of the parking bays in them for up to two hours, which would mean that motorists undertaking the school run would be able to make use of the parking spaces provided.  The use of a prohibition of driving restriction is also not appropriate at the location. Where this approach was used in Harnham it was used in locations that were no through roads and primarily to address specific issues with the ability for vehicles to turn around. Given that Church Road is a through route the use of such a restriction is not appropriate. Similarly, the use of such a restriction in the cul-de-sacs off of Church Road is inappropriate at this stage as the problems with vehicles turning around in them do not exist. However, the use of such a restriction in the cul-de-sacs could be considered in the future should displaced parking cause a problem.

9	No data has been presented that the TRO will be effective	1	No such data exists to be presented. However, the proposed waiting restrictions, with adequate enforcement, would address the parking issues detailed in the main body of the report
10	The existing traffic calming features present in the road contribute to the existing traffic issues.	1	<p>In general, the traffic calming features do not contribute to the traffic problems around the start and end of the school day. The traffic calming features are in place to control the speed of traffic in the vicinity of the schools but are less necessary at the start and end of the school day as the volume of traffic using Church Road combined where the nature of the parking taking place serves to control the speed of traffic using the road at these times.</p> <p>The presence of the Zebra crossing, which is primarily in place to enable pupils to safely cross Church Road to access and egress the schools does restrict traffic flow along the road at the start and end of the school day due to the volume of crossing movements that occur at these times. However, it is considered that the safety benefit of the crossing outweighs the relatively minor impact on traffic flow at these times of the day.</p>
11	No rationale is provided for the double yellow lines proposed in Elm Close.	21	The rationale for the provision of the double yellows lines is covered in the main body of the report.
12	There has been no trial of any of the Council's proposals, the outcome of could form the basis of proposed changes.		There is no specific requirement for the Council's proposals to be undertaken as a trial. Although the potential use of an Experimental Traffic Regulation Order was initially considered at this location the decision was made to proceed with a conventional TRO process. It should be noted that changes to the Council's proposals, could be taken forward through the completion of a further TRO process.

13	The proposed restrictions will displace parking further into Woodland Way (and the wider estate) and create parking problems where problems don't currently exist. Any problems created by the displacement of parking will be compounded by the proposed use of double yellow lines in Woodland Way.	4	<p>The Council's proposals for Woodland Way propose the introduction of 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 in 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>
14	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.	18	<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 the road 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 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>
15	The proposed double yellow lines should extend further along Duck Lane to prevent further damage to the existing tree line which has been caused by the parked vehicles that have left their engines running.	1	The Council's proposals for The Green have kept the use of NWAAT restrictions to a minimum to keep its junction with Church Road



			<p>clear of parked vehicles.</p> <p>If there are concerns that motorists are leaving their engines running at this location this can be raised with the Police in relation to Rule 123 of the Highway Code which states:</p> <p>“The Driver and the Environment. You MUST NOT leave a parked vehicle unattended with the engine running or leave a vehicle engine running unnecessarily while that vehicle is stationary on a public road. Generally, if the vehicle is stationary and is likely to remain so for more than a couple of minutes, you should apply the parking brake and switch off the engine to reduce emissions and noise pollution. However, it is permissible to leave the engine running if the vehicle is stationary in traffic or for diagnosing faults.”</p>
16	The money being spent on this introduction of waiting restrictions would be better spend on addressing other highways issues, such as fixing potholes.	1	The monies that would be used to deliver this scheme is capital grant funding. Capital grant funding cannot be used to undertake maintenance activities such as filling potholes which is funded via revenue grant funding. Therefore, the funding could not be spent as suggested by the correspondent.
17	There has been no engagement with those causing the problems about the proposed solution.	1	There has been engagement with the parents of pupils attending the school through the Laverstock School Travel Plan Working Group and the promotion of the HomeRun app. Parents of pupils have also had the opportunity to comment on the Council’s proposals through the TRO consultation process.
18	The Council’s proposals may exacerbate existing problems by causing the vehicles to wait longer in the vicinity of the school as they wait for pupils walk along the road to get to where they are parked.	1	One of the main issues with parking associated with the afternoon school run is parents arriving excessively early and waiting for extended periods of time. Whilst the Council does not encourage such practices it does not consider that is proposals will exacerbate this issue. It is

