

## APPENDIX 3

### OFFICER COMMENTS ON OBJECTIONS

OBJECTION REF. No.	OFFICER COMMENTS
1	It is not considered that vehicle speeds will be of a higher level than at present. The introduction of the zebra crossing together with the restriction in carriageway width will provide a visual deterrent whilst allowing pedestrians to cross the carriageway in a controlled environment.
2	The proposed zebra crossing is sited at the current location as a result of much consultation and discussion with Mere Parish Council. It is recognised that pedestrians at the western end of the village may not be prepared to walk to the zebra crossing. However, the uncontrolled crossing point to be located by the Clock Tower island is intended to cater for the western side of The Square. The crossing point will include timber bollards to ensure the crossing is visible to both pedestrians and motorists. The buildout sited by the Clock Tower will reduce the carriageway width resulting in a shorter crossing distance.
3	As no restrictions exist in the greater area of the centre of Mere, vehicles are parked in inappropriate locations for long periods of time creating congestion and manoeuvrability difficulties, particularly for heavy goods vehicles carrying supplies to local stores. As a result of this, vehicle pollution levels are likely to increase. Whilst it is recognised that the proposed measures may create a more urban aspect in the village, it is deemed necessary to improve traffic flow and create a more safe environment in which to shop.
4	Mere currently has two car parks located in the vicinity of The Square. The first being close to Barton Lane on the western side of the village. This car park has a capacity for 35 vehicles and is approximately 160m from The Square. The second is on the eastern side of the village located on Salisbury Street between Boar Street and Water Street. This car park has a capacity of 65 vehicles and is approximately 200m from The Square. Both car parks are currently running at around half capacity. It is not considered that either of the car parks in question is located 'some distance' from The Square. There is provision for between 8 to 10 short stay spaces in The Square itself and these are intended for short trips to the shops. Disabled car users are able to park for up to three hours on double yellow lines provided they display their blue badge.
5	The introduction of the bus stop will result in the loss of approximately 10m <sup>2</sup> of footway. The buildout located by the zebra crossing will create approximately 10m <sup>2</sup> of extra footway. Therefore the overall area will remain the same.
6	There are no plans to introduce a bus shelter at this time. A shelter could be provided in the future by the Parish Council after due consultation with residents. Service buses need to load and unload in the centre of the village to maximise the attractiveness of using the bus. Some buses cannot currently turn safely at the present bus stop to the south of the Clock Tower island. The relocated bus stop makes use of an under-utilised area of the Highway. It is expected that approximately 20 buses a day, a proportion of which are mini buses, will use the proposed bus stop. National Express use the Salisbury Street car park as a drop off/pick up point for their 2 services a day between Bristol and Bournemouth.
7	The turning circles have been checked and these show that the turn can be achieved.
8	It is considered that the footway widening at the Clock Tower will have minimal impact on turning vehicles. The introduction of waiting restrictions will keep the Church Street/Castle Street/Manor Road/The Square area clear of parked vehicles which may well serve to ease any turning problems experienced at present.

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9	Whilst some relocation of parking in Salisbury Street and Castle Street may occur, it is considered that greater use of the off-street car parks will also take place. Both off-street car parks are currently running at around half capacity and have adequate space to accommodate any relocated vehicles. Mere is on the list of towns that have requested a wholesale review of waiting restrictions and this review would deal with any issues outside the village centre. The request list is placed before elected members as part of the Annual Traffic Management report for consideration for funding.
10	No Comment
11	No Comment
12	There are no loading restrictions on any areas in The Square. Vehicles can load and unload on double yellow lines for the period that that activity requires. Disabled blue badge holders are able to park for up to 3 hours on double and single yellow lines whilst displaying their badge.
13	The Parish Council considers the proposals to be worthwhile and this was supported by Committee in allocating funds for the scheme.
14	Enforcement of weight limits is a Police matter. Currently, the only weight limit in the centre of Mere is a 7.5 Tonne limit on Boar Street. However, there is an exemption for access and there are a number of industrial premises accessed from Boar Street whose delivery vehicles make use of this exemption.
15	Salisbury District Council is the authority for off-street car parks. A copy of this report will be forwarded to them for their consideration of any changes required.
16	The proposed loading bay is the largest that can be accommodated between off-street access points.
17	Extensive consultation was undertaken with the Parish Council. There is no statutory obligation for the County Council to consult with individuals prior to public advertisement of the proposals. The County Council is advised that the Western Gazette is the appropriate paper for the Mere area.
18	The length of limited waiting could be relaxed to 9am to 5pm from the advertised 9am to 6pm to reflect the opening hours of the takeaway.
19	Additional signs for the A303 will be considered as part of the detail design of the scheme.
20.	The reference points used come from information supplied by the Ordnance Survey. The plans accompanying the advert make the location of the proposals clear. However, all reference points will be checked and any sealed Order will use the correct reference point.