

**COMMENTS RECEIVED IN OPPOSITION TO / COMMENTING ON THE COUNCIL'S
PROPOSED WAITING RESTRICTION AMENDMENTS AT VARIOUS LOCATIONS, AMESBURY, DURRINGTON AND BULFORD**

Comment Ref. No.	Comment	Officer Response
1	<p>Regarding the above proposal, parking in Archers Way is a long-standing issue compounded by ongoing development. Whilst I fully acknowledge the housing crisis, the area has been developed at pace with little regard for infrastructure or indeed parking. Archers Way is already crowded by residents who for whatever reason choose not to use their garaged or off-street parking if they have any at all. Further compounded by the daily school run.</p> <p>In some cases such as myself at no XX and no XX, we do own garages but due to poor build design cannot access them with a car. Therefore we are forced to park outside out respective properties. The parking issue is further compounded by 'regular overseas visitors' for weeks at a time. Multiple vehicles not registered to local properties and not in any way contributing to highway maintenance.</p> <p>Please consider the implementation of Residential Car Parking Permits for vehicles registered to each household address. I would be happy to pay an annual or monthly fee for a permit, if it guaranteed parking outside my own home. In my view the proposed double yellow lines will only compound a parking situation the Council is already well aware of, raising tensions in a very busy road and leading to unneighbourly conduct. A limited number of permits per household in restricted zones would both raise much needed funds and force those who do have off street parking to make use of it.</p> <p>A site visit to fully assess the impact of the above proposed yellow lines would be most welcome. I welcome further contact should you require any additional information.</p>	<p>The comments within this response are noted however highway law states the public highway is for the passage and repassage of persons and goods. There is no legal right for motorists to park on the public highway, nor obligation upon Wiltshire Council (as the local highway authority) to provide parking. Parking within the confines of the public highway is tolerated so long as it does not impede the right of passage along it.</p> <p>It may be the case that the resident has not realised the proposal is only in place on the opposite side of the road at this location, and therefore would not restrict any parking directly outside the properties on the same side.</p> <p>It appears that there are garages which are built to modern standards, and it is observed that there is space for other vehicles in terms of off-road parking also.</p> <p>This consultation does not consider the implementation of residential parking permits/bays and if this is something the resident would like to request, this would need to be considered by the Town Council who in turn can raise the matter via the Local Highways Footway Improvement Group (LHFIG hereafter) for further support and consideration. It should be noted that even if a residents parking scheme was introduced it will not guarantee a parking space outside of the residents property.</p>
2	<p>This is regarding the Archers Way parking restrictions. Could I kindly ask what the exact plans are please and when they will be introduced?</p> <p>Also how do you plan on preventing the inconsiderate people who caused this parking on the side roads etc such as Goldie drive, Lancelot way etc ? As it appears to be push the problem to another road.</p> <p>Any information and advice you may have it would be appreciated to read as we are slightly concerned about the surrounding roads by kings gate school.</p>	<p>The comments within this response are noted. A copy of the plans showing the proposals consulted upon have been supplied to the correspondent. If the proposals are approved, it is anticipated that the works would take place in late summer.</p> <p>Without restrictions parking within the confines of the public highway is tolerated so long as it does not impede the right of passage along it, at which point it can be referred to the local police who have the powers to deal with such complaints.</p>

	<p>I don't want any more people blocking the driveway than I already have now. Unfortunately, with an area full of idiots, the plan need to be idiot proof.</p> <p>Thank you</p>	<p>It is recognised that as a result of the proposals, parking could potentially be displaced elsewhere. Should this be the case the introduction of further waiting restrictions could be considered.</p> <p>In line with the council's policy the resident may also wish to apply for a white bar marking to discourage inappropriate parking at the driveway. Further details can be provided following this report should the resident wish to pursue this option however this is again only enforceable by the police.</p>
