

**COMMENTS**

<b><u>Ref</u></b>	<b><u>Comment Received</u></b>	<b><u>Officer Comment</u></b>
	<b>Slag Lane</b>	
<b>1</b>	<p>Whilst not 100% opposed to the new waiting restrictions I feel this is a kneejerk reaction to some very poorly thought through planning. This might resolve the dangerous parking situation at the roundabout end of Slag Lane by station commuters but only serves to enhance the speeding situation( no vehicle obstruction)on a dead straight road, that we have had to tolerate since we moved here.</p> <p>In essence Slag Lane is a residential road (part of the David Wilson Homes development) but because of the weight restriction on the bridge in station road has become a diversionary route for buses and a rat run via Frogmore Lane for people going to the trading estates, both of which speed when the road is empty. Frogmore lane itself is totally unsuitable for the amount of traffic it carries, as there are no footpaths or lighting and is used by many families as a pleasant stroll, or young mums taking their children into town. This situation is only going to get worse, when the Whitehorse View and the new estate that will exit into Station Road by the Railway pub are complete, Slag Lane will become a major through route!!</p> <p>In conclusion I feel some parking leeway should be allowed to the residents who bought property in what was a quiet road. IE residents permits, not only will this help slow the speed of traffic but will allow us to have visitors. But if these restrictions are to be implemented then Frogmore Lane should be pedestrians and cycles only, or traffic calming measures put in place in both roads before someone is seriously injured or killed.</p>	<p>The restrictions advertised allow parking to take place on two sections of the northern side of Slag Lane (close to the residential property) between 6pm and 8am on weekdays with no restriction at weekends. This will allow residents to park during these times while taking away the commuter related parking throughout the day.</p>
<b>2</b>	I fully support these proposals.	Comments of support noted.
<b>3</b>	I was both concerned and interested to see notices posted to lamp posts in Slag Lane today saying Wiltshire Council are intending to bring in no parking rules from 8am-6pm on Slag Lane (and in the case of the new side roads off Slag Lane no parking at any time). I assume this is to stop the 15 or so cars parked there every week day that belong to	<p>Parking on Slag Lane occurs from its junction with Station Road to its junction with Frogmore Road. This narrows the carriageway such that two cars cannot pass one another and the regular service buses have difficulty when using the route.</p> <p>The parking also reduces visibility and carriageway width for those vehicles entering Slag Lane from</p>

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
	<p>commuters who use the free roadside parking instead of paying at the station car park. These people used to park in Primmers Place until the development in Slag Lane was finished and the road improved with pavements put in, at which point they moved from Primmers Place to Slag Lane. Slag Lane is a reasonably wide through road that carries limited traffic because it has limited egress and the cars parked there do not seem to cause any problems as far as I can see. I cannot imagine there has been any congestion problems on Slag Lane, and I have never seen any cars parked in the side streets. (I walk my dogs down Slag Lane twice every day, so I feel qualified to make this statement).</p> <p>This action by the Council to ban parking in Slag Lane will simply push the problem back to Primmers Place. I was told when I moved here that the residents in Primmers Place had been trying to get parking restrictions put in place for some years, and the Council had turned them down repeatedly. Yet, only a year or so after the Slag Lane development in finished the residents there are getting what we have been denied in Primmers Place. Why is this? I am interested to know because the commuters parking in Slag Lane do not actually seem to cause a problem to anyone, whereas when they park in Primmers Place (which is a narrow cul-de-sac) the problems are immense.</p> <p>Obviously, once these restrictions are in place, the owners of the cars will park in Primmers Place once more causing complete chaos. The Council's refuse lorries frequently couldn't get though when we had this problem before. Bearing in mind the Council has a legal duty to collect the refuse I would be interested to learn just how they intend addressing it. I have also heard of residents who have been awaiting deliveries of fridges, washing machines, etc., and had calls from the company they ordered from saying their delivery vehicles could not get through, and goods are being returned to the warehouse.</p> <p>In other parts of the country, when such a problem as this exists - ie., commuters park in residential streets around a railway station - the Council has the wit and intelligence to put</p>	<p>Station Road. Vehicles exiting and entering Slag Lane are pushed to utilise the same carriageway space increasing the risk for vehicle conflict.</p> <p>The level of parking also reduces visibility for vehicles when exiting Cossington Square, Turntable Place and the Network Rail offices, again increasing the potential for vehicle conflict.</p> <p>All of these issues are further exacerbated when the route is used by traffic diverting from Station Road when the road is closed – for example, when flooding occurs at the Station Road bridge.</p> <p>It is possible that parking will relocate in locations other than the station car park and this may include Primmers Place. Should this occur, Westbury Town Council may pursue the introduction of waiting restrictions in Primmers Place through the Annual Parking Review programme.</p> <p>It is recognised that additional parking demand in Primmers Place would be unpleasant for residents; however, this would not have a wider road safety implication. Restriction of parking in a blanket approach would likely have a negative effect on residents and visitors who utilise on-street parking, whereas parking in Slag Lane is predominantly commuter related due to the nature of the development, thus the negative impact upon residents is reduced.</p>

