

Name	Address	Objection/Support/Comment	Officer's Response
	<b>Email</b>	Objection	
Resident Cranesbill Road	Via email	<p>Good morning Just wanted to give a quick comment to the new cranesbill road no parking proposal.</p> <p>I'm sure it's not only me thinking that, but stopping people from parking up to school, it will only move the problem to different places nearby or even further down the road which is tight as it is. People even park along the bend behind the school, so dangerous! I live down the bottom of cranesbill road and need to pick my daughter as i come back from work at 3.15 which is always a lottery if I make it through the road on time coming from town.</p> <p>What we need here is more parking (water meadow car park is too small as it is and often in normal time I cannot find parking space there. How about using the space between school and coop, or even opposite where the deep ditch goes. Or better yet - the huge fenced grass area on little hill belonging to school that they don't use. That would extend the school car park allowing another 30 cars come in and park there. Schools is not using all of this green space at all. There is so many grassed, unappealing areas that look forgotten and make cranesbill road look bad as it is, why not transform it to parking? Hard to understand is why there is no other exit from the road. In case of any emergency, try to get out in time! I feel so unsafe knowing the only way out is through the entrance to cranesbill road. It baffles me why nobody thought of making exit road between school and coop building, even if it was only to turn left as the roundabout is nearby..</p> <p>It's us , the residents who suffer . I know the school was built to encourage parents to walk, but it seems that nobody thought that</p>	<p>The primary function of the highway is to facilitate the passing and re-passing of vehicles and not for the provision of parking. As Highway Authority there is an obligation to ensure that ALL users of the highway (which includes in this case vulnerable pedestrians) have safe and clear access to Highway (roads) at all times.</p> <p>The restrictions proposed will help to mitigate the impact of inconsiderate on-street parking on, in particular, vulnerable road users (child pedestrians). The times have been chosen to maximise their effectiveness at times of peak conflict with vehicles and pedestrians alongside minimising the impact on residents who choose to park on the road adjacent to their properties. They are restricted to an hour in the morning and an hour in the afternoon to deter school traffic from arriving too early and staying longer than necessary.</p> <p>The possibility of introducing give way lines, in particular at the junction of the district centre and Cranesbill Road is currently under investigation.</p> <p>The effect of the restrictions on displaced parking will be monitored.</p>

		<p>parents need to work these days and with tight deadlines , we need to use cars to get our children to and from school on time.</p> <p>Finally- thousands of time I witnessed people just shooting out of coop way not looking either way as if they had priority over everybody and then throwing hands in the air and making you do harsh manoeuvres to avoid them. There should be a stop sign, stopping there is the only safe way to get out of coop/water meadow car park (or better yet, have another exit from that car park straight on the main road behind water meadow).</p> <p>Please consider the three ideas above. It's to make it all safe here for the continuously growing number of cars in the road.</p>	
Resident Cranesbill Road	Via email	<p>It has recently come to our attention that there are plans to put in place parking restrictions on Cranesbill Road.</p> <p>We have lived at number 69 since October 2013 and can say that the proposed restrictions are unnecessary. Traffic is obviously heavier during schools drop off and pick up times, but from our point of view it has never been a problem. The only time it has been excessive was a couple of times outside school hours due to parents evening and Christmas plays. The latter two would obviously not be effected by the proposed restrictions. It is our belief that putting these restrictions in place, and all the costs associated such as painting lines and policing are a waste of council resources as they would have little impact other than inconveniencing the residents of Cranesbill Road.</p> <p>Many, like us have young children, or are elderly so parking on the road in front of the house is far more convenient than manoeuvring into tight driveways. It seems to us that the responsibility should be that of the school, who should properly educate parents when dropping off to park</p>	<p>The primary function of the highway is to facilitate the passing and re-passing of vehicles and not for the provision of parking. As Highway Authority there is an obligation to ensure that ALL users of the highway (which includes in this case vulnerable pedestrians) have safe and clear access to Highway (roads) at all times.</p> <p>All costs for the order and implementation of the TRO are being met by the developer.</p> <p>The restrictions proposed will help to mitigate the impact of inconsiderate on-street parking on, in particular, vulnerable road users (child pedestrians). The times have been chosen to maximise their effectiveness at times of peak conflict with vehicles and pedestrians alongside minimising the impact on residents who choose to park on the road adjacent to their properties. They are restricted to an hour in the morning and an hour in the afternoon to deter school traffic from arriving too early and staying longer than necessary.</p>

		<p>considerately, and to maybe have some sort of regime that drop-offs are in the car park, and encourage other means of getting to school.</p> <p>Another effect of the planned restrictions would be that it would just push those who currently park and drop off on Cranesbill Road to just park in those areas not effected by restrictions, many of which will be encroaching on access to driveways and garages, which due to the nature of many, are already quite difficult to manoeuvre into.</p> <p>Due to our above concerns I hope that you will reconsider these plans, as our belief is that they are completely unnecessary and will have little effect, other than inconveniencing residents and wasting council money.</p>	<p>The effect of the restrictions on displaced parking will be monitored.</p>
<p>Resident of Cranesbill Road</p>	<p>Via email</p>	<p>The yellow lines on Cranesbill Road outside Forest and Sandridge school are not the answer. It will simply move the problem.</p> <p>The issue is that the school has their gates open allowing parents to drive in. This is what causes the chaos and the blocking of the road.</p> <p>The most simple and cheapest option is to ask the school to close their gates and parents can park by the co-op and walk the 15m to school. Heaven forbid parents may have a 2 minute walk!</p> <p>The parents dropping off have no respect for the residents trying to leave the estate for work.</p>	<p>The effect of the restrictions on displaced parking will be monitored.</p> <p>Concerns raised by residents over the schools implementation of their travel plan and monitoring/management of the school traffic have been passed to the School Travel Plan Officer to investigate. Any suggestions in relation to the introduction of additional parking or access arrangements will be passed to the relevant officer in the Education Team to consider. It does not form part of the remit of this report.</p> <p>The restrictions proposed will help to mitigate the impact of inconsiderate on-street parking on, in particular, vulnerable road users (child pedestrians). The times have been chosen to maximise their effectiveness at times of peak conflict with vehicles and pedestrians alongside minimising the impact on residents who choose to park on the road adjacent to their properties. They are restricted to an hour in the morning and an hour in the afternoon to deter school traffic from arriving too early and staying longer than necessary.</p>