<p>3</p>	<p>I have tried to find the particular traffic order on the Wiltshire County website, but it doesn't exist!</p> <p>I live at XX Archers way, Amesbury. SP4 7WQ. I live opposite the school.</p> <p>While I appreciate that something must be done to alleviate the traffic issue, double yellow lines down both sides of the road will not solve the problem. It will simply shift the problem to another location.</p> <p>In my household there are 4 adults, myself, my wife and our adult children. We all own cars.</p> <p>It is possible to get 2 cars on our driveway, can the council please tell me where to park the other 2 cars?</p> <p>We have lived here for 7 years, when we purchased Archers Way was a cul de sac. The issue has been created by the additional properties built at the end of Archers Way all of which can only access their properties past our front door. Until such time as the other end of Archers way is opened the problem can only get worse. Poor planning!</p> <p>Sadly the inconsiderate parents dropping off their children at peak times doesn't help, the problem is again acerbated by parents driving down Archers Way to get to Kingsgate. School. Poor planning. On the odd occasion where I have had to leave home during the school run, and my car is on my drive, I have sat there for 10 minutes while car after car drives up or down Archers Way. That is not a parking problem, that is just the volume of traffic.</p> <p>Having said all that parking restrictions would not be an entirely bad idea, but restrictions providing the residents with parking permits would be by far a more satisfactory answer. If we are suddenly unable to park in Archers Way, we will have to park somewhere else which will simply shift the problem to another location.</p>	<p>Please refer to the Officer Response to Comment Ref. 1.</p>

	<p>There have been some incredibly poor planning decisions, the addition of double yellow lines on both side of the road will only make the situation much worse.</p>	
4	<p>There is a pinch point outside our property which has always prevented on-street parking for our visitors. The plan on the notice shows the pinch point in place and we respectfully ask that this be removed as part of this proposal. With the removal of said pinch point, our visitors will be able to park outside of our property.</p> <p>Having consulted estate agents, we have been advised that there is significant potential for the saleability of our property be impacted with no on-street parking for visitors. We as residents of Archers Way since 2007 feel we are being penalised for the actions of others who fail to follow the request to park elsewhere when dropping children at the Amesbury Archer school.</p> <p>Archers Way has remained the only access road serving 100's of new dwellings and a second school, add a pinch point to that and it is not surprising there are issues. Again, as residents, we feel we are being penalised for poor planning by the local authorities.</p> <p>We understand and accept that measures need to be taken before serious injury or loss of life occurs, we simply request that the pinch point be removed which will not only provide our visitors with parking but will also help the significant flow of traffic throughout the estate. Applying no stopping restrictions to one side of the road with a pinch point in place will still result in issues of people driving up the pavement to pass each other at school opening and closing times.</p>	<p>The comments within this response are noted. There are currently no plans to remove the pinch point in question. The removal of the pinch point, coupled with the potential implementation of the waiting restrictions, could increase speed at this location and potentially cause a different road safety hazard, which the Council wishes to avoid.</p> <p>Highway law states the public highway is for the passage and repassage of persons and goods. There is no legal right for motorists to park on the public highway, nor obligation upon Wiltshire Council (as the local highway authority) to provide parking. Whilst it is acknowledged that the Council's proposals will reduce the number of locations where parking could potentially take place to ensure the free flow of traffic along Archers Way, it should be noted the proposal to remove parking relates to the opposite side of the road to where the properties are situated.</p> <p>Without waiting restrictions, only the police are able to enforce dangerous parking at locations where members of the public are driving or parking onto the pavement.</p>
5	<p>Good morning TRO Team,</p> <p>Is there an update on the parking restrictions along Archers Way, Amesbury from the roundabout down to the cricket field?</p> <p>I never found the plan on/through Amesbury Town Council's web site.</p> <p>Reference LJB/TRO/BULF. I think any comments were to be made by 21st November?</p> <p>Had I an earlier opportunity to comment, it would only be to suggest that a timed no parking zone be considered (like many bus lanes have). This would be in an attempt to find a middle ground between residents of Archers Way with their parking concerns and the safety of children and ease of movement during busy times of day.</p>	<p>The consultation has now closed and therefore removed from the website, if there was a request for the specific plans these can be provided to the resident.</p> <p>The comments within this response are noted. When considering the introduction of waiting restrictions hours of operation can be placed upon them. However, this approach is only where parking on both sides of the road will still allow for safe passage through for all vehicle types including buses, deliveries, and emergency vehicles. At this location continuation of parking outside of these hours on both sides would not allow for this as there is not sufficient carriageway width.</p>