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
	<p>blanket parking restrictions in place over all streets within a ten/fifteen minute walk of the station. Why is it Wiltshire Council cannot do the same?</p> <p>The obvious solution is a parking ban for Primmers Place as well.</p>	
4	<p>I am the current Tennant at the above property and support this proposal. Cars parking at the top of slag lane cause a traffic hazard when trying to enter or exit from the roundabout off station road. This is a very busy road along slag lane, due the amount of new houses, people short cutting through from Frogmore and the frequent buses that use the route. My only concern is that removing the parked cars will encourage the speeders who already use the road well in access of the 30 limit, i would also suggest some speed bumps along slag lane to slow them down. otherwise you'll be turning it into a long open drag strip.</p>	<p>Speeds have and will continue to be monitored. The restrictions allow parking to occur in certain locations on Slag Lane during weekday evenings and weekends. This parking will act as natural traffic calming to mitigate speeding during these times.</p>
5	<p>We fully support this proposed measure. We live on Neptune Road at the top of the estate covered by Slag Lane. There are many dangers and difficulties negotiating the road along Slag Lane on weekdays due to the large number of cars parked towards the top of the lane. We have witnessed many situations of near misses and damage.</p> <p>Station Road has been blocked on a number of occasions as either a bus or a lorry has tried to negotiate its way on or off Slag Lane.</p>	<p>Comments of support are noted.</p>
6	<p>Westbury Town Council would like to propose an amendment to the following:</p> <p><i>(c) To introduce No Waiting Monday to Friday 8am – 6pm on the following length of road: Slag Lane – north west side - from a point 10 metres north of its junction with Private Access Road (Network Rail) to a point 10 metres south of its junction with Turntable Place Slag Lane – south east side - from a point 10 metres north of its junction with Turntable Place to its junction with Frogmore Road</i></p> <p>We would like to propose it be amended to “No Waiting MONDAY to SATURDAY 8am to 8pm”.</p>	<p>Restricting parking further into the evening and on Saturdays would have a negative impact upon residents and their visitors who are likely to utilise the on-street parking provision during these times. The advertised restriction will be sufficient to eliminate the majority of, if not all, commuter related parking.</p>

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
<b>Eden Vale Road</b>		
<b>7</b>	<p>Will be delighted to have a clear area of roads round the Matravers Close junction as it will also make it easier to get in and out of our driveway.</p> <p>Am concerned about the speed of traffic in this road. There are several schools yet NO school signs. Many huge trucks and lorries zoom along this road at off peak times. The windows rattle.</p> <p>I realise this consultation is about yellow lines, but hope you realise the emptier road might encourage speeding.</p>	<p>Speeds can be monitored to determine any change in vehicle speeds following the introduction of waiting restrictions.</p> <p>Heavy goods vehicles are permitted to use Eden Vale Road for access – this includes to properties on Eden Vale Road and those accessed from Eden Vale Road such as the Woodlands Industrial Estate. Enforcement of the weight limit is within the remit of Wiltshire Police. There is no restriction for vehicles under 7.5t.</p> <p>School warning signs are in place on Eden Vale Road on both approaches to Westbury Infant School.</p>
<b>8</b>	<p>As a registered disabled driver, I have serious concerns with the above Order.</p> <p>The driveway to my house is too narrow for me to get in or out of my vehicle without great difficulty. Reversing in or out is also very hazardous due to the close-proximity of the junction with Matravers Close, and the restricted view due neighbouring fencing. In addition, as there are a number of schools in Eden Vale Road, parents with children and pushchairs have to cross my driveway throughout the day causing further safety concerns. Currently I am able to park my vehicle on the road outside my house, thereby avoiding these problems, and it is essential that I can continue doing this. I would therefore ask the Council to provide a disable parking bay outside my property.</p> <p>I would also question whether the purpose of the Order in relieving or preventing congestion(RTRA 1984 Sections 32 and 35)contravenes the additional purpose for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising (RTRA 1984 Section 1 (1))1.</p> <p>Since moving here two years ago I have noticed that a high percentage of heavy goods vehicles(HGVs)in excess of 7.5 tons use Eden Vale Road as a straight through thoroughfare, ignoring the except for access notices located at either end of the road. Relieving the congestion along Eden Vale Road will increase</p>	<p>In accordance with the Highway Code Rule 243, drivers are instructed that they must not park opposite or within 10 metres of a junction except in an authorised parking space. There are no designated parking spaces opposite or within 10 metres of junction of Eden Vale Road and Matravers Close, therefore vehicles should not be parked within those areas despite the lack of formal waiting restrictions.</p> <p>A disabled bay may be requested by contacting Wiltshire Council’s Department of Adult and Community Care at <a href="mailto:bluebadge@wiltshire.gov.uk">bluebadge@wiltshire.gov.uk</a>. The provision of a bay would be subject to an Occupational Health assessment and would be an advisory bay only without sole use for the requestor.</p> <p>Vehicle speed surveys have previously been undertaken on Eden Vale Road and can be undertaken again to determine any change in speed with action taken accordingly.</p> <p>Schools within Wiltshire are able to request the provision of an advisory 20 mph speed limit outside of their school providing the school has an up to date travel plan. All schools in Wiltshire have been made aware of this and Wiltshire Council would welcome an application from the schools in the Westbury area.</p> <p>Heavy goods vehicles over 7.5t are permitted to use Eden Vale Road for access – this includes to properties on Eden Vale Road and those accessed from Eden Vale Road such as the Woodlands Industrial Estate. Enforcement of the weight limit is</p>