RESIDENT	Online form	<p><u>SUPPORT</u></p> <p>Dear Sir/Madam</p> <p>Firstly, I would like to congratulate you in your proposal to provide safety measures in this area especially for those attending Forest and Sandridge C of E Primary School. Although, and I am sure you have, given consideration to (a) displacement of vehicles elsewhere and (b) providing adequate drop off points, this project should create a better environment and meet with the Government's initiative. If you don't mind, I have some observations concerning the proposed work.</p> <p>1. Location: Greenfinch Close j/w Cranesbill Road.</p> <p>I feel that this is a missed opportunity in extending the safety in and around Cranesbill Road j/w Greenfinch Close. Currently vehicles park indiscriminately at this junction. Often caused by drivers leaving their vehicles to shop in the Co-op opposite Greenfinch Close. Including those vehicles, (dare I say) associated with Wiltshire Council; with employees enjoying their morning refreshment; (please note, I have no problem for the Council employees to have a break; it is the parking that causes some concerned).</p> <p>Vehicles parking on the footpath at this junction is also a concern for obvious reasons, including pedestrians trying to use the footpaths. The times proposed in the initial report would not prevent these situations from occurring.</p> <p>2. Location: Cranesbill Road near the j/w Greenfinch Close.</p> <p>Frequently, school times, evenings and when the local restaurant is at its busiest, there are vehicles parked on the south side of Cranesbill Road, between the roundabout at Eastern Way to the junction with Greenfinch Close.</p> <p>The problem is exacerbated by the curvature of the road between these two locations, which ultimately decreases visibility for drivers</p>	<p>The effect of the restrictions on displaced parking will be monitored.</p> <p>The design of the roads, including minimal sightlines and off set junctions fulfils the criteria outlined in Manual for Streets which uses design to encourage low vehicle speeds. This development meets these requirements and as such is acceptable for a 20mph zone, without the need for vertical traffic calming.</p> <p>The possibility of introducing give way lines, in particular at the junction of the district centre and Cranesbill Road is currently under investigation.</p>
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Resident Nightjar Close	Via email	<p>I am a resident of one of the streets involved in these proposals - I own and live in Nightjar Close.</p> <p>When we bought the property (off plan from Bloor), the information on the school access (marked on our documentation as up by the David Williams show homes) was very different to what we ended up with. Quite honestly, we would not have purchased the property with the school entrance directly opposite the Close. Nor would we have proceeded with the purchase knowing that the school</p>	<p>The restrictions proposed will help to mitigate the impact of inconsiderate on-street parking on, in particular, vulnerable road users (child pedestrians). The times have been chosen to maximise their effectiveness at times of peak conflict with vehicles and pedestrians alongside minimising the impact on residents who choose to park on the road adjacent to their properties. They are restricted to an hour in the morning and an hour in the afternoon to deter school traffic from arriving too early and staying longer than</p>

	<p>parking was to be half of what was indicated on the documentation we have. Additionally, as Bloor told us that the Close was going to be a private road, we have always objected to parents using the Close as a parking lot.</p> <p>We have been subjected to constant abuse by school parents ever since it opened. In fact, when I asked one parent to move because she was blocking the road, she and her friends made false allegations of me swearing at her to the police and I now have a record of "words of caution", which is an appalling situation to find oneself in. Our shared driveway is blocked on a regular basis and it's impossible to drive both in the Close and up and down Cranesbill (the only way to get in and out of the estate) at school drop off and pick up times.</p> <p>Although we have received nothing directly from Council on the proposed TRO, I was initially quite excited that something was going to be done. However, what is proposed will only push the issues into other parts of the estate and, specifically for us, by not including the whole Close with the Close being the closest parking to the school, things are only going to get much worse for us as residents with more parents trying to park in the parts of the Close that are not apparently subject to the no waiting restriction. I therefore vehemently oppose the current proposal and suggest that the whole Close must be subject to no parking by school parents (permitted residents only).</p> <p>There is no doubt something must be done as, because cars often have to mount the pavement on Cranesbill due to parking by parents and an inability to see drivers on the wrong side of the road around the blind corner, there's bound to be a tragic accident at some point.</p> <p>Please ensure I receive further</p>	<p>necessary.</p> <p>Concerns raised by residents over the schools implementation of their travel plan and monitoring/management of the school traffic have been passed to the School Travel Plan Officer to investigate. Any suggestions in relation to the introduction of additional parking or access arrangements will be passed to the relevant officer in the Education Team to consider. It does not form part of the remit of this report.</p> <p>The Council has consulted along the lines of statutory consultation which involves the positing of site notices and press notices in the local newspapers. Wiltshire Council does not letter drop as part of their statutory consultation.</p> <p>Parking allocation for properties meets the standards applicable at the time of planning approval. Each property has at least one off-street parking space.</p>
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		documentation on this consultation as a very interested, personally affected party.	
Resident corncockle close	Via email	<p><u>COMMENT</u> As a resident here the situation with the traffic, parking and amount of problems there are in this road that are caused by the forest and sandridge school, I feel I need to raise my comments here for consideration.</p> <p>Residents are regularly abused by school traffic as people park all the way along cranesbill road on the houses side (left) creating a single file road in the mornings, afternoon and everytime there is an event being held at the school.</p> <p>Indeed at the last event, the end of term school disco, someone decided to abandon their vehicle on the opposite side of the road just before the school exit gates and effectively blocked the road to incoming and outgoing vehicles, it was gridlocked for about 15 minutes. There were many angry exchanges between various parties.</p> <p>The entrance to the school and local amenities should be moved as this forces cars to come all the way up the road for the school, and onto the estate to make use of the amenities like the coop and pub. To access the school entrance gates there is also a slight blind bend in the road where visibility is very difficult.</p> <p>Residents are also to blame as they have been provided parking at the rear of their properties but are clearly too lazy to use this and insist in parking outside of their homes and obviously at weekends this problem is amplified.</p> <p>There is wasteland behind the verbena court development which could be used to create a drop off point and better access by creating a slip road off of the main road and diverting traffic away from the estate.</p>	<p>The restrictions proposed will help to mitigate the impact of inconsiderate on street parking on, in particular, vulnerable road users (child pedestrians). The times have been chosen to maximise their effectiveness at times of peak conflict with vehicles and pedestrians alongside minimising the impact on residents who choose to park on the road adjacent to their properties. They are restricted to an hour in the morning and an hour in the afternoon to deter school traffic from arriving too early and staying longer than necessary.</p> <p>The possibility of introducing give way lines, in particular at the junction of the district centre and Cranesbill Road is currently under investigation.</p> <p>The design of the roads, including minimal sightlines and off set junctions fulfils the criteria outlined in Manual for Streets which uses design to encourage low vehicle speeds. This development meets these requirements and as such is acceptable for a 20mph zone, without the need for vertical traffic calming.</p> <p>Concerns raised by residents over the schools implementation of their travel plan and monitoring/management of the school traffic have been passed to the School Travel Plan Officer to investigate. Any suggestions in relation to the introduction of additional parking or access arrangements will be passed to the relevant officer in the Education Team to consider. It does not form part of the remit of this report.</p> <p>The effect of the restrictions on displaced parking will be monitored.</p>

