

**SUMMARY OF COMMENTS IN OBJECTION AND OFFICER COMMENTS TO PROPOSED WAITING RESTRICTIONS
AT WYCHURCH HILL, MALMESBURY**

Comment Number	Comment	Officer Response
1	<p>This proposal will affect a lot of parking for the local school (St Joseph's, Malmesbury) resulting in staff and others having to pay to park elsewhere. This will have a significant impact, resulting in many additional costs which may lead to further problems for the school, such as problems in recruiting for future employment.</p>	<p>The issue of the proposed waiting restrictions on school staff parking will be considered as a substantive issue in the main report.</p>
2	<p>I write in connection to the proposed plan to paint yellow lines along the route of The Holloway and to create footpaths. Whilst ordinarily in favour of footpaths I would like to object to this plan on a number of grounds. First and foremost very few pedestrians walk along this route and so the expenditure required on the part of the council would be a complete waste of council funds.</p> <p>Secondly, by painting yellow lines a real problem will be created for teachers at the local primary school (St Joseph's). I am a member of staff and work on a part time and supply basis. Being unable to park at the bottom of Holloway would mean that the only alternative is using the long stay car park; doing so will entail a cost that would make me question whether working at the school is worthwhile. The cost of parking would be a considerable additional expense and constitute a large portion of my pay when I often only teach for an hour or two. This becomes increasingly the case when volunteering to help in the school, which I do and so do many others. This will have a severe negative impact on the school and the children that attend it. The school relies heavily on the goodwill of volunteers and those volunteers not being able to park easily and for free nearby will be discouraged from contributing in such a positive way. In terms of my role as a teacher, I regularly carry resources into school from home in order to provide for more interesting lessons as well as school books for marking. A longer walk from the long stay car park would mean that this would be impossible and this would fundamentally impact on the quality of the lessons that I deliver to the children and their learning.</p> <p>Finally, I have parked safely in the dedicated bays for many years and it is only recently that the area has been more crowded and this is due entirely to Hyams parking its vehicles there, many of which are commercial and include</p>	<p>The scheme, as proposed, is in response to the Town Council's request for a footway provision on Wychurch Hill. Whilst current recorded pedestrian flows are considered to be moderate, the Town Council has been adamant in its view that there is a substantial suppressed demand and that if a pedestrian provision was to be made then it would provide a worthwhile link to the town centre for outlying residents and that as a result the number of users would increase.</p> <p>The issue of the proposed waiting restrictions on school staff parking will be considered as a substantive issue in the main report.</p>

	<p>rental vans which occupy a disproportionate amount of space. Hyams already use many of the bays in the town's car park at Cross Hayes which is often full and I find it difficult to understand why a business such as this does not have its own yard or own dedicated land on which to park its (commercial) vehicles. Their actions negatively impact upon the town whereas teachers and volunteers at the school are and have for many years made a real and positive contribution to the community of Malmesbury.</p> <p>I would ask you to please consider these points seriously before taking any further action. Maybe permits could be issued to those with a genuine case for using the existing bays and staff at the school, I believe, would certainly qualify.</p>	<p>The parking of daily rental vans on Wychurch Hill is in itself not illegal as long as the vehicles are taxed and insured. How Hyams chooses to run its business is a matter for them, not the Council.</p> <p>Parking on the Highway cannot be regulated in such a way as to reserve spaces specifically for employees of nearby businesses.</p>
3	<p>I am against this proposal for a variety of reasons. This route provides valuable on street car parking spaces which are in an out of town location so not contributing to the town's congestion. I regularly park in this area and have not experienced any speeding traffic, congestion or danger to myself as a pedestrian. Traffic calming doesn't seem to me to be a necessity here but if this is a priority, other measures would be more effective and appropriate such as speed bumps. I don't think a footpath is even necessary as there doesn't appear to be much footfall or traffic, so unnecessary to propose No Waiting restrictions. To the best of my knowledge there is no accident history on this road.</p>	<p>The scheme, as proposed, is in response to the Town Council's request for a footway provision on Wychurch Hill. It is not a traffic calming scheme. Whilst current recorded pedestrian flows are considered to be moderate, the Town Council has been adamant in its view that there is a substantial suppressed demand and that if a pedestrian provision was to be made then it would provide a worthwhile link to the town centre for outlying residents and that, as a result, the number of users would increase.</p>
4	<p>Whilst I understand the need for traffic calming measures due to the speed of vehicles on this road, I do not believe that removing parked traffic would be the answer. At present I am aware of many large vehicles from Hyams autos which park there on a daily basis, lining the roads with vans, however other cars from those who live and work on Holloway would have nowhere to park if this motion were to go through. Rather than double yellow lines, could there be a permit system? This could prevent the use of trade vehicles parking in these areas and only allow those with permits to use the allocated spaces.</p> <p>I work at St Joseph's Primary school, which is on Holloway hill and know that there is no parking for the staff at the school and very limited space for residents already. If there were a permit scheme in place for residents and employees then the roads would be much clearer.</p> <p>It would be financially impossible to pay the daily long stay rate 5 days a week and also the long stay car park is too far when carrying piles of marking and books as a teacher.</p> <p>The number of pedestrians on Holloway is very minimal; I only ever see a</p>	<p>Parking on the Highway cannot be regulated in such a way as to reserve spaces specifically for employees of nearby businesses.</p> <p>The issue of the proposed waiting restrictions on school staff parking will be considered as a substantive issue in the main report.</p> <p>The scheme, as proposed, is in response to the Town Council's request for a</p>