<b><u>Ref</u></b>	<b><u>Comment Received</u></b>	<b><u>Officer Comment</u></b>
	<p>the speeds of these juggernauts, exposing the children attending schools in Eden Vale Road to further danger rather than preventing the likelihood of any such danger.</p> <p>I would therefore advise the Council if they do decide to introduce this Order that the following safety features are included:</p> <p>20 mph speed limit with appropriate signage outside the schools;</p> <p>All HGVs in excess of 7.5 tons banned from entering Eden Vale Road between the junction with Station Road and the Woodland Trading Estate;</p> <p>All HGVs in excess of 7.5 tons restricted from entering Eden Vale Road between the junction with Leigh Road and the Woodland Trading Estate except for access.</p> <p>During the term time, frequently children are walked along Eden Vale Road on school outings; banning access to HGVs in excess of 7.5 tons as described above will not only be safer for them but healthier due to reduced exposure to air pollution from diesel engines.</p>	<p>within the remit of Wiltshire Police. There is no restriction for vehicles under 7.5t.</p> <p>It would not be feasible to ban vehicles over 7.5t without access as requested. This would prevent access for vehicles such as the fire appliances, large service buses and coaches all of which are over 7.5t in weight.</p>
9	<p>Will you please extend the double yellow lines to include one more house (mine) outside No 17?</p> <p>Cars regularly parking outside my property prevent me seeing vehicles approaching from around the bend to my left (the south), when I exit the drive on my property. Currently I have to have someone stand in the road to assist.</p> <p>As proposed we will be just past the end of the double yellows zone therefore parking outside our house will now be much more likely to occur. As a result as I exit my drive there may be an increased risk of an accident.</p> <p>It is also the case that there is a continual flow of pedestrians, particularly children, crossing from the adjacent footpath to the park.</p> <p>Extending the double yellows will enable clear observation of their presence in the road, thus making crossing safer.</p>	<p>Any increase to the proposed restrictions would require further formal consultation in accordance with the Road Traffic Act and would therefore lead to significant delay in any action being taken to implement any waiting restrictions on Eden Vale Road.</p> <p>White 'H' bar markings could be installed across the driveway in order to denote that this area should be kept clear of parking. This could be undertaken during implementation of the proposed waiting restrictions. As this is advisory in nature, no further formal consultation would be required.</p>