		<p>There have been many near misses and accidents with cars turning left out from the junction in front of the coop as people fail to look right.</p> <p>In the evenings Cranesbill road is also the subject of antisocial behaviour with youths riding motorbikes /scooters using this stretch of road as a racing track and on more than one occasion I have reported this to the police, I also witnessed on a separate occasion, a parked vehicle being hit by another vehicle coming out of the estate.</p> <p>I really hope something is done to address these issues.</p>	
<p>resident Cranesbill Rd</p>	<p>Via email</p>	<p><u>COMMENT</u> Hi all, Hope all is well. I run the most of the TRO's for Swindon Borough Council so I am particularly interested in this TRO near my house. Both my kids go to Forest and Sandridge but we walk them to school. What other ideas have been proposed for this area? I'm sure this wasn't the first idea? Temp TRO or other orders? We are also having the same issues here in Swindon.</p>	
<p>Resident Cranesbill Road</p>	<p>letter</p>	<p>23<sup>rd</sup> August 2019</p> <p>To Whom It May Concern:</p> <p>Reference: LIB/TRO/ME/Kslc Cranesbill Road, Nightjar Close &amp; Greenlinch Close</p> <p>My wife and I recently moved into [redacted], which is on the corner with Nightjar Close. We would be one of the properties most affected by this change.</p> <p>This house was purchased as our long term home for our retirement. One of the key criteria in our searching for our home was the issue of accessibility; being able to park directly outside the front door or on a drive. This was a huge priority as I have been diagnosed with Parkinson's Disease and long term I need to be able to get out of the car and into my home easily. Access at the rear involves steps and gates etc etc. The pressure to move our vehicle for those 2 hours every day seems unreasonable and if it had been in place when we viewed the house we would not have chosen this property to move into!!</p> <p>We were obviously aware of the school before purchase and visited specifically at finishing time to see how busy it was. We made a decision that we could put up with the congestion at school times as the benefits of the property outweighed the inconvenience of the busyness. However, for that same community to cause such a significant change to our day to day; to those of us who have invested so significantly in the area, seems unreasonable. I urge you please do not go ahead with this plan of no waiting for those 2 hours each day. It will cause much distress! Perhaps you could consider residents parking only at those times.</p> <p>Thank you for your consideration of my comments.</p> <p>Yours faithfully</p>	<p>The primary function of the highway is to facilitate the passing and re-passing of vehicles and not for the provision of parking. As Highway Authority there is an obligation to ensure that ALL users of the highway (which includes in this case vulnerable pedestrians) have safe and clear access to Highway (roads) at all times.</p> <p>Vehicles with Blue Parking Badges are able to park within waiting restrictions.</p> <p>Currently there is no plan to introduce resident parking schemes in Melksham. The estate roads which form part of this consultation do not meet the criteria of 60% of available kerb space being occupied by non-residents' vehicles for more than 6 hrs during the day.</p>