	handful of people walking along the road, and most of them are school employees with nowhere to park. I believe the problem would only become worse or transfer to another part of Malmesbury if double yellow lines were introduced.	footway provision on Wychurch Hill. Whilst current recorded pedestrian flows are considered to be moderate, the Town Council has been adamant in its view that there is a substantial suppressed demand and that if a pedestrian provision was to be made then it would provide a worthwhile link to the town centre for outlying residents and that as a result the number of users would increase.
5	Concerning this TRO - I have personally witnessed recently both as a pedestrian, a cyclist and driving a large increase of parked vehicles that make this road hazardous for all road uses at the bends from the Spice merchant up to the bend beyond Wychurch house. No waiting on this stretch is needed especially to prevent parking on either side or where visibility is poor! But I can't see the need - even as a pedestrian that uses this road - for the need to remove the existing parking bays that are at the widest part of the road? These are useful for those coming into Malmesbury from the North and would be available to more users if changed to 2 or 4 hour waiting restriction?	<p>Comments of support are noted.</p> <p>The need to remove the parking is as a result of the proposal to provide a footway on the south-east side of Wychurch Hill. There is insufficient width to provide both the footway and retain the ability to allow parking to take place.</p> <p>Some parking availability is being retained in the area to the north of the Spice Merchant access.</p>
6	<p>I saw notices (on social media and lampposts in the area) advising that Wiltshire Council intend to put double yellow lines on both sides of the road from the Spice Merchant up to the roundabout on Holloway. This removes a minimum of 20 free parking spaces (far more if people continued to park all the way up the road to the roundabout). Julie Exton (Deputy Mayor of Malmesbury) is in support of the double yellow lines and has encouraged people to support the decision. This created some ire on social media (although admittedly some limited support also), linked to a number of different situations. As this will directly impact on my ability to get to work on time (and financially as I will be forced to use the long stay car park at a cost of £4.50 per day), I feel compelled to write in direct opposition of this proposal. I have listed some points for consideration below and I sincerely hope they are at least taken in to account. I have also tried to make some sensible suggestions that would allow myself and the majority of my colleagues access to the spaces to allow us to not be hit financially, get to work reasonably and also not end up clogging other spaces in Malmesbury due to everyone needing to find new spaces.</p> <p>For information, I am a primary school teacher who has worked in Malmesbury since 2013 and I have parked on Holloway throughout that time. I use a space on Holloway for 40 weeks per year, 5 days per week, between approximately 8am and 5.30pm. All the teaching staff and some of the support staff also use the parking on Holloway, although we do have access to 2 spaces within St Aldhelm's Church car park. I would guess that on a normal day, our staff use at least 10 spaces on the hill during term time.</p>	<p>The issue of the proposed waiting restrictions on school staff parking will be considered as a substantive issue in the main report.</p>