			acknowledged that by relocating parental parking further away from the main school campuses it might extend the length of time vehicles wait in the vicinity of the schools. However, the aim of the proposals is to make the immediate area in front of the school 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.
19	Where will parents who have a need to collect their children from school via car be able to/expected to park?	7	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.
20	All school staff car parking should be accommodated within the school grounds	1	The comment is noted. The majority of staff parking currently takes place within the school grounds, but a small amount of staff parking has been observed as taking place within Elm Close. 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 they do not cause an obstruction of the public highway, dropped kerb crossing points or prevent local residents from accessing / egressing their driveways.
21	Concerns that ending the proposed restrictions will prevent buses from being able to safely use the bus stop location outside of Nos. 81/83 Church Road	2	The Council will monitor the impact its proposals has on the operation of the bus stop at the location mentioned. If displaced parking causes a problem with vehicles accessing this bus stop the Council will seek to introduce a bus stop clearway. The introduction of a bus stop clearway doesn't require the processing of a TRO,
22	The proposals are unacceptable.	2	The comment is noted.
23	Concerns that parents are not aware of the proposals, as a local residents and parent of children attending the schools I only found about these proposals because I received	1	Through the Laverstock School Working Group school representatives informed parents,

	a copy of a local newsletter.		through their standard messaging channels, that the proposals were being consulted upon and how they could view and comment on the proposals. This is in addition to the proposals being published on the Council's website, in the local newspaper and via site notices.
24	The proposals contain no provision for those with physical or mental disabilities to park outside of the schools.	1	Highway law states the public highway is for the passage and repassage of persons and goods. There are no legal rights to park on the highway, or upon the Council (as the local highway authority) to provide any parking on the public highway. Any parents of children with physical or mental disabilities that need to park in close proximity to the school entrance should approach the schools directly and obtain permission to drop off and pick up within the school campuses.
25	If you are closing the road in Laverstock because of congestion caused by school traffic, then you must do the same at all schools in Salisbury as they all suffer from the same problems.	1	The comment is noted. However, the Council's proposals do not propose to close any roads.
26	The proposals for The Green would affect our quality of life and the safety of our children by forcing up to park further away from our property.	1	As is covered in the main report there is no legal right for motorists to park outside of their property on the public highway.  The proposed restrictions in The Green are intended to not only keep its junction with Church Road clear of parked vehicles but also a dropped kerb access close to that junction clear.  It should be noted Rule 243 of the Highway Code, which all users of the public highway must adhere to, states that motorists should not "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space." The proposals for The Green are in accordance with this rule.  More generally, parking will remain available

			within 20 metres of the correspondent's property in The Green.
27	Move all staff parking behind the schools and make the parking at the front of the school parking available parents to drop off and pick up their children.	2	The suggestion is noted. However, moving all staff parking to behind the schools and allowing the existing parking at the front of the schools to become drop off / pick up parking 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.
28	The school start and finish times should be staggered. Not having all parents seeking to drop off / pick up their children would address the congestion issues.	2	Setting the school's start and finish times 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.  It should be noted that whilst staggering the school start / finish times might have some impact on the volume of traffic seeking to arrive at the same time in the vicinity of the schools it is likely to be difficult to achieve in a practical sense when taking into account matters such as the scheduling of Council funded passenger transport services bringing pupils in via bus, mini bus and taxis, the need for parents to travel to work after undertaking the school run.
29	I work locally and need to use on-street parking as there are insufficient parking spaces at my place of work. I am concerned that the proposals will prevent me from parking which would stop me from working.	1	The correspondent will continue to be able to park in nearby roads in the vicinity of the schools, such as Elm Close or Woodland Way, 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.
30	The proposed No Waiting At Any Time Restrictions in Elm Close are overly onerous on residents and it is requested that a No Waiting 2.00pm to 4.00pm Monday to Friday restriction, as is proposed for Church Road, is used instead.	5	Please refer to the main body of the report as this issue has been considered as a substantive issue.