Resident Cranesbill Road	letter	<p>27<sup>th</sup> August 2019</p> <p>To Whom It May Concern:</p> <p>I tried to submit my thoughts on your website per instructions but the site would not move forward from the page of details and the 'submit' stage without declaring an error. Here is what I wrote in the message box online.</p> <p>Reference: <a href="#">LJB/TRO/MELKsk</a> Cranesbill Road, Nightjar Close &amp; Greenfinch Close</p> <p>MY SUBMISSION ON INTERNI We have recently moved to <del>Cranesbill Road</del>, which is on the corner with Nightjar Close. We would be one of the properties most affected by this change. One of the most important factors in our choosing this property was its accessibility - being able to park directly outside the front door. The reason for this is my husband has Parkinsons Disease. We need to be able to park close to the front door at all times and I may not be able to move my car for those specific times each day. Please note that these houses do not have driveways at the front of the house. Access at the rear involves steps and gates etc etc The pressure to move our vehicle for those 2 hours every day would be unreasonable and untenable. Before moving we made a decision that we could put up with the congestion at school times as the benefits of the property outweighed the inconvenience but then for that decision to turn on us so soon after moving in is almost unbelievable. The goalposts regarding this property's accessibility and worth will change so significantly as a result of your decision should you take it. It seems wholly unacceptable to me as resident.</p> <p>Regards</p>	<p>The primary function of the highway is to facilitate the passing and re-passing of vehicles and not for the provision of parking. As Highway Authority there is an obligation to ensure that ALL users of the highway (which includes in this case vulnerable pedestrians) have safe and clear access to Highway (roads) at all times.</p> <p>Vehicles with Blue Parking Badges are able to park within waiting restrictions.</p> <p>Currently there is no plan to introduce resident parking schemes in Melksham. The estate roads which form part of this consultation do not meet the criteria of 60% of available kerb space being occupied by non-residents' vehicles for more than 6 hrs during the day.</p>
resident Cranesbill Road	Via email	<p>Dear Melksham Town Clerk</p> <p>I have only just got round to sending this email regarding the proposed parking restrictions on Cranesbill Road and surrounding areas.</p> <ul style="list-style-type: none"> <li>▪ As a property owner on Cranesbill Road (right out side the school) I don't really think parking restrictions are required, don't get me wrong it's busy at school pickup / drop off but it is for 10 mins tops and isn't it outside every single school?</li> <li>▪ Parking restrictions in this road will not solve the problem, as I can honestly say that without this being manned for enforcement every day, morning and afternoon this will not stop any of the parents from the school parking there. (And I must add that the parking outside the houses along the road is mostly from the parents for drop off/ Pick up each day. with around 3-5 of those parked cars being from the residence as most of them have already left for work) The only great pain this will cause will be for the residence within the street as we do not all have car parking spaces for 2 cars! Therefore we</li> </ul>	<p>The restrictions proposed will help to mitigate the impact of inconsiderate on-street parking on, in particular, vulnerable road users (child pedestrians). The times have been chosen to maximise their effectiveness at times of peak conflict with vehicles and pedestrians alongside minimising the impact on residents who choose to park on the road adjacent to their properties. They are restricted to an hour in the morning and an hour in the afternoon to deter school traffic from arriving too early and staying longer than necessary.</p> <p>The possibility of introducing give way lines, in particular at the junction of the district centre and Cranesbill Road is currently under investigation.</p> <p>The design of the roads, including minimal sightlines and offset junctions fulfils the criteria outlined in Manual for Streets which uses design to encourage low vehicle speeds. This development meets these requirements and, as such, is acceptable for a 20mph zone, without the need for vertical traffic calming.</p>

		<p>need to park one vehicle on the road. – We need to be very mindful in the fact that if this was to be put in place we need to think that we would not be able to park outside and move our cars twice a day even on a day / week off work of if we were to be ill that the last thing we want to be thinking about.</p> <ul style="list-style-type: none"> <li>▪ As for the proposed times of the parking restriction 8:30-9:30am and 2:45-3:45pm I feel this is far to long a window. The school has a 10 minute window where the kids are dropped off and therefor the road is busy for only 10 minutes in the morning and in the afternoon. A proposed 1 hour both morning and evening are just not needed.</li> <li>▪ I’m a parent of a child that goes to the Forest and Sandridge School we have 2 cars and only 1 car parking space and if these restriction are put into place I would have to move my car to another estate to avoid the proposed restrictions meaning that my car will then be outside someone’s else’s house causing the same problem. This is not a solution to the problem this is just going to affect the residence especially when it comes to having to take / pick up our own children from the school, or in the school holidays. We have all paid a lot of money for our properties to be told that we can not park outside.</li> <li>▪ If the restriction were to go ahead I would want some form of parking permits for all the residence that live on cranesbill road so that we can still park our cars, this I believe is the only way forward. – I would hope that any residents being issued with parking permits to be FREE!!</li> <li>▪ Although I’m against the whole idea of the restricted parking within the street I firmly believe that there is much better way to be spending money within this</li> </ul>	<p>All costs for the order and implementation of the TRO are being met by the developer.</p> <p>The effect of the restrictions on displaced parking will be monitored.</p> <p>Currently there is no plan to introduce resident parking schemes in Melksham. The estate roads which form part of this consultation do not meet the criteria of 60% of available kerb space being occupied by non-residents' vehicles for more than 6 hours during the day.</p>
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Resident Cranesbill Road	Via email	<p><u>Support and Objection</u> Hi, I have just seen that there will be restrictions on parking outside our house on cranesbill road. I live a [REDACTED] I can't actually get my car into my garage behind my house, because it has been built too close to our garden wall so even if I tuck my wing mirror in, I can't get my car close enough to the garden wall to get it to clear the other side of the garage to fit it in. Also, I have 3 children, and there is not enough space on my driveway to park my car and open both back doors to get my children out of the car when next door</p>	<p>The restrictions proposed will help to mitigate the impact of inconsiderate on-street parking on, in particular, vulnerable road users (child pedestrians). The times have been chosen to maximise their effectiveness at times of peak conflict with vehicles and pedestrians alongside minimising the impact on residents who choose to park on the road adjacent to their properties. They are restricted to an hour in the morning and an hour in the afternoon to deter school traffic from arriving too early and staying longer than</p>

