

WESTBURY: PROPOSED WAITING RESTRICTIONS

COMMENTS OF OBJECTION AND SUPPORT

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50 Comments received (36 objecting, 12 supporting and 2 commenting on)

Table below shows distribution of consultation comments

Breakdown by road			
Road	Objections	Support	Comments
The Tynings	4	0	1
Willoughby Close	1	8	0
Primmers Place	24	3	0
Phoenix Rise	1	0	0
Bitham Mill	5	1	1
Arundell Close	1	0	0
The Butts	0	0	0
Total	36	12	2

Ref	Comment received	Number of Times Received	Officer Comment
A1	<p><u>The Tynings</u></p> <p>The following issues have been highlighted post consultation on the above road:</p> <p>1) Some residents in both Green Lane and Warminster Road that use The Tynings are objecting to the parking restrictions as they currently have no off-street parking adjacent their properties and as such park in The Tynings. Where do they now park?</p> <p>2) By installing the proposed parking restriction scheme, it would force vehicles to just move to other locations in The Tynings.</p>	5	<p>It is the driver's responsibility to ensure any vehicle parked on a public highway is parked safely and allow other vehicles to passage the same highway without obstruction and in accordance with any Traffic Order.</p> <p>It is not the Council's responsibility to provide parking on the public highway. A balance has to be struck to allow the public highway to be kept clear and maintain access at all times.</p> <p>Properties on the A350 Warminster Road, have limited off-street parking. The A350 is an arterial route through Westbury and, as such, parking is restricted and additional driveways egressing onto such a road would be deemed a hazard.</p>