31	<p>We are residents of Amesbury who have chosen to send our children to one of the Laverstock schools. I would like to know whether the council has considered who the families are who are travelling to school by car and what their reasons are. If these reasons are addressed then the necessity of this scheme would be reduced. I do not disagree that the issue on Church road needs addressing. Solutions may include 1) subsidising or regulating bus fares which are unaffordable currently at £908.10 per child per year (compared to adult annual pass at £845), penalise the less well-off and make a joke of being able to make a school choice. 2) Off road cycle routes across the catchment. 3) improving walking route via St Thomas' Bridge roundabout where the path is narrow, close to the road and lacks allocated, signposted crossing at a busy intersection of A roads and local roads. 4) providing pavement on both sides of Church Road with a further crossing at the St Joseph's end.</p>	1	<p>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.</p> <p>With regards to the suggested options the following comments are offered:</p> <ol style="list-style-type: none"> <li>1. Wiltshire Council does subsidise bus fares for pupils. Pupils living more than three miles from their local school are entitled to free school travel. For children living in Amesbury the local school would be The Stonehenge School. The issue of regulating bus fares would be a matter for Government to address.</li> <li>2. The Council is currently developing a Local Cycling &amp; Walking to deliver a comprehensive network of routes for pedestrians and cyclists to use.</li> <li>3. There is already a safe walking and cycling route to the schools in Laverstock via the Bishopdown to Laverstock shared use path which links the Bishopdown, Bishopdown Farm, Hampton Park and Riverdown Park to the schools that avoids the need to use the route via St. Thomas' Bridge Roundabout. However, the Council is seeking to make improvements to the route via St. Thomas' Bridge Roundabout via the Southern Wiltshire</li> </ol>
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			<p>Local Highways &amp; Footways Improvement Group.</p> <p>4. There is a pavement on both sides of Church Road as far as the access to St. Joesph's school. The provision of an additional crossing facility in the vicinity of this access is something that could potentially be considered. The correspondent could request that this matter is considered further through the Local Highways &amp; Footways Improvement Group process. Information about that process is available here:</p> <p><a href="https://www.wiltshire.gov.uk/article/6149/Local-Highway-and-Footway-Improvement-Groups">https://www.wiltshire.gov.uk/article/6149/Local-Highway-and-Footway-Improvement-Groups</a></p>
32	<p>I would like to point out that accessing the Park and Ride site by road, as the council has suggested, is dangerous due to the large number of vehicles that park on the access road that block visibility for the driver meaning that one often finds oneself meeting a car coming the other way on the same side of the road where the carriageway is blocked by parked cars with no pull-in places. At the junction with the roundabout, this becomes a gridlock as cars cannot enter the road due to emerging cars going around parked cars, emerging cars must give way to the right so cannot free up road space due to the high volume coming from the right.</p>	1	<p>The Council is aware of the parking that takes place on the access road to the London Road Park and Ride site. However, the access road is not owned by Wiltshire Council so the Council is unable to introduce any form of waiting restrictions on the access road without the permission of the landowner. The Council will make the landowner aware of the concerns raised by the correspondent.</p>
33	<p>As a long standing resident of Church Road, I have suffered the completely unacceptable levels of traffic for many years culminating in the dangerous, life threatening situation the council has allowed to happen.</p> <p>The two thousand pupils arriving and departing Church Road on a daily basis are subjected to horrendous driving, insane levels of pollution and an everyday safety risk to arriving in one piece. Three deep vehicles mounting the busy pavement to get past with children weaving in and out.</p> <p>How can this be allowed to continue? Nine months further unnecessary delay to at least initial calming measures being put in place by one person. Extraordinary</p>	1	<p>The Council's proposals are intended to address the safety concerns raised by the correspondent.</p> <p>The comments are noted.</p>