		<p>are parked on their drive too. Also while we only have one car at the moment, my partner will be getting a car before the end of the year and will also be needing our parking space (he won't be having the children in his car) so I won't have any other option but to park outside my house due to not being able to get my car in my garage and my driveway space being used by his car.</p> <p>For this reason I would ask you please consider allowing residents to park outside our houses permanently. I agree with the other plans for no stopping rules for the other side of the road so this frees the road up, and if only residents park on the road, this will reduce the numbers of the cars on the road.</p> <p>Currently my two neighbours also have to park outside our houses as they have two cars for their families and we only have one driveway space each.</p> <p>It would cause us a lot of problems if we had to stop parking our cars outside our houses and one of the reasons that we chose our house was the fact that we could park directly outside it.</p> <p>I would appreciate a response in regards to these issues I have raised.</p> <p>Kind regards</p>	<p>necessary.</p> <p>Parking allocation for properties meets the standards applicable at the time of planning approval. Each property has at least one off-street parking space.</p> <p>The primary function of the highway is to facilitate the passing and re-passing of vehicles and not for the provision of parking. As Highway Authority there is an obligation to ensure that ALL users of the highway (which includes in this case vulnerable pedestrians) have safe and clear access to Highway (roads) at all times.</p>
<p>Resident Cranesbill Road.</p>	<p>Via email</p>	<p>Dear Sirs, I am strongly against these proposed parking restrictions.</p> <p>You need some double yellow lines around the junction by the shops this is an accident waiting to happen, however lines the whole way up Cranesbill Road is uncalled for and unnecessary, there really isn't an issue here that needs addressing.</p> <p>We live on this road and it is undoubtedly busy at school pick up and drop off times, we live near a school you'd expect that but to be told we will be unable to park outside our own houses because of it is absurd. Parents just need to be more sensible and aware of their parking.</p>	<p>The possibility of introducing give way lines, in particular at the junction of the district centre and Cranesbill Road is currently under investigation.</p> <p>The primary function of the highway is to facilitate the passing and re-passing of vehicles and not for the provision of parking. As Highway Authority there is an obligation to ensure that ALL users of the highway (which includes in this case vulnerable pedestrians) have safe and clear access to Highway (roads) at all times.</p> <p>Concerns raised by residents over the schools implementation of their travel plan and monitoring/management of the school traffic have been passed to the School Travel Plan Officer to</p>

I understand at the recent meeting a resident came along to speak against the proposal and the council decided to change its mind on the earlier decision to support it in light of this, as it will just upset and anger residents (which it has) and won't actually solve the issue relating to parking it will just move the problem!! This says it all really.

Also a school governor was in attendance but he said that the school took a neutral position on the scheme as stopping cars parking on Cranesbill Road will only push these vehicles to another neighbouring street instead and create the same problem there. The school operate a school drop off system that runs through the school entrance but this is not used as widely as it could be, they also encourage parents to park at the Co-Op. The governor agreed that parents would still park where the lines are painted as it would only be for a short time and we can assume that this wouldn't be monitored every day so they'll take the risk.

If you receive a significant amount of objection to this proposal surely you will not go forward with it. I would assume that highways are more than happy to not spend the money on getting a team in to draw the lines if people do not want it. I think you should be following public opinion on this matter and not go ahead with your proposals..

Or, if it goes ahead, provide all residents on Cranesbill Road a free parking permit for each of their vehicles to enable us to park legitimately on the road outside our own homes.

Await your response with interest.

[REDACTED]

investigate. Any suggestions in relation to the introduction of additional parking or access arrangements will be passed to the relevant officer in the Education Team to consider. It does not form part of the remit of this report.

All costs for the order and implementation of the TRO are being met by the developer.

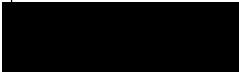
Currently there is no plan to introduce resident parking schemes in Melksham. The estate roads which form part of this consultation do not meet the criteria of 60% of available kerb space being occupied by non-residents' vehicles for more than 6 hours during the day.

