

SUMMARY OF COMMENTS AND OBJECTIONS RECEIVED TO THE PROPOSALS TO EXTEND RESIDENTS' PARKING ZONE H AND OFFICER RESPONSE

Comment Ref. No.	Comment	No. of Times Received	Officer Response
1	As a resident of Netheravon Road, I have concerns about the consequential effects of the proposals. As you presumably know Netheravon Road is an unadopted road. Probably because of its unmade state it has so far escaped being used as a commuter parking area; but as the areas where commuters can park become more and more restricted (a trend that I am in favour of) I fear that some may start to park on Netheravon Road. As I understand the situation, nobody has a right to park in an unadopted road – it is a public highway, so people have the right to “pass and repass”, but that is their only right. What I ask therefore is that this could be made clear by the Council in some way, perhaps by extending the markings on the published map of the area or making an explicit statement about Netherhampton Road.	1	<p>Netheravon Road is a private road and as such the County Council has no powers to introduce or enforce waiting restrictions within the road. Officers from the JTT have previously advised various residents of Netheravon Road of the options they have available to them to control parking within the road if the proposals are introduced and this leads to parking being displaced into the road. Officers of the JTT will continue to advise residents of Netheravon Road on such matters.</p> <p>If the proposals are approved as part of the works to implement them the County Council will erect signs at both ends of Netheravon Road indicating that it is a private road and parking within the road is for residents only.</p>
2	The close mixing of different parking restrictions particularly at the top end of St Mark's Avenue will be unnecessarily confusing. We suggest all zones lengths of road currently designated for the 10.00 am - 11.00 am restriction be re-designated to 2 hour parking with no return with 4 hours.	2	Please refer to the main body of the report as this matter has been considered as a substantive objection.
3	Where the proposed parking designations result in parking both sides of St Mark's Avenue, this will turn the remaining space in the road into single lane width. This will lead to severe bottlenecks, traffic jams and safety problems.	3	Please refer to the main body of the report as this matter has been considered as a substantive objection.
4	We suggest that parking designations along St. Mark's Avenue are arranged such that there is only parking one side of the road at any point. Alternative one-side-the-other-side designations may help reduce speeding, which is a common problem on St Mark's Avenue but without stopping flow of vehicles completely.	1	The staggering of parking on alternative sides of the road would not necessarily lead to a reduction in the speed of vehicles using the road. The proposals have been designed in such a way that they would help to reduce the speed of traffic using St. Mark's Avenue providing that vehicles use the parking bays on both sides of the road.
5	The proposals will lead to an increase in the speed of vehicles using St. Mark's Avenue and the introduction of traffic calming needs to be considered.	7	Please refer to the main body of the report as this matter has been considered as a substantive objection.

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6	It is unclear whether all driveways will be designated 'No Parking' - that is, will have double yellow lines in front of them. Parking across driveways during school deposit and collection times is a problem for residents at this end of St. Mark's Avenue. We suggest that all driveways have double yellow lines drawn across them along St Mark's Avenue if this is not planned already.	1	<p>Not all driveways in St. Mark's Avenue between Netheravon Road and Somerset Road will be protected by double yellow lines.</p> <p>No complaints had been received by the JTT indicating that residents of St. Mark's Avenue were experiencing problems as a result of parents parking in front of their dropped kerb during school pick up and drop off times prior to the advertisement of these proposals.</p> <p>It should be pointed out that, where it is proposed to introduce double yellow lines in front of dropped kerbs between Netheravon Road and Somerset Road, it is not primarily to protect access to residents properties but rather to protect lengths of road to allow vehicles to pull over to allow other vehicles to pass at times when parking is taking place on both sides of the road.</p> <p>If the proposals are implemented the situation for any dropped kerbs not protected by double yellow lines will remain the same inasmuch as that if any motorist parks in such a way that it prevents access or egress to their property, this is considered to be an obstruction of the public highway which is an offence that is currently dealt with by the Police.</p>
7	Where St Mark's Avenue turns into Bishopdown Road, we believe the double yellow lines should go further down Bishopdown Road, past the "Lollipop Lady" crossing.	1	The double yellow lines proposed for Bishopdown Road extend for a length of 10 metres. This is standard length recommended in the Highway Code to protect visibility and turning manoeuvres at a junction.
8	Whilst welcoming the improvements to the junction between St Mark's Avenue and Somerset Road (23 years after being requested), I am objecting to the general idea behind the parking restrictions for the rest of St Mark's Avenue. There seems to be a lot of effort and expense being put into stopping 14 car owners from parking all the day at the bottom of the Avenue (the rest of the cars and vans are known to belong to residents of Campbell Road and are still present after working hours). One could take the view that these car owners walking a mile each way into work every day are maintaining their health at no extra cost to the nation and should not be deterred!	1	<p>The proposals for St. Mark's Avenue are in response to complaints received as detailed in Paragraph 4 in the main body of the report.</p> <p>If the proposals were only introduced in St. Mark's Avenue where parking problems are currently being experienced, it is likely this would only result in displacing parking further up the road. By proposing restrictions for the whole of St. Mark's Avenue it will stop parking problems from being displaced further up the road.</p>