	The safe solution to drop children at London Road park and ride is little known and little used but the safest way for all to get to school		
34	<p>References:</p> <p>A. Photograph of School Staff Parking in Elm Close. Pho</p> <p>B. Modification of Official Parking Plan. Mo</p> <p>C. Random list of some of the school staff parking in Elm Close on 3<sup>rd</sup> February 2023. Ra</p> <p>Thank you for the opportunity to comment on the proposed plan to control traffic around the schools in Laverstock.</p> <p>The whole plan as published is a very acceptable way of achieving the aim of traffic flow on Church Road and safer traffic movement where it is being used as an overflow car park by school staff.</p> <p>Having lived in Elm Close for 24 years I have witnessed and been part of some near traffic accidents due to the school staff using Elm Close which prevents a natural flow of traffic.</p> <p>I would like to add my justification in retaining all the proposed parking restrictions in Elm Close.</p> <p><b>a. The Schools.</b></p> <p>Telephoning the schools to inform them that school staff cars are blocking the disabled crossing or parking inconsiderately has proved fruitless as they advise that you ring the police rather than manage the poor discipline of their staff themselves. It is hoped they are still maintaining a car parking register to quickly identify rogue cars in the event of a suspected terrorist attack. Such a list would also identify which member of staff that are causing parking issues for them to resolve quickly.</p> <p>I believe that senior school administrators are in denial that their staff are parking off site and causing a nuisance. This has prevented them from making more space available by unlocking some gates and barriers and the removal of wooden posts to allow for more access within the school confines.</p>	1	<p><u>Response to Point A</u></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 they do not cause an obstruction of the public highway, dropped kerb crossing points or prevent local residents from accessing / egressing their driveways.</p> <p><u>Response to Points B, C and D</u></p> <p>The comments are noted.</p> <p>[It should be noted that References A and C have not been published as doing so would breach the Council's GDPR rules. Reference B has been provided below for information].</p>

	<p><b>Reference A</b> is an example of an almost daily parking of school staff cars that are inconsiderate in blocking the disabled crossing which may also be judged as illegal.</p> <p><b>Reference C</b> gives a random list of some of the cars parked today in Elm Close that are owned by school staff as any cross check with their register will prove.</p> <p><b>b. Police</b> <span style="float: right;"><b>The</b></span></p> <p>In all the years I have lived in Elm Close I cannot recall ever seeing a policeman or the local PCSO team patrolling during school pick up time to move cars on or issue fixed penalty charges to any clear breaking of the law.</p> <p>The policing of any new restriction could be a challenge unless photo evidence will be allowed to report noncompliance.</p> <p><b>c. Elm Close Residents directly affected by the new proposals.</b> <span style="float: right;"><b>The</b></span></p> <p>I would hope they will all embrace the new restrictions. Like my property all those in the proposed new restriction zone have adequate off-road parking for two or more cars. Any overflow can park elsewhere on the estate. The disabled are not disadvantaged &amp; traders who cannot park off road can apply for an exemption.</p> <p><b>Reference B.</b> gives my view on the minimum restriction that should be applied which is a road safety measure it its own right rather than just control school staff parking.</p> <p><b>d. hool pick up times.</b> <span style="float: right;"><b>Sc</b></span></p> <p>The 2PM – 4PM pick up time makes Elm Close even more dangerous to walk or drive. Asking drivers not to park on the grassed areas, use the pathways like a road or reversing out of the first right turn rather than going around the circuit is not for the faint hearted. From my experience drivers can be extremely aggressive if spoken too.</p> <p>I look forward to seeing the action plan to help with the current problems in particular some sort of restriction on entry and exit to Elm Close as per the official plan which I fully support or my alternative suggestion.</p>		
35	References:	1	The correspondent who provided the comments at Item No. 34 provided these