<p>1.) Speed Limits and Calming - The speed limit on Holloway is 30mph, yet cars very rarely stick to this, making it appear more dangerous. Could speed bumps or chicanes be introduced to counter this and therefore leave the spaces as they are? By removing the parking, and introducing a path, more cars will feel confident to drive over the speed limit as it is highly unlikely a traffic officer will be there. Has a speed test been done to see if speeding is an issue? As someone who walks on that road every day, it appears that most cars choose to speed once past the traffic chicane outside the school. Also, as we are a school, should the limit actually be 20 directly outside? Maybe further school signs or yellow warning lights would slow people down as well as the current speed bumps and sign.</p> <p>2.) Commercial vehicles - For the first few years, finding a space on Holloway, inside the lay-bys, was relatively easy. Even when arriving later (approximately 8.30am), I still very rarely had difficulty finding a space and the opposite side of the road to the Spice Merchant (further up the hill by the large house) didn't have cars parking there. However, Hyams Autos decided to place all their rental vans within the spaces and leave them there indefinitely. They don't appear to move from their spaces for days (or even weeks) at a time, despite them seemingly having a deal with the Spice Merchant to also park cars in their car park. They also seem to park regular cars 'nose to tail' in the spaces when possible. I can't seem to find the legalities for this, but it has had a huge impact on the spaces available, causing parking to start on the opposite side of the road. Should these vans not require a permit or something of this ilk. Should they have to 'return-to-base' when not in use?</p> <p>3.) Malmesbury Congestion - Should the 20+ spaces be removed, all these cars will need to find somewhere to park as they are all people who work in the town (barring the rental vehicles). As stated above, many of our staff at St Joseph's will need to be close to work as speaking personally, I often carry in 60 exercise books in a large bag, or other such resources. Inevitably, this will lead to people finding other areas of Malmesbury that have occasional spaces, causing the people that usually use those spaces to be moved from their space and therefore simply moving a problem from one place to the next.</p> <p>4.) Financial - Parking in the long-stay car-park would be further from school than parking on Holloway and also costs £4.50 per day (£22.50 per week x 40 weeks = £900 per year). This has a huge impact on our staff, particularly when budgets in schools are already stretched to the absolute maximum. Even the recent pay increase decision has shown that many teachers will still only receive an increase below inflation (over the time since a standard</p>	<p>The most recent metro-count at Wychurch Hill was undertaken in June 2016. The recorded 85th percentile speed was 38.5mph and the mean speed 32.8mph. Whilst the Town Council has not ruled out asking for future speed management measures its current priority is for improved pedestrian provision.</p> <p>The school is able to apply for an advisory 20mph speed limit incorporating wigwag lights upon an update of the School Travel Plan. The existing plan is currently out of date.</p> <p>The parking of daily rental vans on Wychurch Hill is in itself not illegal as long as the vehicles are taxed and insured. How Hyams chooses to run its business is a matter for them, not the Council.</p> <p>The issue of the proposed waiting restrictions on school staff parking will be considered as a substantive issue in the main report.</p> <p>The issue of the proposed waiting restrictions on school staff parking will be considered as a substantive issue in the main report.</p>
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increase was allowed). While it will inevitably increase the amount taken in by the car park, it will have a detrimental effect on our staff, and in turn the morale at school.

5.) Number of Pedestrians using Holloway - I have been walking up and down Holloway 2 to 4 times per day, for 40 weeks per year, for the last 5 years. Whilst I agree that it will always be more dangerous to not have a pavement than to have one, I very rarely see more than one or two people walking on the street at the same time. As with the speed of cars, has any survey been carried out with regard to the amount of pedestrians to make this proposal necessary? Also, the proposal states that there have been a number of complaints from local residents. There are a very limited number of properties that are actually on that road, some who choose to park their cars on the roads themselves, so it would seem very likely that this is a persistent complaint from a few that will have a huge impact on many, including people making valuable contributions to Malmesbury (financially in the case of workers on the High Street and surrounding area, or the staff at St Joseph's working with the children of Malmesbury). It would be interesting to review the complaints to see where they come from.