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9	I note that on the east side, some entrances are protected by a 'No Waiting' designation, but from No. 78 north to No. 86, no provision exists for 'No Waiting' designation, yet we all have vehicular accesses. This, combined with parking opposite entrances, causes extreme difficulty and awkwardness and potential danger, particularly when exiting. The west side of the road is similar designation and requires to be treated with the same consideration. Why do accesses to Nos. 66, 68, 72 and 78 have the protection of a 'No Waiting' restriction, whilst the rest of us are afforded no such protection?	1	<p>The County Council is not legally obliged to protect any, let alone all, driveways with double yellow lines.</p> <p>Parking on this section of St. Mark's Avenue where the objector lives is currently unrestricted. This means that parking can currently take place on both sides of the road. Given that the JTT has received no complaints from this objector indicating that problems were being experienced as a result of motorists parking in front of the dropped kerb, prior to the advertisement of these proposals, it would be fair to say that this issue seems to be causing limited problems. If the proposals are implemented parking would still be allowed on both sides of St. Mark's Avenue outside of the objector's property for the majority of the time and should not result in the exacerbation of any problems experienced by the objector.</p> <p>It should be pointed out that, where its proposed to introduce double yellow lines in front of dropped kerbs between Netheravon Road and Somerset Road it is not primarily to protect access to residents properties but rather to protect lengths of road to allow vehicles to pull over to allow other vehicles to pass at times when parking is taking place on both sides of the road.</p>
10	The proposed 'No Waiting Monday - Friday 10.00 am -11.00 am' restriction will not prevent commuters from parking in this location and walking into the city centre	4	Please refer to the main body of the report as this matter has been considered as a substantive objection.
11	With the proposed 10.00 am and 11.00 am restriction what will happen at school drop off and pick up times if the spaces are taken up by long term parkers - the no waiting areas will be used. The use of a well tested restricted two hour parking would be adequate.	2	The proposed 'No Waiting Monday - Friday 10.00 am - 11.00 am' restriction is designed to help parents during school pick up and drop off times. The hours of operation of this restriction will allow parents to park close to the school. These spaces will not be taken up by long term parking by virtue of commuters not being able to leave their place of work between 10.00 am and 11.00 am to move their car and thereby avoid the risk of receiving a Penalty Charge Notice for parking illegally.
12	Why is it not possible that all residents are treated the same? What criteria states that certain locations with drive entrances can be protected, whilst neighbours cannot? Is a single road width appropriate for this particular road, with no possibility of 'No Waiting' restrictions achieving a passing bay situation? Surely a better solution can be planned with all residents being treated the same.	1	In designing the proposals for St. Mark's Avenue more than just the needs of local residents has had to be considered. 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 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.
13	With regard to St Mark's Avenue, very few houses have frontages onto this road, especially south of Netheravon Road and those that do have driveways, so I believe the imposition of residents' parking here will not raise finance sufficient to pay for the scheme and is also arguably outside the Council's powers under the relevant regulations, as there is no demonstrable need.	1	<p>If implemented the cost of administering and enforcing the proposals in St. Mark's Avenue will in part be met by revenue received for permits issued in the extended RPZH, permits issued in the existing RPZH and revenue received in city centre car parks.</p> <p>The proposed introduction of waiting restrictions in St. Mark's Avenue lies within powers available to the County Council.</p>