	<p>3) It has been suggested that the double yellow line restriction at the junction of Green Lane and The Tynings be reduced in scope to allow parking in the hammerhead on the Southern boundary of No 2 to be allow parking.</p> <p>4) Westbury Town Council would ask for a minor amendment to the double yellow lines adjacent No 29 The Tynings are extended, as the resident is disabled and requires access.</p>		<p>We have considered this request and agree that a reduction in the extent of the proposal in this instance would not affect the turning manoeuvres at the junction onto Green Lane (see Appendix 3).</p> <p>Amendment Declined (see Appendix 3). At this stage of the process we cannot increase the proposals without re-advertising at further expense and would further delay the implementation of the restrictions for the rest of the proposals across Westbury</p>
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A2	<p><u>Willoughby Close</u></p> <p>The consultation for the above road has indicated that the scheme is supported for the following reasons:</p> <p>Access via the hammer head will be improved if the proposed scheme is implemented. It will deter drivers from using the hammer head turning area for parking and allow larger vehicles to manoeuvre safely. The existing gated access will still be accessible and not obstructed.</p> <p>A suggestion for a single white H bar to be installed across the gated access to No 15 is not suitable, as the public highway in front of the gates needs to be kept clear, in order to allow unimpeded access to other properties located near the hammerhead. The installation of a single white H bar across the gated entrance to the rear of No15 is not suitable and is unenforceable and as such parking could occur.</p>	9	<p>Residents in the area have requested that access to properties and for larger vehicles will be improved by removing any parking in the turning head. This will also allow the ingress and egress of emergency vehicles and refuge vehicles if, and when, required.</p> <p>The gated access at the head of the turning hammer head would also be protected and allow access to off-street parking if required, rather than on the turning head.</p> <p>It is a duty of the Council to ensure unimpeded access along a public highway and it is not a 'Right' to park for users of the highway.</p> <p>Local residents have off-street parking available.</p>
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A3	<p><u>Primmers Place</u></p> <p>From the responses received after the consultation period a number of issues have been raised. These include:</p> <ol style="list-style-type: none"> 1) When the estate was developed insufficient parking was allocated to residents. 2) The introduction of the proposed scheme will not allow enough space for on street parking. 3) The existing parking issues are compounded by railway station users. 4) Could a parking restriction between 8am to 6pm be installed 5) Could the existing green space play area be converted to additional parking bays? 6) Can a 'Residents Parking Scheme' be implemented as an alternative option? 	27	<p>1) At the time of construction the layout of the Estate was approved by the planning department as it complied with the current legislation at the time.</p> <p>2) It has been noted that this development has insufficient off-street parking for the number of residents' vehicles. This, in turn has led to vehicles parking on footways, on corners, which in turn inhibits sight lines and often obstructs access points to parking areas to the rear of properties and other driveways.</p> <p>The proposed parking restrictions have been a balance of allowing some parking, but protecting those areas that allow vehicles to gain access to the off street areas. Currently, parked vehicles, are preventing cars being either able to access or egress from the residents' allocated parking bays provided in the development.</p> <p>3) As there is not a 'Right' to park on a public highway residents, when buying a property, are aware of the restricted access and parking availability at the time of purchase. It is not the Council's responsibility to provide additional parking for highway users. All users, including rail station users, are entitled to use the public highway, so long as their vehicle is legally on the road. It must also be noted that the Highway Code recommends that cars are not parked on the</p>
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	<p>7) Supporters of the proposed parking restrictions have highlighted that the problem of parking is primarily down to residents not using their allocated parking and not Railway station users. This is confirmed out by looking at night time parking and weekend parking that worsens when residents are not at work.</p>	<p>highway for a distance of 10 metres from any bend or junction. It is the driver's responsibility to find a safe and legal location to park. There is no right to park directly outside your property on a public highway.</p> <p>4) Limited parking, in the form of single yellow lines, is also inappropriate for this area, as the problem exists 24/7 and access to both driveways and parking bays must be maintained. Some areas have been left devoid of restrictions as it is illegal to park directly in front of a dropped kerb access point, such as a driveway.</p> <p>5) It would not be possible to remove green space area/ play area to provide parking as too costly.</p> <p>6/7) Due to the fact that the properties on this development have off-street parking provided, mainly in the form of parking bays to the rear, the properties would not be eligible for Residents' Parking permits.</p> <p>The scheme has been designed to prevent the obstruction of access points leading to both driveways and to the allocated parking areas that have access points under coach houses.</p> <p>Obstruction of the highway for emergency vehicles and refuse lorries is also an issue. The scheme has protected the critical corners on the highway from parked vehicles and locations where vehicles are parking on both sides of the road as you access the development from the roundabout.</p>
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A4	<p><u>Phoenix Rise</u></p> <p>The following comment was made from the consultation.</p> <p>1) The resident whose house is directly adjacent the proposed parking restriction is the corner plot and will not be able to park adjacent his property on the highway. It has multi occupancy but has no on street parking. By removing the ability for vehicles to park will in turn traffic to increase speed as the road is clear.</p> <p>2) By moving cars that park in established areas will irritate neighbours.</p>	1	<p>Parking, as you confirmed, is not a right on the Public Highway.</p> <p>Whilst the property you have been allocated with has not got off-street parking, the bend and junction at this location, requires protection to stop vehicles from obstructing the sight lines. Parking is available elsewhere and it is up to the driver to find a legal and safe place to do so.</p>
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A5	<p><u>Bitham Mill</u></p> <p>Further to the consultation responses received from Bitham Mill residents, the following points have been raised:</p> <ol style="list-style-type: none"> 1) Residents have implied that the proposed parking restrictions are too extensive and that parking restrictions should be only within certain times and days. 2) The proposals would not leave sufficient parking for residents, especially those adjacent to the proposed double yellow lines. 3) Where would deliveries and trades people park in the event that the proposed scheme was implemented? 4) Can the section of proposed Double Yellow lines outside No 23 be reduced slightly in length whilst maintaining clear access? 	<p>7</p>	<p>Bitham Mill is a narrow and winding road with properties fronting the road. Off-road parking is available for a limited number of residents' cars in the form of parking bays and driveways. A number of the parking bays back onto the highway and require a good turning width, to access and egress them. Larger vehicles also have difficulty in the event they have to be able to access a number of properties via narrow roads. Due to this the proposed restrictions have been placed in strategic points, such as narrow points on bends, opposite private parking bays, to keep those areas clear of vehicles to allow access to the existing parking facility without the need to ask owners of vehicles to move.</p> <p>The Highway Code recommends that vehicles do not park within a minimum distance of 10 metres of a bend or junction.</p> <p>Having reviewed the site again it is possible to slightly shorten the section of parking restriction outside No. 23 Bitham Mill in order to maximise parking and provide some additional space to park without causing obstruction.</p>
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A6	<p><u>Arundell Close</u></p> <p>Resident wanting Restrictions extended as they fear that the cars will move down in front of their properties.</p> <p>Following the consultation process the following comment was made:</p> <p>1) By installing the proposed parking restriction parking may be pushed further down Arundell Close and may block other driveways away from the school.</p>	1	<p>The proposed lines are to be installed across the existing driveway serving Nos 24 to 14 Arundell Close, that is currently being obstructed by vehicles that are used for the school pick up and drop off. The proposed parking restriction has been designed to protect the access drive off of Arundell Close and to clear some of the parking at the T junction at that point. Laybys are in place by Nos 12, 10 and 6 Arundell Close.</p> <p>The restriction is relatively short in length and would not be extended past these laybys. A balance has been drawn and it is felt that a parking issue does not exist elsewhere along Arundell Close.</p>
A7	<p><u>The Butts</u></p> <p>No comments received</p>	0	