The only instances in which I have ever felt at any risk when walking has been purely down to the speed of the traffic. As there is no current path, does the council intend to shorten the width of the road as this will encourage cars to drive closer together? This would seem to make the road more dangerous and would be counterintuitive to what is trying to be achieved.

Furthermore, many of the pedestrians using Holloway are those people going to and from their cars. If they aren't going to be walking on the hill, there will be a far smaller amount of pedestrians to use the footpaths. Is this the best use of funds if the footfall is limited? There is also an alternative route from houses across the main road to Malmesbury via Blicks Hill. Could street lighting be introduced along with a path to make this a safe route in to town?

6.) Alternative Route for St Joseph's (and other businesses) Staff - Currently, from research it would appear that I and my colleagues will be forced to use the long stay car park if this proposal goes ahead. This will mean our route to and from our cars will be very different to the clear and open space we walk through currently when parking on Holloway/Whychurch. We can either choose to cross to the alleyway leading to the Cloister Garden (behind the Abbey). This would encourage people to cross at the corner (as unfortunately we have had parents and pupils do, leading to a number of near miss situations), which is incredibly dangerous for pedestrians and drivers coming both ways. We would need to make our

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The need to remove the parking is as a result of the proposal to provide a footway on the south-east side of Wychurch Hill. There is insufficient width to provide both the footway and retain the ability to allow parking to take place.

The pedestrians currently using Wychurch Hill originate from a number of locations including Wychurch Farm, the A429 at Filands and the northern end of Milbourne Village. Making improvements to the link from Milbourne across the A429 alone would resolve the current pedestrian issues on Wychurch Hill.

There are a number of dedicated pedestrian routes throughout the town centre, many of which link the existing long-stay car parks. As such, it would be up to individuals to find the most suitable route and crossings points for their journey to and from school.

way further up the road to be safe, which I always do when walking the school children, but it would only take a minor lapse in concentration for there to be a mistake by someone.

Alternatively, our staff can head to the High Street, behind the Town Hall and through the Cloister Garden to the long stay car park. Unfortunately, we have had to notify the police recently of at least 2 incidents involving anti-social behaviour towards children from St Joseph's taking place in the Cloister Garden. The local police are very aware that this area has problems with anti-social behaviour, particularly after 5pm, when most of our staff will be walking through. Groups of teenagers often congregate in the Cloister Garden, which can be seen as intimidating. Drug use has also been witnessed here. Some of our staff will be forced to walk through alone and some have young children with them (from the local nurseries). The only other alternative would be to walk via the river walk, next to the Spice Merchant, which is not lit and therefore unsafe in darkness.

Sadly, I have also been advised that the long-stay car park is another area for teenagers to gather in Malmesbury, again creating a more uncertain environment to walk through compared to the quietness (with regard to people) of Holloway.

Potential Solutions:

I am wholeheartedly for raising the safety of the roads in Malmesbury or anywhere that requires it. However, it seems very clear that a proposal to remove 20+ potential parking spaces from near a place of work that relies on those spaces seems too strong, particularly given that there has been no evidence presented of the dangers of walking along that road. For every complaint that has been received, I have never had anything I would classify as a 'near-miss' and I have walked on that road a huge number of times. I do feel that some cars that park on the road have taken up dangerous positions, by parking on the white grid lines at the front and back of the lay-bys. This does cause an issue but could surely be stamped out by having the local parking enforcement team ticketing anyone seen to be doing this. I am sure that then they wouldn't do it again, leaving those within the safe spaces free to park as normal.

Below are some possible solutions (not necessarily in order of preference):

- 1.) Leave the current spaces as they are and have local parking enforcement patrol the street at 9.30am (after people should be in work in most businesses/workplaces). Tickets should be issued to anyone parked on the white lines of the grids.

There are a number of dedicated pedestrian routes throughout the town centre, many of which link the existing long-stay car parks. As such, it would be up to individuals to find the most suitable route and crossings points for their journey.

