

Name	Address	Objection	Officer's Response
Alderbury Parish Council	Email	Objection	
		<p>No 1 :</p> <p>Thank you for the details of the above. In response to the consultation, Alderbury Parish Council would like to make the following comments:-</p> <p>The entrance to the housing development site is opposite the entrance for the Oakridge business park (as shown on your enclosed diagram), where a number of different businesses are based. An increasing number of cars not only park where you are proposing to put the yellow lines, but further up the lane too. This road, Old Southampton Road, leads out onto the slip road coming off of the A36 and cars are usually parked all along here, up to the junction and then out along the end of the slip road. This is already causing a potential hazard and one that a number of parish residents have raised concern about, as the end of the slip road is two way at this point and means that any oncoming traffic is already out in the middle of the road to pass the parked vehicles. Furthermore, lorries, vans and even a coach are regularly parking along the slip road off of the A36 towards Whaddon, outside the industrial estate which is opposite (this matter, as it is a safety issue, has been referred to the local police team). The parish council is concerned that 'no waiting at any time' markings as suggested will push some of these parked cars/vehicles into the bottom end of Whaddon, which is already busy with cars parking for the post office and garage. Some cars are already regularly parking on Wiltshire Council ground/verges next to the industrial estate.</p>	<p>The issues you note below in regards to the displaced parking are perversely the reason behind the necessity of implementing the waiting restrictions, as you are aware the on-street parking makes it difficult to access the new development. The highway is there to facilitate the passing and re-passing of vehicles and not for parking and as Highway Authority we have an obligation to ensure that safe access to all roads can be achieved at all times.</p> <p>Resolution of the issue, as you note, will be very complicated to achieve. In reference to larger HGV vehicles and coaches it appears that the Police have already been contacted which is the advice I would have offered. The Police will be able to contact the business to highlight the obstruction their vehicles are causing. Displaced parking is always a concern when waiting restrictions are implemented. Based on the position that the carriageway is for the passage and re-passage of vehicles, displaced parking can be addressed by the extension of the proposed waiting restrictions to include other lengths of the road network that may be adversely affected. As you appreciate, this could result in the whole road network being covered by restrictions which is something we would want to avoid. Although it may be possible to extend into the slip road to facilitate movement on that length of carriageway.</p> <p>It appears that businesses have expanded and now require more parking than the numbers which are available within their site; however, the adjacent road network is not there to accommodate displaced parking</p>

			<p>and therefore, though it is fully appreciated that full consideration must be given to the exiting situation, this has to be considered within the framework that roads are for the travel of vehicles not the parking.</p> <p>I hope the above helps to outline the reasoning behind the proposal and the decision making which supports it.</p>
		<p>No 2 :</p> <p>Thank you for your reply below and acknowledgement of the areas of concern that we have raised. The police have been informed of the parking concerns at the end of the slip road which is very close to the proposed site, but seem to have been able to take little action to date. It does seem that until an accident happens, little can be done but of course as a parish council we are keen to prevent this from happening.</p> <p>What enforcement will there be for the double yellow lines in this area? This also seems to be a key issue, in that just be putting them down does not mean that it will stop people parking as if there is no enforcement, parking will revert to the current position as there is no penalty for the motorists involved. Members of the parish council do understand that traffic must be able to move safely in and out of the current development/housing site, but it does have a knock on effect for the immediate area.</p> <p>With regards to the HGV and buses/coaches, the bus company in particular has already been contacted by residents and is not interested in discussing the matter. We have also referred the issue to Julie Watts at Wiltshire Council, who has found it almost impossible to find a solution to the problem, all because of a lack of enforcement of any measures that can be considered.</p> <p>The parish is really suffering at the moment with parking issues and this</p>	<p>In reference to enforcement all I can confirm is that the scheme will be forwarded to the Parking Services Team for them to programme in enforcement. We all appreciate the pressures of budget cuts but I am sure that they aim to enforce as regularly as they can.</p> <p>I appreciate the problems you are having with the HGVs and coaches in the area, this unfortunately does appear to happen regularly throughout the county. I note the effort which has been made to try to counteract this issue. Hopefully, the introduction of new lines may highlight to the Parking Enforcement Team that the area is worth a concerted effort in manpower.</p> <p>It is apparent that there is a historic issue with the lack of off-street parking in the vicinity and I appreciate that there is a need to address this; however, this Traffic Regulation Order (TRO) that is being promoted is not the correct tool to use for this end. The TRO is to ensure that vehicles (not only associated with the new development but also current movements) are able to access the road network for ACCESS and though I am sure my colleague will be able to discuss the issues of concerns with you I am not convinced that the underlying problems can be addressed via this consultation. The Highway Act 1980 is clear in its definition of a Highway saying that it is for the “passing and re-passing” of vehicles, the Highway</p>

		<p>current proposal is only going to add to the issues. We are very keen to meet someone to discuss this issue further, to come out to the site on a week day and see for themselves what is happening to try and solve the issues arising for all concerned.</p> <p>I look forward to hearing from your colleague.</p>	<p>(road) is not to accommodate displaced parking from businesses or residential units which do not have adequate parking. This does not mean that as officers we are not fully appreciative of the issues you raise but the TRO is necessary to achieve the full function of the road network as it was designed .</p>
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