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
10	<p>As a resident of Eden Vale for many years living close to the Matravers Close junction I fully support the proposed parking restrictions at the said junction. However, I do have one small concern, it being that the new lines will stop directly opposite the existing lines. If this is so it may mean that the new lines will cease about 8 ft from my gateway (No.36) This in turn would mean no restriction from the end of the lines to my gateway and I am afraid that this small space would be used inconsiderably overlapping my gateway. Therefore could this small matter be considered before the restrictions are finalised ?</p>	<p>Any increase to the proposed restrictions would require further formal consultation in accordance with the Road Traffic Act and would therefore lead to significant delay in any action being taken to implement any waiting restrictions on Eden Vale Road.</p> <p>White 'H' bar markings could be installed across the gateway in order to denote that this area should be kept clear of parking. This could be undertaken during implementation of the proposed waiting restrictions. As this is advisory in nature, no further formal consultation would be required.</p>
11	<p>In consideration of the proposal I should like to make the following points.</p> <ol style="list-style-type: none"> <li>1) Eden Vale Road is not a main route through the town but is a residential street that has become a popular rat-run for traffic. For as long as I have lived in the town vehicles have parked in the area indicated within the proposal without concern. The status-quo has existed for a very long period of time.</li> <li>2) With particular relevance to the proposed area opposite the Matravers close junction (in front of our property) it is not usual practice with the Westbury area for double-yellow lines to be place directly opposite road junctions in order to prohibit parking. A short distance down the road there is the junction in to the Groves of Oldfield Park (by the Red Cross hut). Parking immediately each side of this junction and directly opposite the junction is not prohibited in any way – and is not proposed either. This is exactly the same situation as is currently the case at the Matravers close junction – If one area is not having parking prohibited, the other should not be either. The cars parked to the left of this junction (those in front of the houses set back from the road) already provide a restricted carriageway and no</li> </ol>	<p>The level of parking in this section of Eden Vale Road, as with many other locations in the county, has increased over recent years and is now affecting the safety of those travelling along Eden Vale Road and those entering and exiting Matravers Close.</p> <p>In accordance with the Highway Code Rule 243, drivers are instructed that they must not park opposite or within 10 metres of a junction except in an authorised parking space. There are no designated parking spaces opposite or within 10 metres of junction of Eden Vale Road and Matravers Close, therefore vehicles should not be parked within those areas despite the lack of formal waiting restrictions.</p> <p>Formal waiting restrictions are applied opposite and close to junctions when it is deemed necessary as a result of parking contrary to the Highway Code and where such parking is causing an issue.</p> <p>The key role of the highway is to allow the passage and re-passage of vehicles and pedestrians. Parking, outside ones property or otherwise on-street, is not a right, nor is it the primary role of the highway to provide parking.</p> <p>Vehicles parking opposite or within 10 metres of any junction are doing so contrary to the Highway Code. Should it be felt that this is causing a road safety concern, Westbury Town Council can request waiting restrictions via the Annual Parking Review Programme.</p> <p>Vehicle speed surveys have previously been undertaken on Eden Vale Road and can be</p>

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
	<p>apparent action is being taken to remedy this. Such practice of not putting double yellow lines opposite junctions has even been carried though the new Leigh Park estate where for example there are a number of junctions on the main route from Westbury (and Chalford) towards Dilton Marsh that still have traffic parked opposite.</p> <p>3) The same is also true of the junction into the small industrial estate in Eden Vale Road. Cars are able to park either side of the junction unrestricted and do park directly opposite unrestricted. Again this restricts traffic in an area where large lorries are often turning in and out. Again – no action is being taken here.</p> <p>4) Although inadequate time was provided through this consultation for FOI requests to be processed and returned, a number of speed studies have been taken along Eden Vale Road. The parked cars in the proposed area acts to reduce traffic speed by way of the restricted carriageway. The results of any speed study undertaken in the area should be accounted for in the consultation. Removing the cars would likely allow cars to travel faster down the road (they already do so at night!). This would have the following impacts.</p> <ul style="list-style-type: none"> <li>a. Persons crossing Eden Vale Road from the lane into Oldfield Park would be at greater risk – this often includes children and parents with pushchairs.</li> <li>b. School children crossing the road in either direction (i.e. for Matravers or for Westbury Infants) would be at greater risk traffic would not have such large gaps caused by waiting to pass any parked cars – this is most prevalent during peak times when they are going to/returning from</li> </ul>	<p>undertaken again to determine any change in speed with action taken accordingly.</p> <p>Pedestrians wishing to cross Eden Vale Road in the vicinity of Westbury Infants School are able to utilise the existing traffic signal controlled crossing. This area is already subject to parking restrictions in addition to the controlled zone for the crossing in which no parking or loading/unloading should occur.</p> <p>Vehicles exiting Matravers Close experience most difficulty with visibility to vehicles approaching from the right as these vehicles are pushed to a central carriageway position as a result of the parking on both side of the carriageway at that point combined with the slight curve in the carriageway alignment. The approach to the Matravers Close junction from the left of the junction is straighter and allows vehicles approaching the junction greater visibility of those wishing to exit.</p> <p>Parking opposite the junction forces vehicles exiting Matravers Close into the centre of the carriageway on Eden Vale Road with drivers finding themselves in the same carriageway space as oncoming vehicles from both approaches leading to a greater potential for vehicle conflict.</p> <p>With regard to residents accessing driveways, this is likely to be easier as a result of the removal of on-street parking. Removal of the parked vehicles will reduce the obstacles and distractions to vehicles travelling along Eden Vale Road and will enhance the visibility of those vehicles manoeuvring into or out of driveways as a result. As there will be less overall disruption to a driver’s journey along this section of Eden Vale Road, there is likely to be less frustration when allowing residents to enter driveways. Similarly, while there may a perception that there are fewer gaps in which to exit from Matravers Close, drivers will have greater visibility and more road space in which to make the manoeuvre making this ultimately safer.</p> <p>There has been one recorded injury collision within the area of the proposed restrictions in the three years preceding this report. A multi vehicle collision, resulting in slight injury, occurred directly as a result of a vehicle pulling out from having being parked on street.</p>