2.) Leave the current lay-by spaces as they are and paint new spaces on the opposite side of the lay-by closest towards the roundabout. There is normally spaces for 4 cars, mainly out of the line of traffic due to a verge of land jutting out in to the road. If these were made in to genuine spaces, people would be clear about where they need to be so as not to impact on other drivers. Also, unless the road is due to be reduced in width, would this 'jutt in the road' need to be purchased to allow a footpath to be built.

After the large house with an open garage, there are numerous spaces on Whychurch which lead to the roundabout. On a busy day, this can sometimes be up to 5 or 6 cars. Again, could the area directly after the house be double-yellowed for a certain distance so as to avoid the corner that is there? Then some white box spaces on one side of the road could be introduced further up the road. Whilst this may impact on drivers, there would be clear and distant sight on both sides, allowing people to pass, just as they would on a street in town.

3.) Permit system - Create boxed spaces and provide permits to those who apply and require parking as part of their work on a daily basis. Therefore this would eliminate commercial vehicles sitting in the spaces for weeks at a time. Permits could be enforced between 8am - 6pm, leaving the spaces free for people to use in the evenings.

4.) Wiltshire/Malmesbury Council to make a clear decision on the use of spaces for commercial vehicles. If it is found that these vehicles are not allowed to be there regularly, then they should be forced to be stored elsewhere, therefore solving this current issue.

5.) Leave the current lay-by spaces, paint clear spaces for the other side of the road (as suggested above) and introduce speed calming throughout Holloway and Whychurch. Speed bumps, chicanes etc... would help to limit the speed.

Overall, I hope you can see that I am passionate about this subject and not trying to cause a problem. I would love to see regulated spaces along the street and speed-calming to increase the safety of all. However, I feel that all my points above and suggested solutions have plausibility. I am fully aware that all may not be possible for reasons I don't know without further information, but please consider the huge impact this proposal will have on the staff at St Joseph's. We are an extremely happy and positive school who represent Malmesbury fantastically well at all times. We are very proud of being in Malmesbury and fully support all the good that council do. I am also very aware that these proposals stem from persistent pressure from somewhere and need to be answered. However, the severity of this

There are currently no formal parking bays on Wychurch Hill, hence the Parking Services Team is not able to take any enforcement action. Inappropriate and /or dangerous parking is therefore a Police responsibility.

The current carriageway width north of Wychurch House is approximately 6.2 metres. The provision of parking bays on one side would not permit the retention of two-way vehicle flow. The town council has indicated it would not support the provision of on-street parking along this length.

The highway authority is not able to provide a permit system to facilitate day time parking for employees of the school.

Parking on the Highway cannot be regulated in such a way as to reserve spaces specifically for employees of nearby businesses. The parking of daily rental vans on Wychurch Hill is in itself not illegal as long as the vehicles are taxed and insured.

The issue of speeding vehicles has not been formally raised as a community issue in this instance. As such, the consideration on traffic calming features is not being considered. The aim of the proposed footway scheme is to provide improved pedestrian provision on Wychurch Hill.