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14	I know that the Council's aim is to eliminate non-paying parking in the city, but I believe this is not realistic. There is a group who will not, or cannot pay for parking and a pragmatic and effective Council should realise they have to be accommodated in an area where it is safe for them to park i.e. not needed by residents and not so near the centre as to encourage this. St Mark's' Avenue is one of the few roads that is appropriate - it is not needed by residents, broad with few side roads and not very busy (except at school times), yet far enough from town to make this an option only for the determined.	1	<p>It is not the Council's aim to eliminate non-paying parking in the city.</p> <p>Officers agree that there will always be a group of people who will not, or cannot, pay for parking and in principle agree that accommodating this need for parking in a residential area, where there is low demand for parking from residents and it is relatively safe for them to do so, would be sensible. However, the commuter parking taking place in St. Mark's Avenue seems to be causing problems for residents because as stated in the main body of the report 11 letters have been received by the JTT requesting that waiting restrictions be introduced into the road.</p>
15	In the narrow section coming off St Mark's Roundabout, parking on both sides is proposed on Sundays and after 6.00pm weekdays. This section of road is congested and hardly wide enough for one-sided parking. Also vehicles come around the blind corner from Churchill Way. Could the restrictions on this section of the road be changed to 'No Waiting At Any Time'.	2	Please refer to the main body of the report as this matter has been considered as a substantive objection.
16	St Mark's Avenue should retain only the same parking limits as at present to accommodate the group of commuters who are not likely to be "persuaded" to pay to park and will otherwise find inappropriate and obstructive parking places in this area.	1	This objector is a resident of Ventry Close and whilst this resident may be happy for commuter parking to continue to take place in St. Mark's Avenue other local residents are not. As stated in the main body of the report 11 letters have been received by the JTT requesting that waiting restrictions be introduced in St. Mark's Avenue.
17	Have you considered the benefits of creating a bus stop in the St. Mark's area to encourage parents to park in the London Road Park and Ride, deliver their children to the numerous schools in this area and then get back on buses to the centre of town? This could then be promoted via the schools as a better alternative to parking near the schools.	1	Officers of the JTT are currently 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.
18	We are very concerned at the impact that the proposals will have on both Tower Mews and Ventry Close and believe this should be considered as part of the proposals. Is it therefore possible to consider "residents/visitors only" restrictions in Tower Mews/Ventry Close?	3	<p>The proposals to extend RPZH to cover St. Mark's Avenue and Campbell Road form the first of two planned extensions to RPZH. The proposals cover the area that officers of the JTT were asked to consider.</p> <p>A second planned extension to RPZH will be progressed next year and the proposed restriction will fully cover both Ventry Close and Tower Mews. This second extension will, amongst other roads, cover Moberly Road, Somerset Road, Cornwall Road and Stratford Road.</p>

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19	The distribution and variety of restrictions do seem somewhat strange. Properties at the end of the avenue at which I live do not seem to have their exit vision protected but others do.	1	Objection was received via email so officers are unaware at which property in St. Mark's Avenue the objector lives and therefore cannot comment.
20	Will residents have permits to park in the road? I do sometimes if circumstances favour that. I also have a small lorry which I sometimes park for short periods when collecting or dropping off equipment. If members of my family or friends come to stay, can I get a temporary permit for them?	1	Residents of St Mark's Road will be entitled to apply for both residents' and visitors' parking permits allowing them or their visitors to park within the road. Residents will be supplied with full details on how to apply for permits by the District Council if the proposals are improved for implementation.
21	If I lived in Campbell Road, I would be extremely concerned at the severe restriction on local residents' parking.	1	Residents of Campbell Road do not share the concerns of this objector as no objections to the proposals for this road have been received by the County Council from residents.
22	I believe the imposition of a 10.00 am - 11.00 am ban around our own property will merely move the commuter problem around the corner and cause us and neighbours concerns on the rare occasions that larger vehicle such as builders' lorries, horse boxes or caravans are temporarily parked. Although it might be hard to police, I would expect exemption for residents without the need to purchase a residents' parking permit.	1	Please refer to officer response to Comment 18 above. Additionally it is hoped that these proposals will not force commuter parking into Somerset Road given the distance that commuters would have to walk to and from the city centre .
23	On a practical note, these restrictions will introduce a significant additional load on parking wardens and I wonder whether lack of enforcement will lead to widespread abuse as happens currently in other restricted areas.	1	There is not widespread abuse of waiting restrictions in other Residents' Parking Zones in Salisbury during hours of operation. If introduced the enforcement of the extended RPZH could be accommodated by the District Council's existing team of Civil Enforcement Officers.
24	According to your proposed layout there will be nowhere near to the Pre-school for our parents to park, drop and collect their children. Would it be possible to have a designated drop off/collection zone in the lay-by adjacent to the Church and Church Annexe? We have a large number of parents who currently park in the lay-by and along the road up to St Mark's House to drop off their children. This allows them to bring their children directly to the Pre-School without having to cross the road. Without this facility our parents, especially those with more than one child in their care, will have great difficulty bringing their children safely to the Pre-School doors.	1	Parents dropping off and collecting children at St. Mark's Pre-School will be able to use any of the parking bays proposed for St. Mark's Avenue and Campbell Road. The closest parking bay that could be used by parents is approximately 15 metres from the entrance to St. Mark's Pre-School. However, officers acknowledge this will result in parents having to cross the road in future to access St. Mark's Pre-School. Additionally it should be pointed out there is already a 'No Waiting Monday - Saturday 9.00 am - 6.00 pm' restriction in place where parents of children attending St. Mark's Pre-School are parking. This already prevents parents from parking on the same side of road as St. Mark's Pre-School when collecting their children, which in turns means that parents are already having to cross St. Mark's Avenue with their children.