6	<p>Regarding the no waiting at anytime for Archers Way, are the reasons behind this due to the schools, if so there is a drop of point in the school opposite my house, and when the school was built parents were asked to walk there children to school and not drive, the school further into the estate should be accessed by another road but the council and builders /planners decide to not open another route into the estate. Why should local residents suffer parking restrictions outside there own houses which would have major impacts, We would all need to park a second vehicle a distance away from our houses the security of those vehicles would come into doubt, we would need to advise our insurers we park away from my property and when one of us decide to sell the house I believe the value of that property would be less the council would not think about covering the perceived difference. If you are worried about safety round school time the restrictions should apply to school timings and not all of the time. I understand you want to put a bus route down Archers Way, this should have been thought about when the original planning took place and not punish the local residents who have been along this street for 15 plus years, or get the bus companies to use smaller vehicles. If safety is an issue have there been a lot of accidents/injuries? As I have not heard of anymore than on any other residential area.</p>	<p>The comments within this response are noted however highway law states the public highway is for the passage and repassage of persons and goods. There is no legal right for motorists to park on the public highway, nor obligation upon Wiltshire Council (as the local highway authority) to provide parking. Parking within the confines of the public highway is tolerated so long as it does not impede the right of passage along it which is currently the case.</p> <p>This consultation does not consider the implementation of residential parking permits/bays and if this is something the resident would like, this should be raised via the Town Council who in turn can request the matter via the LHFIG for further support and consideration. However, it should be noted that even if a resident's parking scheme was introduced it will not guarantee a parking space outside of the resident's property.</p>
7	<p>With Ref to above proposal I suggest that consideration should be given to restrict parking on the right hand side of the road (when travelling from Archers Roundabout to Evergreen Court) to Residential Permit Holders Only.</p> <p>The majority of the houses in Archers Way have garages and off street parking for up to 2 additional vehicles. Houses number XX (mine) and XX do not have off street parking. I believe that some properties at the start of Archers Way may have the same issue but I am not sure.</p> <p>Whilst my neighbour and I have garages, we are not permitted to park in front of them as the area is a communal turning space for the garages belonging to houses number XX, XX and XX, and must be kept clear for manoeuvring.</p> <p>By making the street parking permit holders only there would possibly be space for me to park thus negating the requirement to open my garage, shuffle back and forth so I can get in every time I use my car. Getting out is just as bad. It should be noted that there are already parking issues and the no parking restriction is going to exacerbate the problem even more.</p> <p>A site visit is welcome to be able to fully appreciate the issue.</p>	<p>This consultation does not consider the implementation of residential parking permits/bays and if this is something the resident would like to raise it would need to go via the Town Council who in turn can raise the matter via the Local Highways Footway Improvement Group (LHFIG) for further support and consideration.</p> <p>As mentioned in prior comments highway law states the public highway is for the passage and repassage of persons and goods. There is no legal right for motorists to park on the public highway, nor obligation upon Wiltshire Council (as the local highway authority) to provide parking. Parking within the confines of the public highway is tolerated so long as it does not impede the right of passage along it.</p> <p>It is noted from the correspondents' comments that they already have access to off-street parking space.</p>
8	<p>In regard to the above I am concerned that the implementation of the proposed order you will move the issue to the Antrobus road entrance to the</p>	<p>The Council's proposals include the provision of a School Keep Clear marking at the Antrobus Road entrance to the school. The issue of double</p>

	<p>school which has already seen extreme congestion and near miss vehicle collisions, has a history of speeding vehicles as there are no traffic calming and only last week a pupil was nearly run over by a speeding car as visibility is so bad due to double parked cars on entrances.</p> <p>As I live at the entrance to the school, I see the above every single day and it is only a matter of time before someone is injured or worse. Surely you have to put the restrictions at both entrances at school times to ensure the safety of the children and stop the congestion and improve traffic flow.</p>	<p>parking appears to be on the opposite side of the carriageway and refers to the layby parking area, if the highway is obstructed in this way it would be an enforcement issue for the police as including this within the proposal would prevent all parking, including within the bay itself.</p> <p>Speeding issues in locations such as this are also something which can be raised via the Town Council who in turn can choose to support the investigation of the matter and raise with the Local Highways Footway Improvement Group (LHFIG).</p>