<p>A. Photograph of Residents/Visitors Parking in Elm Close Sunday 5<sup>th</sup> February 2023 Pho</p> <p>B. Photograph of School Staff Parking in Elm Close Monday 6<sup>th</sup> February 2023 Pho</p> <p>C. Complete car list of School Staff Parking in Elm Close for the period 6<sup>th</sup> February – 10<sup>th</sup> February 2023 Co</p> <p>D. Evidence of cars parking on the disabled crossing. Evi</p> <p>I wrote to you on the 3<sup>rd</sup> February supporting the whole surveyed plan as published is a very acceptable way of achieving the aim of traffic flow on Church Road and safer traffic movement where it is being used as an overflow car park by school staff.</p> <p>I stated in my original letter that I would concentrate on the proposed parking plan for Elm Close as I am a resident.</p> <p>To add more information in way of justifying the planned restrictions I have added:</p> <p>a. Reference A. where there are no cars parked on the proposed new restricted zone despite two snap shots taken during what many would consider family visit time. Ref</p> <p>b. Reference B. where the school are open &amp; staff parking is creating a hazard despite there being room to park within the school boundary. Ref</p> <p>c. Reference C gives a complete list of school staff cars using Elm Close which is the cause of road safety issues down to the first turn right. I have given the timings of each daily visit to compile the list which is well outside the drop off time for parents. Ref</p> <p>Although not highlighted many of the car registrations are a permanent feature on Elm Close as it allows a faster getaway for staff at school closing time but adds to the chaos for residents to enter or leave Elm Close.</p> <p>The cars highlighted in blue were either partially or fully blocking the disabled crossing and prevents a clear view of oncoming traffic when entering Elm Close. I would argue is not only illegal but shows a total disregard for the disabled and road safety.</p>	<p>further comments.</p> <p>In general, the comments are noted. However, the correspondent is advised that if they observe vehicles obstructing dropped kerb crossing points, where there are no waiting restrictions present, they are able to report this matter to the Police who are able to undertake enforcement action using their powers for dealing offences of obstruction of the public highway.</p> <p>[It should be noted that References B, C and D have not been published as doing so would breach the Council's GDPR rules. Reference B has been provided below for information].</p>
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	<p>Reference D shows the most persistent culprit.</p> <p>I hope this addition information helps in the deliberations in finding a solution to ongoing problem with school traffic.</p>		
36	The red lines on the map indicating no waiting at any time & no loading M-F, 2.00-4.00 along Church Road at the entrance to Elm Close. Agreed. This will improve safety.	1	The comment is noted.
37	Away from Elm Close, I do not see the need to ban parking at any time outside the Thatched Cottage on Church Road , opposite The Green. M -F, 2.00 - 4.00 would surely be sufficient restriction here.	1	<p>The proposed restrictions are intended to keep not only keep the junction of Church Road and Duck Lane clear of parked vehicles but also a dropped kerb access close to the junction clear of parked vehicles.</p> <p>In should be noted Rule 243 of the Highway Code, which all users of the public highway must adhere to, states that motorists should not “opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space.” The proposals for The Green are in accordance with this rule.</p>
38	Please extend your “No Waiting” to cover more of Elm Close. I live at XX Elm Close. I need food delivered every 5 days or so & also my medicines. Even now, In school days, the parked cars cause problems; as they are left there all the working day long.	1	There are currently no plans to extend the proposed restrictions to cover the area requested by the correspondent. Site surveys undertaken during the development of these proposals indicated that sufficient parking exists within Elm Close that the resident will be able to continue to receive deliveries without issue. Should this not be the case then the Council would consider the introduction of further measures to address any problems identified.
39	<p>Your proposed traffic parking restrictions for Elm Close do not go far enough. I cannot imagine many people choosing to walk all the way from the 'Park &amp; Ride' instead of a couple of car lengths along Elm Close.</p> <p>To avoid all of Elm Close becoming a car park, the proposed “No Waiting At Any Time Restrictions” should be extended to all of Elm Close.</p> <p>Even now many cars park in Elm Close for all of the school day.</p>	1	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

