

COMMENTS

<u>Comments Received</u>	<u>Officer Comment</u>
<u>London Road</u>	
The existing parking bays provide people with a convenient place to park their cars whilst visiting the shops, particularly the elderly and those purchasing heavy items.	There were 10 letters of objection to the proposed changes to the parking restrictions on London Road and one letter of support. Marlborough Town Council considered the comments received and requested that the changes to the parking restrictions are implemented as advertised.
The businesses in the area already struggle due to the lack of parking. Customers constantly complain about the lack of parking. A reduction in the number of parking spaces will have a detrimental effect on the businesses in the area. If people are unable to park in the bays it is likely that they will shop in other towns where parking is easier.	
Is it necessary to provide better visibility for those exiting Five Alls Court?	
The visibility out of Five Alls Court is good in both directions.	
Five Alls Court was formally a Public House with its own parking provision. It would have had considerably more vehicle usage previously than it does at present and the existing parking bays have been in place for many years. Why change things now?	
Local businesses were not consulted with as part of the process and site notices were not in place.	
Could the parking bays be extended elsewhere to compensate for the loss of parking?	
There are many other small side roads and lanes within the town which operate successfully without the need for double yellow lines. There is no justification for introducing them at this location.	
The reduction in parking will lead to double parking. Lorries making deliveries to the shops will face greater difficulties and there will be an increase in traffic congestion.	
The Council should be supporting independent shops by providing adequate parking facilities nearby.	
There is no issue with the parking and there are never any hold ups in traffic due to parked cars or cars entering or exiting the parking area.	
The free parking is being removed in an attempt to push more cars into the limited paying places. This goes against government policy to encourage the use of town centres.	
It has been more difficult to park in the area ever since Kelham Gardens was built and the pavement was extended into the parking bays. This proposal will make it even harder to park here.	
Funds should be spent on increasing the number of Traffic Wardens in the area to ensure that the limited parking is not abused.	
The difficulties currently faced by residents exiting Five Alls Court onto London Road are unacceptable.	

<u>Comments Received</u>	<u>Officer Comment</u>
<u>Frees Avenue/Hyde Lane</u>	
There will be a reduction in parking and residents without driveways will suffer as a result. More effort should be made to increase the parking provision.	There were two letters of objection to the proposed changes to the parking restrictions on Frees Avenue/Hyde Lane and 7 letters of support. Within the letters of support were a number of requests to take the restrictions even further than proposed. Marlborough Town Council considered the comments received and requested that the changes to the parking restrictions are implemented as advertised.
The wishes of the Rugby Club are taking priority over the needs of the Council Tax paying residents who use Frees Avenue as their main parking area.	
Why are users of the Rugby Club allowed to use The Common as parking but residents are not?	
The Rugby Club should be accessed off of Frees Avenue rather than the narrow road off of Hyde Lane.	
Why do users of the Rugby Club park in the small number of parking spaces on Frees Avenue instead of on The Common?	
Why is no provision made for residents parking?	
A one-way system should be considered on Kingsbury Street and Hyde Lane to allow for more parking in the area.	
The proposals are essential at the Frees Avenue/Hyde Lane junction where parking is causing a dangerous situation and making it difficult for emergency vehicles to pass.	
There have been many accidents on Frees Avenue due to the number of parked cars.	
Frees Avenue can become gridlocked when there is an event taking place on The Common.	
The proposed restrictions do not go far enough and more parking restrictions are required.	
The road surfaces are poor in the area and should be repaired prior to the laying of road markings. The existing markings should be refreshed and the new markings should be maintained and swept regularly.	
The parking restrictions need to be enforced if they are to be effective.	

<u>Comments Received</u>	<u>Officer Comment</u>
<u>Cardigan Road</u>	
The road previously had greater parking restrictions on it but after resurfacing work took place the restrictions were not reinstated correctly.	There were 4 letters received in which comments on the proposed changes to the parking restrictions on Cardigan Road were made. Marlborough Town Council considered the comments received and requested that the changes to the parking restrictions are implemented as advertised.
As a result of the parking restrictions not being reinstated correctly, cars are being parked in a manner which impedes access to driveways.	
Parked cars are causing larger vehicles to use the grass verges in order to pass, causing erosion to the verges, in which there are buried services.	
Vehicles parking in the area of the soak away and drain are causing a further back up of water which is cascading over the bank and flooding a driveway.	
Parked cars during 'peak' hours is creating a 'chicane' effect that is dangerous for pedestrians and cyclists.	
The proposals do not reflect what was agreed at the site meeting in April 2015, attended by Councillor Stuart Dobson and Martin Cook of the Highways Department.	