<p>Resident Cranesbill Road</p>	<p>Via email</p>	<p>To Whom It May Concern,</p> <p>Further to the notices on the lampposts on our street proposing parking restrictions during school hours on Cranesbill Road.</p> <p>I am greatly opposed to these suggestions and do not wish for you to go ahead with this proposal in any shape or form.</p> <p>As a resident living here this will have a detrimental effect on myself and our neighbours, surely you should protect residents rights in all of this. You wish to stop us parking outside our own property for what purpose, what will this achieve? Parents will just park there instead for 5minutes when they drop their children off and this will greatly antagonise residents who have had to move their cars to have a parent there instead!!!</p> <p>The school has been in that location for 4 or 5 years now I believe, when it was built surely you as the council should have considered the implications of parking and allowed for it then rather than trying to hash out a solution now. I live here and I do not see school traffic as a problem, I'm intrigued as to where this idea has initiated from??. Parking doesn't currently effect me as a resident as I work from home, my car is on the road outside my house all day every day, If you go ahead with this nonsense idea this will effect me, where do you suggest I put my car during the restricted times? I'll be having to move it twice a day!</p> <p>If you are to do anything at all, there needs to be road markings by the Co-op to create a junction and double yellow lines on the corners there as this is dangerous.</p> <p>Await your advises on this matter.</p>	<p>The lines will be fully enforced by the Council's Parking Services Team. This includes any parents dropping off children. Vehicles with Blue Parking Badges are able to park on DYL for a length of time without fear of prosecution.</p> <p>The primary function of the highway is to facilitate the passing and re-passing of vehicles and not for the provision of parking. As Highway Authority there is an obligation to ensure that ALL users of the highway (which includes in this case vulnerable pedestrians) have safe and clear access to Highway (roads) at all times.</p>
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Resident	Via email	<p>I'm not certain that permits are the way forward- unless residents don't have to pay/the council shoulders the bill for not thinking out or agreeing to road layout and estate plans in the first place-afterall, they no doubt got a fistful of cash when agreeing to the deal in the first place...</p> <p>-FIRSTLY-the residents along the road should all be SENT LETTERS so inform of the action. Not everyone has Facebook.</p> <p>-SECONDLY- Has the council even adopted the road yet??</p> <p>-THIRDLY- if someone has so enforce said permits- the residents will then have to pay for someone to patrol the road(paying twice)-let alone why should people pay to park outside their house??? The council ok'd the estate layout no doubt and yet they didn't consider congestion before???</p> <p>-FOURTHLY- who the hell from the area agreed to this being the way forward??? Sounds unlikely residents would do so.</p> <p>-FIFTH- Cranesbill road does not need restrictions from 8am?! The busiest time is from school pickup til late eve due to shops and pub due to the TINY CARPARK which only holds half the volume of cars that turn up, again, council or plannings fault yet again. Extending the car park would make so much difference!!</p> <p>Double yellows yes, and also perhaps EXTENDING THE CARPARK for school and shop overflow.</p> <p>People parking outside their houses on the road out front are causing congestion alongside parking around bends and just within junctions or literally just off of the roundabout are technically against road safety laws/rules.</p> <p>The road gets way too busy to be parking out the front on the road, I see it every day causing issues, yes, I live on cranesbill.</p> <p>I understand people have more than one car these days, but all along this road have private parking for at least one car each and plenty of room roadwise out the back or side of their properties, little excuse for</p>	<p>The Council has consulted along the lines of statutory consultation which involves the positing of site notices and press notices in the local newspapers. Wiltshire Council does not letter drop as part of their statutory consultation.</p> <p>The restrictions proposed will help to mitigate the impact of inconsiderate on-street parking on, in particular, vulnerable road users (child pedestrians). The times have been chosen to maximise their effectiveness at times of peak conflict with vehicles and pedestrians alongside minimising the impact on residents who choose to park on the road adjacent to their properties. They are restricted to an hour in the morning and an hour in the afternoon to deter school traffic from arriving too early and staying longer than necessary.</p> <p>Concerns raised by residents over the schools implementation of their travel plan and monitoring/management of the school traffic have been passed to the School Travel Plan Officer to investigate. Any suggestions in relation to the introduction of additional parking or access arrangements will be passed to the relevant officer in the Education Team to consider. It does not form part of the remit of this report.</p> <p>Cranesbill Road is approximately 6 months from adoption as all remedial works are completed by the developer.</p>
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		<p>making a normal road a one lane road.</p> <p>Traffic flow created by people not parking out front would cause less buildup and ease traffic through...let alone make the road safer, too many times I see people mounting the path when traffic gets stuck it's worse here sometimes than traffic in town.</p> <p>██████████</p>	
RESIDENT	Online form	<p>This plan won't solve the problem on its own. The only viable option, sadly, is to convert the entire grassed children's sports field into a car park (locked, to prevent residents using it as well) and move the sports field, which is used two for three times year at best, across to the open area to the north. Only THEN should the access road be turned into a no waiting/no stopping zone during school times.</p>	<p>Concerns raised by residents over the schools implementation of their travel plan and monitoring/management of the school traffic have been passed to the School Travel Plan Officer to investigate. Any suggestions in relation to the introduction of additional parking or access arrangements will be passed to the relevant officer in the Education Team to consider. It does not form part of the remit of this report.</p>
Melksham Town Council	Via email	<p>Thank for the opportunity to respond to the above TRO consultation regarding Cranesbill Road, Melksham.</p> <p>Whilst having, previously supported the proposals at a pre consultation stage, Members at an Economic Development &amp; Planning meeting on 19 August 2019, having had more informed of the issues, following feedback from local residents, asked that a more holistic approach be taken to the parking problems at this location.</p> <p>Members suggested a proper more accessible pick-up/drop off area be investigated for Forest &amp; Sandridge School, preferably prior to Cranesbill in order to ease congestion and that in the meantime, greater enforcement action be taken.</p> <p>Regards</p>	<p>Concerns raised by residents over the schools implementation of their travel plan and monitoring/management of the school traffic have been passed to the School Travel Plan Officer to investigate. Any suggestions in relation to the introduction of additional parking or access arrangements will be passed to the relevant officer in the Education Team to consider. It does not form part of the remit of this report.</p> <p>The restrictions proposed will help to mitigate the impact of inconsiderate on-street parking on, in particular, vulnerable road users (child pedestrians). The times have been chosen to maximise their effectiveness at times of peak conflict with vehicles and pedestrians alongside minimising the impact on residents who choose to park on the road adjacent to their properties. They are restricted to an hour in the morning and an hour in the afternoon to deter school traffic from arriving too early and staying longer than necessary.</p>