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
	<p>school.</p> <p>c. Residents trying to park on drives in the proposed area rely heavily on the parked cars to provide gaps in the traffic to enable them to do so safely and easily. Drivers are so impatient and uncourteous. This is of particular concern directly opposite the Matravers Close junction where hazard lights and manoeuvres are already confusing to drivers.</p> <p>d. The same occurs when exiting drives in the area – at peak times it is already difficult for resident to leave their driveway and join the traffic – this will be even harder if there are no gaps in the flow provided by the parked cars.</p> <p>e. Residents pulling out of the Matravers Close junction will have fewer and smaller gaps into which they can safely pull out and the flow of traffic will likely be faster. This is not safer.</p> <p>5) In all the time I have lived in Eden Vale Road (10+ years) I have never witnessed an accident within the proposed restriction area at the Matravers close junction caused by the parked cars. There was a drunk driver who collided with a car further towards the primary school – as not restrictions are being placed on the cars parked where he crashed this would not be avoided in the future. A second accident occurred when someone lost control as they were speeding.</p> <p>6) There are no plans shown to restrict the existing parking of cars outside the terrace houses (odd number properties) sited between the Matravers Close junction and the currently existing double yellow lines closer to the Infant school. This unfairly punishes the even numbered</p>	<p>General road safety statistics suggest that for each reported injury collision recorded on the police database, it is likely that there have been another 12 unreported non-injury collisions that will have occurred at that location.</p> <p>Any section of highway on Eden Vale Road not subject to waiting restrictions is available to any road user for on-street parking (subject to the rules of the Highway Code). This includes the area mentioned in the vicinity of the terraced housing. On-street parking on the highway is not for sole use of the property of which it is outside.</p> <p>Wiltshire Council is unable to use its funding to improve private property and as such would be unable to provide any financial assistance to improve vehicular access to a residential property. It is not the responsibility of Wiltshire Council to ensure that all vehicles have a parking space in close proximity to their property.</p> <p>There have been a number of waiting restrictions in Westbury advertised in a batch in order to reduce the costs associated with the formal advertisement process. The funding for the advertisement process and implementation is being met by the Westbury Community Area Transport Group and Area Board using their discretionary highways budget which is not subject to the constraints of the financial year.</p>



<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
	<p>properties affected – even more so as the terraced houses all have good parking access at their rear. Further to this, it is the cars parked in this area that make it so hard for cars exiting the Matravers close junction to see clearly down the road. The proposed double yellow lines would not have any impact on cars parked in this area and not solve the problem. Any proposal should treat all houses within the proposed area equally – whilst there is no right to park outside your property, it does help add value if you can – obviously, reducing property values when this is suddenly removed.</p> <p>7) A number of properties (as expected in a modern society) have multiple cars – we are no exception. Whilst we have a driveway, this is not large enough to park more than one car and we would need to remove the wall and hedge in front of the property to achieve additional parking spaces. This would also require dropped curbs be put in along the frontage of the property to enable safe use of the additional spaces. We are not in any financial position to pay for any of these works and unable to do them ourselves – can I ask if the council will be installing required dropped curbs free of charge for affected residents where this is required. I see this as really important – having already mentioned the difficulty residents have getting on and off driveways and the additional difficulty the double yellow lines will cause in doing this – it will be almost impossible and incredibly unsafe to be trying to reverse cars all over the place to swap around etc without the dropped curbs – just because the council decide to put double yellow lines down should not require residents to have to fork out for property alterations. Incidentally, having less cars is not an option – I travel with work frequently, my wife works for MOD in Corsham, which is almost impossible to reach by</p>	