9	<p>I have lived at my current address on Archers Way since February 2007, I am somewhat shocked and aghast that after 15 years it appears that you are intending to restrict parking outside my house by adding double lines onto Archers Way.</p> <p>I note this is listed as a proposal, I hope this decision has not already been made and the fact you are asking for comments is not just to satisfy a bureaucratic barrier that you must endure.</p> <p>I would like to add the following points to consider, I believe the proposals are ill-thought out and could cause more problems than they will solve.</p> <p>1) I do understand there is an issue on Archers Way with regards to parked vehicles, these vehicles have parked on the road since its inception back in 2006, and whilst this has never been ideal it has NEVER caused 'significant' issues.</p> <p>2) The problem has been exacerbated by the new houses and Kingsgate school that have been constructed after the bridal way, the amount of traffic using the route has increased exponentially. Due to keeping Archers Way (from the junction with Shears Drive) as no through road (cul-de-sac), there is only one way in and one way out passing by Amesbury Archer Primary School. It is my understanding that eventually Archers Way will be opened up and will become a through-road connecting to Harrow Way and leading onto Stockport Ave. I would argue that this road needs to be opened up sooner rather than later and the effects on the traffic surveyed, I believe this would negate any need for restricted parking being required along Archers Way.</p> <p>3) After restricting parking along Archers Way, I assume you are also planning to restrict parking on all other roads on the estate? You are very naïve to believe that the cars parked on Archers Way will not simply re-locate to the roads leading off this route causing the same bottle neck occurring on more minor roads, this will be a worse problem than it is now, the roads are narrower and it is highly likely that emergency vehicles may struggle to navigate around the estate with these additional vehicles. If all</p>	<p>The comments within this response are noted. It would not be appropriate for the officer preparing this report to comment on what the outstanding works are by the developer and when these works will be completed for the suggested link through to Harrow Way as this currently does not form part of the adopted highway and remains the responsibility of the developer. If the correspondent wishes to raise this matter, they should either do so by contacting the developer directly or by raising the matter with the Council's Planning Enforcement Team for investigation.</p> <p>There is no legal right for motorists to park on the public highway, nor obligation upon Wiltshire Council (as the local highway authority) to provide parking however It is understood that by restricting parking in this location the problem could potentially be displaced elsewhere and should this be the case further restrictions can be considered which in turn allow parking officers to deal with such inconsiderate parking.</p> <p>Parking on the pavement is classed as an obstruction offence should the public not be able to pass and can be reported to the police who have the powers to enforce against this should they consider it to be a safety matter.</p>

	<p>common sense is thrown out and you decide to go ahead with the proposals I recommend before committing to marking the roads, there is a significant period of review, where police cones could be used to block parking first and the fallout and parking trends could be continuously reviewed for a set period to allow residents to be consulted.</p> <p>4) The planning of this estate, as is the case in new estates being built all over the country, has been found wanting. Little regard has been given to the practical issues regarding resident parking, the developers have profited from cramming houses into the area without adequate road widths, traffic calming measures and/or parking allocations. By simply restricting parking along Archer Way this will not fix the problem. You only have to take note of the other roads around the estate to find cars parked over the pavement blocking access to wheelchair and pushchairs users, on Archers way there NO parking over the pavement.</p> <p>5) I cannot stress enough that once Archers Way (after Amesbury Archer Primary School is made a through road), the current problems will reduce significantly and there will be no need to make the restrictions.</p>	