40	<p>As a regular commuter using both bike and car through Laverstock, I am pleased to see waiting restrictions imposed outside the schools in the afternoon. A few further comments:</p> <p>a) I do wonder though if 4pm is too early - I've come through then and it can still be a bottleneck - I would prefer 4.30pm</p> <p>b) In the morning it is chaos and real risk of children being hurt - from 8am its also a bottleneck - as there is a continuous stream of traffic from the zebra crossing back to the Avenue - couple of points I'd like to make ....</p> <p>i) Those pupils cycling are often weaving between the pavement and the cycle lane - really dangerous for pedestrians, drivers and for them</p> <p>ii) The zebra crossing by the social club and One Stop - often a continuous stream of pupils who don't look to see if its clear and drivers get frustrated as they've been queuing so take a risk</p> <p>iii) Cars and buses pushing out of the schools trying to turn right also hold up traffic and make dangerous turns, as there are frequently cars parked outside St Andrews primary school</p> <p>iv) The speed bump from elm close to St Eds is treated as a zebra crossing by many pupils who just walk across - this is dangerous as there are cars accelerating having been stationary for ages at the proper zebra crossing</p>	1	<p>measures to address them.</p> <p><u>Response to Point A</u></p> <p>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 problems occur. The hours of operation of the proposed restrictions can amended via a separate TRO process if there is a need to do so.</p> <p><u>Response to Point B</u></p> <p><i>Items i and ii</i></p> <p>The Council will raise this point at the Laverstock Schools Working Group and encourage the schools to pursue Bikeability and general road safety training through the Council's Road Safety Team.</p> <p><i>Item iii</i></p> <p>This specific issue has not been raised by the Laverstock Schools Working Group and was not observed during the site survey work undertaken in developing the proposals. If there are significant problems with this issue the potential introduction of yellow box markings could be considered in the future to address it. Additionally, the proposed restrictions will keep the egresses from the school campuses clear of parked vehicles during their hours of operation, which will make the right turns easier to perform.</p> <p><i>Item iv</i></p> <p>Please refer to the response to <i>Items i and ii</i></p>
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			above. In addition to that it should be noted there has never been a recorded collision involving a pedestrian crossing at the raised table referred to by the correspondent.
41	I also think there should be a 20 mph speed limit through the village to keep the cyclists safer and the pot holes in the cycle lanes filled and made smooth so that pupils are encouraged to cycle on the road rather the pavement - those cycling on the pavement have been a nuisance to other pupils, pedestrians and in particular those parents walking children to St Andrews Primary often with a pushchair.	1	The introduction of a either an advisory or permanent 20mph speed limit in Church Road can be considered in 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> .
42	I am a resident of Church Road Laverstock, and wish to yet again try to submit my views on the proposals, and exercise my constitutional Rights. It is with a feeling of despair and annoyance that the previous consultations on this issue seem to be subject to unnecessary delay to any outcome, but local feelings are high, and will be heard.	1	The proposed restrictions are intended to address the concerns and frustrations the correspondent highlights.
43	Students are not marshalled or supervised whilst crossing the zebra crossing	1	There is no requirement for pupils to be marshalled or supervised when using the crossing.  Pedestrians and motorists are required to use the Zebra crossing in accordance with Rule 19 of the Highway Code which states:  "Give traffic plenty of time to see you and to stop before you start to cross. Vehicles will need more time when the road is slippery. Wait until traffic has stopped from both directions or the road is clear before crossing. Remember that traffic does not have to stop until someone has moved onto the crossing. Drivers and riders should give way to pedestrians waiting to cross and MUST give way to pedestrians on a zebra crossing (see Rule H2). Keep looking both ways, and listening, in case a driver or rider has not seen you and attempts to overtake a vehicle that has stopped."
44	Employees of the schools also frequently park most of the day in local streets to ensure they reduce any delays to their own exit at the end of their day, and so take up	1	In general, the Council has no issue with staff parking taking place within Elm Close (or other

	valuable space for legitimate quick drop off of students.		nearby roads) 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.
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**Comment No. 34 – Reference B**

**Comment No. 35 – Reference A**