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			<p>As covered in the main report a number of objections to continuing to allow parking to take place on this stretch of St. Mark's Avenue have been received and officers are seeking to modify the advertised proposals to remove the 'No Waiting Monday - Saturday 9.00 am - 6.00 pm' restriction and replace it with a 'No Waiting At Any Time' restriction.</p> <p>The Council monitors the impact that the introduction of waiting restrictions has on parking in the area they are introduced 12 months after implementation. If significant parking problems for parents of children attending St. Mark's Pre-School are found to be occurring officers of the JTT will seek to make amendments to the waiting restrictions to allow parking in the lay-by outside St. Mark's Church.</p>
25	<p>The second matter I wish to raise is regarding parking for the staff. Due to the proposed changes to no waiting or waiting restricted to two hours on most of St Mark's Avenue and Campbell Road our staff will have problems with parking in the immediate vicinity. For many of the staff they need to be able to park nearby because they have equipment and resources they bring to the Pre-School. I am assuming that we will be able to apply for permits for the staff to enable them to park on St Mark's Avenue or Campbell Road. I would be grateful if you could let me know if this will be possible.</p>	1	<p>Whilst the District Council and County Council are not unsympathetic to the problems that the introduction of these proposals will cause staff of St. Mark's Pre-School it must be pointed out that the District and County Councils' current parking and sustainable travel policies apply equally to businesses outside of the city centre as 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 St. Mark's Pre-School on using alternative forms of transport.</p> <p>St. Mark's Pre-School may be able to apply for a maximum of two business permits depending on whether or not they are considered to be a separate organisation from St. Mark's Church in terms of paying business rates. If they are not considered a separate organisation, representatives from St. Mark's Church could apply for two business permits which in turn could be used by St. Mark's Pre-School.</p> <p>The closest parking bay that staff dropping off equipment and resources at St. Mark's Pre-School could use is approximately 15 metres from the entrance to St. Mark's Pre-School. Alternatively, staff could park on the proposed 'No Waiting At Any Time Restrictions' directly outside St. Mark's Church but only to load and unload equipment and resources.</p>
26	<p>If the public started using either Tower Mews or Ventry Close as alternative parking this would, we believe, not only cause inconvenience for residents but also a traffic hazard (potential collisions) - particularly at the entrances to both Tower Mews and Ventry Close.</p>	1	<p>Please refer to officer response to Comment 18 above.</p> <p>Additionally the proposals include the introduction of "No Waiting At Any Time" restrictions at the junctions of St. Mark's Avenue with both Tower Mews and Ventry Close. to protect visibility and turning manoeuvres at these junctions.</p>

