

MALMESBURY AND MALMESBURY WITHOUT: PROPOSED WAITING RESTRICTIONS**COMMENTS OF OBJECTION AND SUPPORT**

24 Comments received (17 in support, 7 objecting)

Ref	Comment received	Number of Times Received	Officer Comment
Bristol Road and The Light			
A	<p><u>Restrictions on Bristol Road will move parking issues into Bremilham Drive.</u></p> <p>Restricting parking on Bristol Road will result in more cars parking on Bremilham Road. This will extend the long run of effectively single file road that parked cars create on Bremilham Road inhibiting car and coaches accessing the leisure centre.</p>	1	<p>It is recognised that increased restrictions on Bristol Road may lead to additional parking in Bremilham Drive.</p> <p>This road, however, already has restrictions at the junction and visibility along the stretch of road is good, with many spots to pull over.</p> <p>The proposed restrictions on Bristol Road have been developed to aid access and ingress to roads such as Bremilham Drive by removing visual obstruction.</p>
B	<p><u>No need for restrictions in Dark Lane as nobody ever parks there</u></p> <p>In respect of the TRO, can I suggest that there is no real need for the no waiting at any time on the Dark Lane part of the plan. In the 10 years that we have lived here, I have never once seen any vehicle wait on that part (the top right hand side) of Dark Lane, barring the very occasional large lorry unable to get down Dark Lane unloading a delivery which may take up the whole of the lane for a few minutes.</p>	1	<p>The proposals in Dark Lane enforce the Highway Code that vehicles should not be parked within 10 metres of a junction.</p> <p>The proposals have been developed alongside the local town council who believes that this area is a subject to obstructive parking.</p>

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C	<p><u>Removal of car parking on Bristol road will result in increased speeding</u></p> <p>The more important safety issue is that if there are fewer cars parked along Bristol Street, the road speeds will increase still further. Bristol Street is supposed to be a 30mph residential Street, but it is used as a fast (& consequently dangerous) through Road by traffic entering / leaving Malmesbury. I have on occasion parked a car + caravan / boat in the area on Bristol Street concerned, and a little further west at the east end of Sherston Road before the bus stop and it is noticeable how much that can slow speeding motorists down to within the 30 max at that point.</p>	1	<p>It is acknowledged that parked cars do provide a form of traffic calming in any road.</p> <p>It is, however, noted that speed limit of both Bristol Road and Dark Lane is 30 mph, furthermore proposed restrictions only continue just past the Dark Lane junction meaning displaced parked cars may still act as a form of traffic calming to vehicles travelling eastbound on Bristol Road.</p> <p>The proposed waiting restrictions will improve access and egress to properties along Bristol Road whilst still retaining an element of on street parking where possible.</p> <p>Any concerns with speeding traffic on Bristol Road should be passed to Wiltshire Police who can enforce speeding.</p>
D	<p><u>Vehicles going the wrong side of splitter island/road in Dark lane.</u></p> <p>Vehicles peel off down Dark Lane driving on the right hand side (the wrong side) of the Keep Left bollard. i.e. perhaps 3 in 10 vehicles race past the entrance to my house on the wrong side of the road coming from a point on Sherston Road that is blind to me as we emerge gingerly out of our entrance. Can I propose some further road painting on Dark Lane (Up arrows etc) to help dissuade people from driving on the wrong side of the road at this point.</p>	1	<p>It is acknowledged that vehicles may cut the corner and when travelling eastbound into Dark Lane.</p> <p>There is, however, suitable signing and road markings to make it clear to drivers they are on the wrong side of the road. Any additional signing or lining in the area would lead to cluttering and subsequently a mixed message to drivers.</p> <p>Requests for junction improvements should be raised at Malmesbury Community Area Transport Group.</p>

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E	<p><u>Support</u></p> <p>I fully support the No Waiting Restrictions on the B4040 and Dark Lane, Malmesbury.</p> <p>I fully support the proposed waiting restrictions on the B4040 and Dark Lane, Malmesbury</p> <p>I'm in support of the waiting restriction along this stretch of road of Bristol Street.</p> <p>I fully support the proposed parking restrictions on Bristol Street and Dark Lane. Implementation of the proposed scheme will not restrict parking by many places and more importantly will mean that traffic will still be slowed (by parked cars opposite The Light) allowing school children in particular to cross the road in relative safety.</p> <p>To support the proposal.</p> <p>We are pleased to report that the Parish Council of St Paul Malmesbury Without resolved to support the proposal without amendment</p> <p>I confirm my support for the Parking and Waiting restriction proposed under reference LJB/TRO/MALM as a resident of The Light (Bristol Street) Malmesbury.</p>	7	Comments of Support are noted.