	<p>proposal will directly impact on myself and my colleagues for all the reasons mentioned above.</p> <p>Being a teacher is an incredible privilege, but does come with its challenges. I sincerely hope that further stress can be reduced by finding an alternative solution to this proposal.</p>	
7	<p>I would like to object in the strongest terms with regards to the proposed parking restrictions. Parking in Malmesbury is already a difficult task based on the limited parking spaces. There are occasions where dangerous parking occurs on this road and so partial yellow lines would be appropriate, but not in the lay-by as these are valuable parking spaces. In imposing this restriction, you will place more pressure on other residential areas which already struggle to cope.</p>	<p>The need to remove the parking is as a result of the proposal to provide a footway on the south-east side of Wychurch Hill. There is insufficient width to provide both the footway and retain the ability to allow parking to take place.</p> <p>Some parking availability is being retained in the area to the north of the Spice Merchant access.</p>
8	<p>I would like to express my strong opposition to the proposal for no waiting at any time on Holloway Hill. The proposal will have no impact on safety as it is the speed of the traffic and not the parking spaces which causes the issue. The complainants are motivated more by aesthetics than safety. There is already a dearth of free parking in the town and this area is used by the teachers of the local RC St Josephs primary for convenience carrying the multitude of preparation required for teaching our children. Teachers wages like most government workers have barely moved in 10 years and the extra cost on them and our school would be prohibitive. They already spend their own money on our children to make up for shortfalls in this age of austerity. Allowing this proposal would effectively amount to a forcing a pay cut. The other alternative is to use the long-stay car park, at a cost of £900 per year (£4.50 per day for 5 days x 40 weeks). The ripple effect could even result in teachers leaving for better resourced jobs in the private sector. Too many decisions at local level are made by blinkered thinking. If we want to make the roads safer we need much lower speed limits, traffic calming measures such as pelican crossings, speed bumps and prevention of articulated vehicles entering the town. Ultimately if this proposal goes ahead decision makers will have put finance ahead of pedestrian safety.</p> <p>As a human factors safety specialist I can say that removing the parked cars will actually result in faster traffic. They are currently the only control on the speed of the drivers who treat the town like a race track. This policy is folly and taken to the worst conclusion will mean increased likelihood of the death of a pedestrian, most likely a child given the proximity to the school.</p> <p>The parking serves a dual purpose in not only providing a resource to our school and other local employees but it also makes drivers more careful and slows them down on their route of travel. Producing a clearway will only</p>	<p>The issue of the proposed waiting restrictions on school staff parking will be considered as a substantive issue in the main report.</p> <p>The need to remove the parking is as a result of the proposal to provide a footway on the south-east side of Wychurch Hill. There is insufficient width to provide both the footway and retain the ability to allow parking to take place. The provision of a footway will increase pedestrian safety.</p> <p>Some parking availability is being retained in the area to the north of the Spice Merchant access.</p>

	<p>increase speed and as such increase the risk of death and injury to those on foot.</p> <p>I hope someone will see the error of their ways and not cow tow to local busybodies wanting to see clear roads outside their houses. This is not going to increase safety in fact quite the opposite will happen. They are putting aesthetics over the safety of our children crossing the road on foot.</p>	<p>The scheme, as proposed, is in response to the Town Council's request for improved footway provision on Wychurch Hill, not for aesthetic reason.</p>
9	<p>I would like you to reconsider the proposal for placing double lines long this road. Having worked at St Joseph's Catholic Primary School (located at the top of Holloway Hill) for the last 15 years, parking has always been an issue for staff member as the school has no car park.</p> <p>Placing double yellows line along this road, where most of the staff park (in between all the Hyams vans) is going to make our day to day life very difficult. Staff, who have to travel in to Malmesbury cannot be expected to spend over £4 a day on parking!! This is completely unreasonable. If this proposal goes ahead, we will expect Wiltshire County Council to issue parking permits for all staff.</p>	<p>The issue of the proposed waiting restrictions on school staff parking will be considered as a substantive issue in the main report.</p> <p>The highway authority is not able to provide permits to facilitate on-street parking for employees of the school</p>
10	<p>Parking is, as you will be aware, a real issue for staff, parents and visitors to our school. We rely specifically on the parking which is available on this proposed site. Where there are currently double yellow lines near the school unfortunately we already have cars who pull up onto the pavement in order to drop off or pick up. Extending the yellow lines I fear will extend this existing problem which we continue to fight so hard to combat, encouraging drivers to pull up slightly further down the road where there is space and walk up. Cars pulling off the road in this manner is likely to cause obstructions on the pavements making it unsafe for any pedestrians/ pushchair users etc. Being near a school this makes no sense. We have a responsibility to ensure that there is adequate parking in particular for users of the school and immediate local businesses. I would be keen to hear what the alternative parking arrangements would be which is free of charge? Perhaps a permitted section for key users including the school could be considered?</p> <p>Parking is so limited and we feel that a local company is already taking up so many of the spaces with a fleet of their vans which makes it hard enough as it is! I strongly object to this proposal and trust that the powers that be, think long and hard considering any objections they receive to this proposal. I</p>	<p>The issue of the proposed waiting restrictions on school staff parking will be considered as a substantive issue in the main report.</p>