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27	You will also realise that the upper part of St. Mark's Avenue is regularly used by learner drivers and cyclists. The changes may well put them at risk.	1	As long as learner drivers or cyclists follow the Highway Code the proposals will not put them at any greater risk than they currently face when using St. Mark's Avenue.
28	The approach to Tower Mews is only 17½ feet (5.3 metres) wide, and would be reduced to a single lane if vehicles were left parked on one side. This would create difficulties for residents, their visitors, tradesmen and refuse collectors, who come and go throughout the day. We personally could find ourselves "trapped" in our own drive by a vehicle parked opposite. There would also be a risk of a collision at the entrance to Tower Mews. A vehicle turning into Tower Mews from the Salisbury direction cannot be seen until the last moment by a driver leaving the Mews to turn right towards Salisbury.	1	<p>Given the measurements quoted by the objector, even if the access to Tower Mews were to be reduced to one lane, there would remain a carriageway width of 3.5 metres. This would be more than wide enough not to cause problems for residents, their visitors, tradesmen and refuse collectors accessing the road. Should a vehicle park opposite the objectors' driveway, in such a way that it prevents access or egress to their property, this is considered to be an obstruction of the public highway which is an offence that is currently dealt with by the Police.</p> <p>The proposals include the introduction of "No Waiting At Any Time" restrictions at the junction of St. Mark's Avenue with Tower Mews to protect visibility and turning manoeuvres at these junctions.</p>
29	Netheravon Road is a private road, although a through route, some help in the form of additional signs should be offered to show there is no parking allowed or residents only. This could also be used in Tower Mews, Grange Gardens etc.	1	Officers are aware that Netheravon Road is a private road and if the proposals are approved, as part of the works to implement them, the County Council will erect signs at both ends of Netheravon Road, indicating that it is a private road and parking within the road is for residents only. Similar signs can be erected at the junctions of St. Mark's Avenue with Grange Gardens and Bower Hill Road as both are private roads. However, such signs cannot be erected at the junctions of St. Mark's Avenue with Ventry Close and Tower Mews as neither are private roads.
30	The no waiting around the Somerset Road junction is welcomed but, every morning and afternoon, there are in excess of 200 cars bringing and collecting children to and from the three schools on the campus in Somerset Road. Those parents will have to go somewhere. We are both past Governors of those schools and we have tried to solve these problems at Governors' meetings for up to 20 years with no success.	1	The 'No Waiting At Any Time' restrictions proposed for Somerset Road have been requested by the Local Community Police Officer to improve road safety at the junction of Somerset Road and St. Mark's Avenue following complaints from parents of children attending one of the schools on the campus. The proposals for Somerset Road will prevent approximately 8 cars from parking within the road. Cars displaced by these proposals will still have the option of parking in St. Mark's Avenue or Bishopdown Road close to the school campus.
31	We feel that on the east side there should be "No Waiting" either "Anytime" or "Monday to Saturday between 8.00 am and 6.00 pm") opposite the currently wide exit/entrance to Netheravon Road from St. Mark's Avenue. Generally cars going either way along the avenue are moving quite fast. Also the bus stops on the east side at the lamppost near the centre gate entrance to St Mark's Open Space. However, many vehicles on the school run (and lorries misdirected by their Satnav equipment) do a complete u-turn at the junction of St Mark's Avenue and the unadopted/private Netheravon Road.	1	Please refer to the main body of the report as this matter has been considered as a substantive objection.

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	<p>A suggestion was made by Mr. D. Thomas to reduce the width of the large bellmouth entrance to Netheravon Road to 6 metres. This proposal was presented with a drawing to Mr. Axtell the Area Highway Engineer. Mr. Axtell met us on site with the contractor (R Ball and Son) on 10th January 2008. He could see no objections to the proposals and asked to be notified in advance when this is to take place. This alteration will be carried out at our expense. We confirmed the outcome of the meeting to Mr. Axtell in our letter of 6th April 2008. The scheme will enhance road safety for pedestrians, including the children attending the four local schools. It should also reduce the speed of vehicles entering or leaving Netheravon Road, often on the wrong side of the road. We believe it is therefore imperative that there are no parked vehicles on the east side to restrict the u-turn manoeuvre. We therefore formally request this minor alteration to the schemes proposed for the reasons stated.</p>		
32	<p>As my wife is nearly 80 years old and I am over 80, we are gravely concerned about the proposed parking restrictions for Somerset Road. We need to park our car near to the gate to our property which is on the corner of Somerset Road and St. Mark's Avenue. Furthermore, we have a large family that visit us from Devon, Sussex, Warwickshire and Berkshire and they need somewhere to park when they come to stay with us. If the proposals are approved, will you please advise me of what arrangements you will make to allow us to park near our house entrance.</p>	1	<p>An officer from the JTT has contacted this resident and explained that the proposed 'No Waiting At Any Time' restrictions for Somerset Road have been requested by the Local Community Police Officer to improve road safety at the junction of Somerset Road and St. Mark's Avenue following complaints from parents of children attending the nearby schools. Officers also explained to the residents that the proposals would still enable them to park in Somerset Road but it would be approximately 10 metres further away from their property than where they currently park.</p> <p>Officers also informed the residents that when their family visit they would still be able to park in Somerset Road and that they could apply for visitor parking permits which would allow his family to park in the extended RPZH.</p>