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Burnham Road			
F	<p><u>Proposal will move parking issue into Hodge Lane</u></p> <p>The proposal waiting restrictions will shift the existing parking problems into Hodge Lane and this concerns me greatly.</p>	1	<p>It is recognised that the proposed restrictions may lead to vehicles moving to nearby estate roads. This is the case with any new waiting restriction.</p> <p>The proposed restrictions do not, however, continue all the way along Burnham Road and are being proposed to remove obstruction at junctions rather than force cars elsewhere. There is capacity in both Burnham Road and Hodge Lane to take sensibly parked cars.</p>
G	<p><u>Extend the waiting restrictions into Hodge lane</u></p> <p>I want the waiting restrictions to continue into Hodge Lane on both sides so that my carers can drive to the Green Square layby</p>	1	<p>When a Traffic Regulation is advertised for public comment, it is not possible within the Procedure Regulations to alter a proposed restriction to one of a greater severity (ie: further restrictions, longer hours) without recommencing the legal procedure by consulting and re-advertising the restrictions.</p>
H	<p><u>Support</u></p> <p>I totally agree with these proposals for no parking at any time on the corner of Burnham Road, Malmesbury it would be good to continue this to the top of Athelstan Road as well</p> <p>We are pleased to report that the Parish Council of St Paul Malmesbury Without resolved to support the proposal without amendment.</p>	3	<p>Comments of Support are noted.</p>

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Orchard Court			
I	<p><u>Support</u></p> <p>We are pleased to report that the Parish Council of St Paul Malmesbury Without resolved to support the proposal without amendment</p>	1	Comments of Support are noted.
Reeds Farm Road			
J	<p><u>Extend No Waiting to cover weekends</u></p> <p>However I think that item 3 of your schedule should extend no waiting to include Sat + Sundays as the danger of the vehicles parking still applies at the weekend on this corner of Webbs Way</p> <p>I also support the restrictions in Reeds Farm Road, but they should be all the time. Not just Mon-Fri</p> <p>I would like to support these proposed parking restrictions for Reeds Farm, but not the parking 8pm - 8am section, this is against the highway rules parking at the junction of a road, this part needs to be like the rest a NO parking at any time</p> <p>I have always supported the introduction of waiting restrictions at this junction, however I am surprised to see that directly opposite the junction of Webbs Way the waiting restriction is only for a limited period (Mon-Fri 8am-6pm) giving the impression this is only an issue during this time. I</p>	5	<p>The initial request at this location was in order to assist bus manoeuvres at this junction. Most bus operations take place between 08:00 and 18:00 and it was therefore agreed that this area could be retained for residents parking during the weekend, due to the potential displacement from proposed restrictions in Webb's Way.</p> <p>Reeds Farm Road is very wide and it is anticipated that parking on the south side of the road would not represent a problem for vehicles entering or exiting Webb's Way during the weekend.</p> <p>Furthermore, when a Traffic Regulation is advertised for public comment, it is not possible, within the Procedure Regulations to alter a proposed restriction to one of a greater severity (ie: further restrictions, longer hours) without recommencing the legal procedure by consulting and re-advertising the restrictions.</p>

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	<p>would like to see the proposal amended to NO WAITING AT ANY TIME for the whole of this area as I believe this better suits the location and better addresses the risks.</p> <p>To express concern that the whole junction of Webb's Way with Reeds Farm Road is not 'No Waiting At Any Time'. This seems to be contrary to the Highway Code as it encourages parking at a junction.</p>		
K	<p><u>Owner of 1 Railway Close has erected high fence making visibility a problem.</u></p> <p>Since the owner of No1 Railway close has replaced the low fence with a new high fence the junction of Reeds Farm Road has become a blind bend, this paired with the parking in Webbs Way causes a real danger.</p> <p>Since the erection of the high fence by Dan Bailey on the corner of Old Station Road and Reeds Farm Road which restricted the vision of any approaching traffic as you went around that corner, parked cars have become a real hazard and there have been many near misses.</p> <p>How about the high fence causing a hazard to traffic both ways and pedestrians crossing on the corner where the pavement was lowered.</p>	3	<p>The fence line of No 1 Railway Close was approved as part of planning permission N/12/03636/FUL. Details of which can be found on the Wiltshire Council planning page.</p> <p>It is expected that the proposed waiting restrictions will improve visibility for motorists exiting Webb's Way.</p>

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L	<p><u>Reduce the extent of double yellow lines so that it does not cover 1 Reeds Farm road</u></p> <p>The proposed waiting restriction would cover the dropped kerbs of 1 Reeds Farm Road. I can see no reason why the restriction would cover the driveway. The parking of cars outside number 1 does not impact the junction with Webb's Way.</p> <p>The proposed waiting restriction would cover the dropped kerbs of No 1 Reeds Farm Road. I can see no reason why the restriction would cover the driveway of No 1 as it does nothing to assist with visibility at the junction of Webb's Way.</p>	2	<p>It is recognised that the proposed waiting restrictions do not need to go across the dropped kerb of No. 1 Reeds Farm Road and can therefore be reduced to begin to the west of 1 Reeds Farm Road. The reduced plan can be found in Appendix 3.</p> <p>It is noted that the increased waiting restrictions in the area may move vehicles to park in the turning head outside No. 1 Reeds Farm Road which is not to be restricted and could overhang dropped kerb if proposed restrictions are removed.</p>
M	<p><u>Where will people park?</u></p> <p>Not going to solve anything. Where else are parents supposed to park when dropping off small children at primary school.</p>	1	<p>The waiting restrictions have been proposed to remove obstruction to the junction. A large area of parking bays along Reeds Farm Road will remain and can be utilised by parents dropping off children to nearby schools</p> <p>It should however be noted that Wiltshire Council has no duty to provide parking for individuals; its statutory duty is to maintain the right of passage along the highway.</p>