Resident Cranesbill Road	Via email	<p>Hello</p> <p>On the proposed no parking outside Cranesbill Road I want to strongly oppose this proposal.</p> <p>I have lived in Cranesbill Road for nearly 6 years and there were not issues before the School and shops and pub were built. We already have issues with people speeding past our address above the 20 MPH limit, removing cars from this road will only allow drivers to speed more as the cars act as a traffic calming tool.</p> <p>It is not the residents fault that this estate was poorly planned with only one entrance and exit into the Estate where there is a school, a Pub, shops etc and hundreds of houses.</p>	<p>The restrictions proposed will help to mitigate the impact of inconsiderate on-street parking on, in particular, vulnerable road users (child pedestrians). The times have been chosen to maximise their effectiveness at times of peak conflict with vehicles and pedestrians alongside minimising the impact on residents who choose to park on the road adjacent to their properties. They are restricted to an hour in the morning and an hour in the afternoon to deter school traffic from arriving too early and staying longer than necessary.</p>
Resident Cranesbill Road	Via email	<p>Hello,</p> <p>On the proposed no parking outside Cranesbill Road I want to strongly oppose this proposal.</p> <p>I have lived in Cranesbill Road since 2013 before the school caused any issues.</p> <p>Is there any reason when the school was built, why wasn't there better infrastructure implemented?</p> <p>The proposal will mean I have to move my car Monday-Friday, why should I and the other people of Cranesbill Road suffer due to the school and the very bad infrastructure in place, one road in/out is very bad planning.</p> <p>The proposal will only cause more issues as people will park ANYWHERE on the estate they can causing chaos for the residences! How is this fair?</p> <p>The same amount of cars will come everyday, the proposal is merely masking a bigger problem and is a cheap option when really a new road in/out of the estate needs to be implemented.</p> <p>Regards</p> 	<p>The restrictions proposed will help to mitigate the impact of inconsiderate on-street parking on, in particular, vulnerable road users (child pedestrians). The times have been chosen to maximise their effectiveness at times of peak conflict with vehicles and pedestrians alongside minimising the impact on residents who choose to park on the road adjacent to their properties. They are restricted to an hour in the morning and an hour in the afternoon to deter school traffic from arriving too early and staying longer than necessary.</p> <p>The effect of the restrictions on displaced parking will be monitored.</p>
Resident Cranesbill Road	Via email	<p>Dear Sirs,</p> <p>regarding the proposed parking restrictions on Cranesbill Road</p> <ul style="list-style-type: none"> <li>- being a property owner on Cranesbill Road should we not have had a letter in the post so we could be directly involved in the consultation?</li> <li>- This is not needed, yes it's busy at school pickup drop off but thats 10mins twice a day, hardly worth parking restrictions. Why do you think this is necessary? Where has this come</li> </ul>	<p>The Council has consulted along the lines of statutory consultation which involves the positing of site notices and press notices in the local newspapers. Wiltshire Council does not letter drop as part of their statutory consultation.</p> <p>Currently there is no plan to introduce resident parking schemes in</p>

		<p>from in the first instance?</p> <ul style="list-style-type: none"> <li>- This proposal will just cause congestion further along into Corncockle instead.</li> <li>- how will the 8:30-9:30am and 2:45-3:45pm parking restriction be enforced? Parents will still park wherever they see fit regardless.</li> <li>- what am I meant to do with my car during the 8:30-9:30am 2:45-3:45pm time periods as my car is parked on the road outside my house during this time.</li> <li>- will residents be issued with free parking permits to allow us to park outside our property as this is the only solution and can see that will work, and how many will we get per household?</li> <li>- I believe we need to see a list of resident exemptions in regards to the parking restrictions</li> <li>- I feel that residents are being penalised here for poor parent parking and school drop off problems, we need a resident scheme put into place to ensure we're not penalised for living on the same road as a school.</li> </ul> <p>Please will you Acknowledge my email within the next 7 days.</p>	<p>Melksham. The estate roads which form part of this consultation do not meet the criteria of 60% of available kerb space being occupied by non-residents' vehicles for more than 6 hours during the day.</p> <p>The restrictions proposed will help to mitigate the impact of inconsiderate on-street parking on, in particular, vulnerable road users (child pedestrians). The times have been chosen to maximise their effectiveness at times of peak conflict with vehicles and pedestrians alongside minimising the impact on residents who choose to park on the road adjacent to their properties. They are restricted to an hour in the morning and an hour in the afternoon to deter school traffic from arriving too early and staying longer than necessary.</p> <p>The primary function of the highway is to facilitate the passing and re-passing of vehicles and not for the provision of parking. As Highway Authority there is an obligation to ensure that ALL users of the highway (which includes in this case vulnerable pedestrians) have safe and clear access to Highway (roads) at all times.</p> <p>Concerns raised by residents over the schools implementation of their travel plan and monitoring/managing of the school traffic have been passed to the School Travel Plan Officer to investigate. Any suggestions in relation to the introduction of additional parking or accesses arrangements will be passed to the relevant officer in the Education Team to consider, it does not form part of the remit of this report.</p>
Resident Cranesbill Road	Via email	<p>Dear Melksham Town Clerk</p> <p>I have numerous questions regarding the proposed parking restrictions on Cranesbill Road</p> <ul style="list-style-type: none"> <li>- this is the first I've heard of this proposed parking restrictions, bring a property owner on Cranesbill Road</li> </ul>	<p>The primary function of the highway is to facilitate the passing and re-passing of vehicles and not for the provision of parking. As Highway Authority there is an obligation to ensure that ALL users of the highway (which includes in this case vulnerable pedestrians) have safe and</p>