<b>Ref</b>	<b><u>Comment Received</u></b>	<b><u>Officer Comment</u></b>
	<p>public transport in sensible times for working and my daughter attends school in Warminster and has just passed her driving test – it is important that she is able to practice her driving skills now more than ever.</p> <p>8) Finally, I would like to suggest that simply adding the double yellow lines in this area will not solve the problem, only move it. With no restrictions proposed closer to the Station Road end of Eden Vale Road, I suspect many residents will simple park further down the road, annoying other homeowners and simply providing the restricted carriageway closer to the roundabouts there. I am not convinced this would be any easier or safer.</p> <p>By way of final comment, given the number of parking restriction notices appearing in the area the council seem to be trying to burn some money off before the end of the year – It may be far more prudent to actually spend some of this fixing the carriageway instead of painting lines on it.</p>	
	<b>Leigh Road</b>	
12	<p>Whilst I fully support double yellow lines along this road I do feel that the proposed location will do nothing to make the Leigh Road/Eden Vale Road junction any safer. As a driver I use this junction everyday but also walk my children to school at this junction, my main concerns are that drivers coming up Eden vale road can not look right along Leigh Road because of parked cars in this first section of the road, the new added short section of double yellow as proposed will do very little to allow see drivers along the road. I think a much larger section of double yellow lines is required here to allow full view along the road. Everyday when I am walking to school I witness near misses as cars pull out from the junction and hope for the best as they can't see what is coming. I have personally witnessed lots of collisions at this location because the view is so restricted. The proposed double yellow lines further along Leigh Road will in my opinion do nothing, this section of road rarely has any cars parked</p>	<p>A request can be made via Westbury Town Council for the consideration of additional restrictions to the right of the Eden Vale Road/Leigh Road junction as part of the Annual Parking Review Programme.</p> <p>Concerns regarding the general safety of the junction can be raised via the Area Board issues system. Issues raised are put forward to the Town Council and Community Area Transport Group for prioritisation alongside other local issues. Prioritised schemes will then be investigated by Highways Officers.</p> <p>Car parking along Leigh Road, both during the day and evening, currently creates a number of pinch points and affects visibility for those entering and exiting driveways in the section where the restrictions are proposed. The proposed restrictions have been developed in conjunction with the local elected members for Leigh Road who have in turn undertaken consultation with residents. The proposed restrictions will reduce on-street parking while retaining some parking for residents who do</p>

<b><u>Ref</u></b>	<b><u>Comment Received</u></b>	<b><u>Officer Comment</u></b>
	<p>there anyway and when they do park there it slows the traffic down and people filter pass. I think it would be more beneficial to have double yellow lines from the Leigh Road/Eden Vale junction up to where you want to start the new section of double yellow lines as this would greatly improve the visibility of the junction for both drivers and pedestrians who use this busy junction.</p> <p>I am very keen to help improve the safety of this junction and I am willing to meet anyone from your department to talk about how this can be achieved and listen to other suggestions.</p>	<p>not have access to off-street facilities.</p>
<p><b>13</b></p>	<p>We would like to express our desire for this scheme to be completed. Parking along this stretch of road is a major issue which affects residents ability to access their driveways and it creates very dangerous conditions trying to see vehicles approaching whilst pulling out of our driveways. On several occasions we have had 'near misses' with vehicles.</p> <p>The amount of 'road rage' incidents which I have personally witnessed are numerous with drivers blasting horns and shouting abuse at each other whilst they try to force their way through the parked cars.</p> <p>We residents have 'wished' for this restriction to be enforced for a number of years, the situation is getting progressively worse as time goes by and we feel it is only a matter of time before there is a serious accident on this stretch of road.</p> <p>The majority of vehicles parked along this road are not residents of Leigh Road and those of us who live here have driveways which we all park our cars on, we also in the main have room for visitors on our drives.</p>	<p>Comments of support noted.</p>
<p><b>14</b></p>	<p>I have been a resident of Leigh Road for 18 years and have seen the amount of traffic increase considerably over this period.</p> <p>I am in agreement with the introduction of No Waiting at Any Time: Leigh Road - north side- from a point 17 metres north east of its</p>	<p>There was an unfortunate error in the plan shown on the site notices displayed on Leigh Road. The correct end point for the restriction is between 48 and 46 Leigh Road as written in the schedule. The site plan is not a legal requirement as part of the TRO process therefore the error does not affect the validity of the formal consultation.</p>