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N	<p><u>Proposed parking restrictions will move issue to Poole Road</u></p> <p>This is fine as long as parking doesn't get busier in Poole Road where the school is and currently we are getting abuse on a daily basis due to parking. Cars will just move on to the next available road and that will be dangerous for children walking to and from the school.</p>	1	<p>It is recognised that the proposed restrictions may lead to vehicles moving to nearby estate roads. This is the case with any new waiting restriction.</p> <p>It is unlikely that the displaced parking from Webbs Way/Reeds Farm Road will end up in Poole Close. There will still be an extensive section of on road parking within Reeds Farm Road.</p>
O	<p><u>Additional Restrictions required</u></p> <p>I would strongly urge the council to ban parking altogether on both sides of Webbs Way around the top of Old Railway Close and also on the side of Reeds Farm Road leading out of the estate that presently has no restrictions.</p>	1	<p>When a Traffic Regulation is advertised for public comment, it is not possible, within the Procedure Regulations to alter a proposed restriction to one of a greater severity (ie: further restrictions, longer hours) without recommencing the legal procedure by consulting and re-advertising the restrictions.</p> <p>The proposal for Webbs Way/Reeds Farm Road has been put together to remove obstruction at key times whilst still retaining some parking during non-peak periods.</p>

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P	<p><u>Support</u></p> <p>I would like to support these proposed parking restrictions for Reeds Farm</p> <p>We are very much in approval of the scheme as we drive along the mentioned sections of road on a daily basis and know how dangerous it is at present with cars frequently parked along there on the blind bend.</p> <p>The proposed restrictions are badly needed People park far too near the corner, so the parking restrictions will greatly improve the safety.</p> <p>Ref the proposals for Parking and Waiting Restrictions on Old Railway Close, Reeds Farm Road and Webbs Way, I would like to applaud and thank whoever has taken the time and effort to put these forward. This proposal and subsequent action will massively improve road and pedestrian safety in the vicinity.</p> <p>We are pleased to report that the Parish Council of St Paul Malmesbury Without resolved to support the proposal without amendment.</p>	5	Comments of Support are noted.

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Webbs Way			
Q	<p><u>Support</u></p> <p>I am writing to support the proposal that parking should be prohibited on the road Webbs Way opposite the junction with old railway close.</p> <p>We are pleased to report that the Parish Council of St Paul Malmesbury Without resolved to support the proposal without amendment</p>	2	Comments of Support are noted.
St Johns Street			
R	<p><u>Removal of existing parking bays</u></p> <p>My objection is at first practical: last night there was a BMW 5-series and a Citroen Picasso parked in the two marked spaces - both fairly large cars. The one was not encroaching on the lane, the other was not overhanging its designated parking space.</p> <p>There is no need to extend the waiting restriction 5 metres north in order to ease access to 35 Roundmead. As the attached photo shows, all that is needed is to extend the restriction 1 metre north to match the building line. Loss of a whole parking space in this part of town would be unacceptable.</p> <p>What is needed is to extend the double yellow lines 1 metre</p>	3	<p>The issue in St John's Street is one of access to properties off the main road, which become obstructed by parked vehicles</p> <p>Due to the concerns raised and the lack of support for the extended double yellow lines it has been agreed that the double yellow lines should only be increased by 1 metre to align with the nearby parking bays.</p> <p>The amended plan will serve to remove the obstruction on St John's Street and also remain valuable parking spaces in the area. The amended plan can be found in Appendix 3.</p>

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	north. If Wiltshire Council requires an extension of 5m, which means losing a parking space, the Town Council don't support the proposal. The Council don't support any action which results in the loss of a parking space.		
S	<p><u>There is nowhere else to park vehicles in the area</u></p> <p>The only practical alternative is either to ensure there is sufficient employment spread about the county that no-one would need to leave their immediate area, or that people have access to cars; and these need to be parked somewhere</p> <p>Until such time as a long-term solution is found to the problem of people in rural areas desiring or requiring to travel, do not remove this space. Moreover, reinstate the third space; give us two extra spaces at the end of St Johns Street where it joins the High Street (plenty of room there);</p>	1	Due to the concerns raised and the lack of support for the extended restriction it is considered that the double yellow lines should only be increased by 1 metre to align with the building line and also to retain parking bays.
T	<p><u>Support</u></p> <p>We are pleased to report that the Parish Council of St Paul Malmesbury Without resolved to support the proposal without amendment.</p>	1	Comments of Support are noted.