	<p>should we not have had a letter in the post so we could be involved in the consultation? Where are the notices on lampposts telling residents that these consultations are in process? I feel this is very deceitful and underhand in not letting residents know.</p> <p>- my first point is I don't really think it's needed, yes it's busy at school pickup drop off but isn't it outside every single school in the country? What is the rationale behind putting parking restrictions in here and what research has been done to make you think this is necessary? Where has this come from in the first instance?</p> <p>- This proposal will just cause congestion further along the side roads, it's just diverting the "problems" to other areas and will cause worse traffic congestion</p> <p>- how will the 8:30-9:30am and 2:45-3:45pm parking restriction be enforced? And how will this be funded to pay for the enforcement, not out of our Council Tax money?? If there's not an enforcement officer out on the streets I'm certain parents will still park for 5/10mins on pick up/drop off regardless of whether there's lines down on the road telling them not to, there will need to be an enforcement agent out there twice a day every day policing this for this to work and deter the parents</p> <p>- what am I meant to do with my car during the 8:30-9:30am 2:45-3:45pm time periods as my car is parked on the road outside my house during this time, I won't be moving it as it's outside my house and I have every right to park there. Will the proposed restriction be in place all year round or term-time only?</p> <p>- will residents be issued with free parking permits to allow us to park outside our property and how many will we get per household?</p> <p>- I believe we need to see a list of resident exemptions in regards to the parking restrictions please.</p> <p>- I see there's a meeting on this issue on Monday, if I can find a babysitter I may come along, however will these parking restrictions be put into place regardless of what we as residents think if so there's no need to come along. I feel I'm being penalised for being a single parent and potentially can't come along on Monday night to voice my opinion on this matter.</p> <p>- If this goes ahead this could greatly affect the value of our property and this needs to be taken into account.</p>	<p>clear access to Highway (roads) at all times.</p> <p>The Council has consulted along the lines of statutory consultation which involves the positioning of site notices and press notices in the local newspapers. Wiltshire Council does not letter drop as part of their statutory consultation.</p> <p>The restrictions proposed will help to mitigate the impact of inconsiderate on-street parking on, in particular, vulnerable road users (child pedestrians). The times have been chosen to maximise their effectiveness at times of peak conflict with vehicles and pedestrians alongside minimising the impact on residents who choose to park on the road adjacent to their properties. They are restricted to an hour in the morning and an hour in the afternoon to deter school traffic from arriving too early and staying longer than necessary.</p> <p>The effect of the restrictions on displaced parking will be monitored. All costs for the order and implementation of the TRO are being met by the developer.</p> <p>The lines will be fully enforced by the Council's Parking Services Team. This includes any parents dropping off children. Vehicles with Blue Parking Badges are able to park on DYL for a length of time without fear of prosecution.</p> <p>Currently there is no plan to introduce resident parking schemes in Melksham. The estate roads which form part of this consultation do not meet criteria of 60% of available kerb space is occupied by non-residents' vehicles for more than 6 hours during the day.</p> <p>Concerns raised by residents over the schools implementation of their travel plan and monitoring/managing of the</p>
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Resident Cranesbill Road	Via email	<p>To whom it may concern,</p> <p>As a homeowner living on Cranesbill Road I would like to express my concern over the proposed introduction of parking restrictions outside of my property.</p> <p>I am not happy at all with the proposed restrictions and fail to see why residents should be penalised for the bad planning and inconsiderate parking by others.</p> <p>Parking restrictions will just push the problem further into the estate impacting more people.</p> <p>These changes will also impact on the value of my house, my ability to park near my home and the safety of children and animals due to excessive speed.</p> <p>I agree that parking on junctions should be looked at but not the entire length of Cranesbill Road. Could I ask where the council expect traffic for the school to go as the volume of traffic won't change?</p> <p>Could I also ask that if this is passed and before any changes are made that a proper consultation is undertaken with those residents directly effected and consideration of a free residents parking permit scheme included as a priority.</p> <p>Many thanks</p> <p>[REDACTED]</p>	<p>Currently there is no plan to introduce resident parking schemes in Melksham. The estate roads which form part of this consultation do not meet the criteria of 60% of available kerb space being occupied by non-residents' vehicles for more than 6 hours during the day.</p> <p>The effect of the restrictions on displaced parking will be monitored.</p> <p>The primary function of the highway is to facilitate the passing and re-passing of vehicles and not for the provision of parking. As Highway Authority there is an obligation to ensure that ALL users of the highway (which includes in this case vulnerable pedestrians) have safe and clear access to Highway (roads) at all times.</p>
Resident	Via email	<p>Hello</p> <p>I would like to make the following observations about the proposed parking restrictions on Cranesbill Road and nearby roads:</p>	<p>The primary function of the highway is to facilitate the passing and re-passing of vehicles and not for the provision of parking. As Highway Authority there is an obligation to ensure that ALL users of the highway (which includes in this case</p>

	<p>1. If parking is to be restricted at certain times ie school drop-off and pick-up, what provision will there be for those who either have no option to drive or still choose to drive children to school and park (rather than using the drop off lane within the school)? My daughter lives opposite the school gates in a house that I own and I do a lot of childcare for her. I live in Trowbridge and so can be in the position of driving children to school even though they live opposite the school.</p> <p>2. Why should residents be penalised and unable to park outside their own houses at particular times of day? Can they not be issued with Resident Parking Permits? If they are unable to park elsewhere, should they really be expected to move their cars at these times and to where would they move them? Surely it is those who are visiting the school who are causing the problem?</p> <p>3. If restrictions are made, how will these be reinforced effectively?</p> <p>4. The map shows a short area of restriction along the first part of Nightjar Close. From experience, when I turn down that road in order to reach the parking space allocated to the house, it is not only very difficult to get between the parked cars but they park much further along the road than the plan shows and round to the left of the access road to the residents' parking area. The restricted area would need to be extended if this plan actually goes ahead.</p> <p>I would be willing to discuss this further but in any case would welcome your response.</p> <p>Thank you.</p> 	<p>vulnerable pedestrians) have safe and clear access to Highway (roads) at all times.</p> <p>The restrictions proposed will help to mitigate the impact of inconsiderate on-street parking on, in particular, vulnerable road users (child pedestrians). The times have been chosen to maximise their effectiveness at times of peak conflict with vehicles and pedestrians alongside minimising the impact on residents who choose to park on the road adjacent to their properties. They are restricted to an hour in the morning and an hour in the afternoon to deter school traffic from arriving too early and staying longer than necessary.</p> <p>Currently there is no plan to introduce resident parking schemes in Melksham. The estate roads which form part of this consultation do not meet the criteria of 60% of available kerb space being occupied by non-residents' vehicles for more than 6 hours during the day.</p> <p>The lines will be fully enforced by the Council's Parking Services Team. This includes any parents dropping off children. Vehicles with Blue Parking Badges are able to park on DYL for a length of time without fear of prosecution.</p> <p>The effect of the restrictions on displaced parking will be monitored.</p>
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