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
	<p>junction with Eden Vale Road for a distance of 10 metres in a northerly direction. It will increase visibility to those exiting Eden Vale Road onto Leigh Road, although it will not slow down the speed of the traffic along the road.</p> <p>Regarding the second proposal of No Waiting at Any Time: Leigh Road - north side- from the boundary between property Nos. 48 and 46 Leigh Road to the boundary between Nos. 40 and 38 Leigh Road. The map attached to this proposal shows the boundary of Nos. 50 and 48 Leigh Road!! Obviously there has not been any form of survey carried out before putting out this proposal or this would have highlighted the error. Or is it a typing error on behalf of those issuing the proposal. Please clarify which is correct, as it will have huge impact on my residence.</p> <p>I strongly object to the No Waiting at Any Time from Nos. 48 and 46 Leigh Road (or is it Nos. 50 and 48 Leigh Road?) to Nos. 40 and 38 Leigh Road. My objections are that such waiting restrictions will concentrate the off street parking into two smaller areas. As a resident of many years and witnessing the daily traffic issues I appreciate what the council are attempting to do (RTRA 1984 Section 32 and 35). In 'relieving and preventing congestion' these restrictions will only encourage passing traffic to speed up to get past the parked vehicles so that they can "dive" into the next gap. This will in effect make it more dangerous for both pedestrians and other road users e.g. bicycles, motorcycles as per RTRA 1984 Section 1 (1) (a). It will make it much more difficult for residents to exit their driveways onto the carriageway due to increased speed and poor visibility (RTRA 1984 Section 1 (1) (a)). It will encourage other drivers to park and block residents driveways as there will not be enough parking spaces. My main concern is that the speed of the traffic will increase and encourage drivers on the opposite side not to give way and mount pavements (RTRA 1984 Section 1(1) (a)).</p> <p>Would it not be more beneficial to make it a No Waiting Mon-Fri 8.30am-9.30am and 2.30pm-3.30pm, which is really peak times for</p>	<p>Car parking along Leigh Road, both during the day and evening, currently creates a number of pinch points and affects visibility for those entering and exiting driveways in the section where the restrictions are proposed.</p> <p>The proposed restrictions have been developed on behalf of Westbury Community Area Transport Group following an issue having been raised via the Area Board issues system. Local elected members were consulted in relation to the issues faced by residents and a door-to-door survey was undertaken by Cllr Gordon King to ask residents' opinions on two proposals and a further 'do nothing' option. The proposed restrictions that have been the subject of this formal consultation are those that received the greatest support from residents who took part in that survey and which the local elected members felt would be wanted by residents to resolve the current issues.</p> <p>It is evident that parking occurs both day and evening, causing issues with access for residents and forward visibility for vehicles using Leigh Road therefore restricting parking during school drop off and pick up would not address these issues.</p> <p>With regard to the request for a mini-roundabout at the junction of Eden Vale Road/Leigh Road, this can be requested for consideration by the Community Area Transport Group via the Area Board issues system.</p>

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
	<p>traffic entering/exiting the nearby school. The majority of accidents occur at the Eden Vale/Leigh Road junction with traffic exiting Eden Vale Road and often speed is a problem. A mini roundabout at this junction would mean that traffic coming along Leigh Road from Westbury direction would have to stop to allow Eden Vale traffic out. This would ultimately slow down the traffic along Leigh Road.</p> <p>There does not appear to have been any form of consultation from local residents who live along Leigh Road, and they are the people who have more experience of the road and its issues.</p> <p>I make this objection as a concerned local resident having lived in Westbury my whole life. I am aware of the traffic issues around Westbury and realise these issues if not done correctly can make life even more hazardous.</p>	
15	<p>It would appear from the Order that the purpose in seeking the no waiting restrictions on Leigh Road and Eden Vale Road is to improve safety for vehicles and pedestrians accessing Matravers School. Whilst I totally agree with this approach, I would strongly request that you give serious considerations to the following alternatives:-</p> <ol style="list-style-type: none"> <li>1. In relation to the "no waiting at any time order" between 40-48 Leigh Road and that on Eden Vale Road, these should be changed to "no waiting between 8.30am - 9.30am and 2.30pm-3.30pm on any weekday, other than the month of August.</li> <li>2. In addition, it would be very sensible to seek an additional Order to make Springfield Road into a one way street with access from Leigh Road and an exit onto Eden Vale Road. This would be far safer for all concerned, particularly as Springfield Road is not wide enough for two way traffic, together with parked vehicles and as a dedicated pedestrian walkway.</li> </ol> <p>The reasons why I consider that you should strongly accept this request are the following:-</p> <ol style="list-style-type: none"> <li>1. Traffic speeds along Leigh Road are very high and regularly exceed the 30mph speed</li> </ol>	<p>Car parking along Leigh Road, both during the day and evening, currently creates a number of pinch points and affects visibility for those entering and exiting driveways in the section where the restrictions are proposed.</p> <p>The proposed restrictions have been developed on behalf of Westbury Community Area Transport Group following an issue having being raised via the Area Board issues system. Local elected members were consulted in relation to the issues faced by residents and a door-to-door survey was undertaken by Cllr Gordon King to ask residents' opinions on two proposals and a further 'do nothing' option. The proposed restrictions that have been the subject of this formal consultation are those that received the greatest support from residents who took part in that survey and which the local elected members felt would be wanted by residents to resolve the current issues.</p> <p>It is evident that parking occurs both day and evening, causing issues with access for residents and forward visibility for vehicles using Leigh Road therefore restricting parking during school drop off and pick up would not address these issues.</p> <p>A one-way system for Springfield Road has previously been investigated and found to be unfeasible due to the difficulties faced by large</p>

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
	<p>limit, except when there are a number of parked vehicles along Leigh Road, which act as a natural speed deterrent.</p> <p>2. If you reduce the available number of parking spaces along Leigh Road for residents and their visitors, you are not only seriously affecting those residents and displacing this parking to other nearby roads, but you are actually encouraging higher vehicle speeds along Leigh Road, thereby creating even greater highway dangers.</p>	<p>vehicles, such as refuse collections vehicles, being unable to turn in or out of the Leigh Road junction. Additional measures to alleviate the school related issues on Springfield Road are being pursued by Westbury Community Area Transport Group.</p> <p>Traffic speeds on Leigh Road have previously been monitored and further monitoring will take place following the introduction of waiting restrictions.</p> <p>The majority of residents have sufficient off-street parking; however, the proposal retains parking for those residents who do not have access to off-street facilities.</p>
	<b>The Spur</b>	
16	<p>I would like to express my concerns around the recent proposal to introduce 'No waiting at any time on the highlighted area on The Spur. This is a very quiet road both for traffic and pedestrians and therefore I feel this change to the no waiting time is not required. However to stop cars parking so close to the roundabout and to improve safety to the required standard the double yellow lines need to be extended three metres from the roundabout down towards the proposed area. I have an area for parking on my street, yet often have to park on the Spur due to others further up in Westbury Leigh parking outside my home. One family park their two jeeps, car and works van on my street with no consideration taken for the others who live here and require parking. If the parking spaces on the Spur are taken away not only will it affect myself but the safety of my elderly neighbour. She may have further to walk from parking her car and there are areas where there's no pavement. young families who live on the street may have to walk their young children further where there's no pavement. If the proposal goes ahead I suggest a parking space outside 158 Westbury Leigh is highlighted for the use of number 158 only! with the same applied to 160,162 etc.</p>	<p>The existing level of parking on The Spur extends from the roundabout with Westbury Leigh to the junction leading to the properties on The Spur. This parking narrows the carriageway to one lane along this section and in conjunction with the geometry of the carriageway reduces forward visibility such that vehicles approaching the roundabout are unable to see oncoming vehicles until already having moved to the wrong side of the road. The parking is such that there are no gaps in which vehicles can pull in therefore increasing the risk of collision with oncoming vehicles. In addition, vehicles exiting onto The Spur from the residential properties are also unable to see vehicles approaching from Westbury Leigh. Limiting the restriction to a three metre section on the approach to the roundabout would not alleviate this issue.</p> <p>It is appreciated that there is a demand for on-street parking due to a number of properties in the area having no access to off-street facilities; however, the highway is for the passage and re-passage of vehicles and pedestrians and the provision of on-street parking cannot be guaranteed. Dedicated on-street parking cannot be provided for individual properties.</p> <p>Residents of Westbury Leigh do have access to the 43 space car park and are able to park for up to 24 hours without charge.</p>
17	<p>As a resident within this area, I feel this is not an acceptable action. The reason we are parking our cars on this road is due to the lack of parking available in the area. I live on the main road and there is never a space to park outside my own property. I would like to put a couple of ideas forward; either a communal car park opposite the spur for the residents</p>	<p>It is appreciated that there is a demand for on-street parking due to a number of properties in the area having no access to off-street facilities, however the highway is for the passage and re-passage of vehicles and pedestrians and the provision of on-street parking cannot be guaranteed. Dedicated on-street parking cannot be provided for individual properties.</p>

<b><u>Ref</u></b>	<b><u>Comment Received</u></b>	<b><u>Officer Comment</u></b>
	who live on the newer estate and for overflow of those who live on the main road without access to their own driveway, or, allocated parking for those who live on the main road without access to their private parking.	Residents of Westbury Leigh do have access to the 43 space car park and are able to park for up to 24 hours without charge.
<b>18</b>	As a resident in Westbury Leigh I find it very difficult to park outside my house. I therefore most days have to park further down the road on the Spur. My neighbours have young children or are elderly and if we're unable to park our cars outside on our roadside or on the spur it would cause great distress having to park further afield. I therefore feel making the Spur a no waiting at anytime area would not be beneficial to the residents of Westbury Leigh.	<p>It is appreciated that there is a demand for on-street parking due to a number of properties in the area having no access to off-street facilities, however the highway is for the passage and re-passage of vehicles and pedestrians and the provision of on-street parking cannot be guaranteed. Dedicated on-street parking cannot be provided for individual properties.</p> <p>Residents of Westbury Leigh do have access to the 43 space car park and are able to park for up to 24 hours without charge.</p>
<b>19</b>	I'm writing to support the introduction of the proposed 'No Waiting at any time' on The Spur. I live at 23 The Spur and I'm finding it increasingly difficult and dangerous when turning out of the T-junction onto The Spur as I can't see along the road with cars parked along it right up to the junction. If not done already I would also recommend that the restriction is extended to include the section of road north of the t-junction on The Spur otherwise people will start parking there.	An extension to the restrictions advertised would require an additional formal consultation to be undertaken in accordance with the Road Traffic Act. A request can be made to Westbury Town Council to consider this for inclusion within the Annual Parking Review programme.