10	<p>To whom it may concern</p> <p>the proposed no waiting zone on mills way will have a massive impact on my small business as we use the spaces for our customer's. I have also I have been in contact with my landlord who has informed me this is our dedicated parking spaces according to his deeds.</p> <p>If this proposals goes ahead you will cause 3 small businesses to close due to no parking available for us to use</p> <p>We do our best to keep traffic moving in and out of the recycling centre and also don't make an issue of people blocking our gates whilst they wait to gain access to the facilities</p> <p>please consider this when you are making your decision</p>	<p>The comments within this response are noted. The land in question forms part of a registered title for Wiltshire Council rather than part of the adopted public highway. The Council's Estates Team have confirmed that the original deed contains a right of access or egress from the property at the point of sale but does not contain any right to park outside on the access road to the recycling centre. If the correspondent is able to provide evidence contrary to the advice provided by the Estates Team and the Council would be happy to consider amending its proposals. The intention behind the Council's proposals at this location is to ensure unhindered access / egress from the recycling centre which due to parked cars is not currently always possible.</p>
11	<p>The proposal for a no waiting zone on mills way would have a devastating knock-on affect to my business as the the parking is a essential part of running a garage. There is limited parking spaces inside premises as there are 3 business running from this address so the few spaces outside on mills way are vital to organising work load and general running of workshop. If a no waiting zone was applied if would force my business to close or move to another premises. Moving premises is a unaffordable option for my business and would force me to close my business down due to limited parking for customers. We only park on mills way when there is no space inside and try to have as little impact on access to recycling centre. There are often long</p>	<p>Please refer to the Officer Response to Comment Ref. 10.</p>

	<p>ques waiting for recycling centre and my customers have to wait in que to gain access to my business. Also people block the right of access to the entrance of my business but we do not complain regarding these matters. I have included pictures/videos of this situation. I hope all these points will be taking into account when making a decision.</p>	
12	<p>I live at XX Salisbury Road in Bulford, SP4 9DH.</p> <p>There has been a notice put up on the lamppost outside my property about double yellow lines being put in everywhere.</p> <p>I have to park my car on the left hand side of the road along with the other residents along this road. There used to be much more space until the crossing was put in which took away about 3 car spaces.</p> <p>Everyone who lives here fights and struggles to park their cars anywhere near their properties on a daily basis as it is. One property has 4 cars to their 1 household which takes up nearly all the spaces when they don't park considerately. I have a 2 year old and I struggle every day to walk along the busy road with her, my work bags, her bags and shopping.</p> <p>If I can't get a space anywhere then I result to parking on the opposite side of the road to our parking bay, this is always a last option for me but some days I have no choice!</p> <p>My next door neighbour has a disabled child who wears boots on both of her legs 23 hours out of the day so she struggles more than me!</p> <p>I would like to know where you are going to be putting the new parking for the residents of Salisbury Road / High Street as it is a disgrace that all of the residents are going to have to troll the village just to be able to park their cars and go home!</p>	<p>The comments within this response are noted however highway law states the public highway is for the passage and repassage of persons and goods. There is no legal right for motorists to park on the public highway, nor obligation upon Wiltshire Council (as the local highway authority) to provide parking. Parking within the confines of the public highway is tolerated so long as it does not impede the right of passage along it.</p> <p>It is also worth noting as part of this proposal it includes the junctions and that parking within 10 metres of a junction is a contravention of Rule 243 of the Highway Code. Motorists habitually park within 10 metres of the junction of High Street and Salisbury Road. Doing so obscures visibility for motorists undertaking turning manoeuvres at this junction. The proposed No Waiting at Any Time (NWAAT hereafter) restrictions will prevent parking from taking place close to the junction and improve visibility for motorists undertaking turning manoeuvres at this location.</p> <p>Loading and unloading can legitimately take place where NWAAT restrictions are operable if in doing so it doesn't cause an obstruction.</p>
13	<p>I see from a notice pinned to the pole opposite my house that I have just seen that there is a proposal that has the reference LJB/TRO/BULF to install yellow lines and a no waiting area outside my property 203 Bulford Road and I am writing to object in the strongest terms.</p> <p>I have lived in the house for a number of years and if this proposal is introduced it will prevent cars parking almost opposite my house, including on occasions, visitors to our house. The ability to park in this area is welcome because the parked cars very obviously force traffic to slow down because of the slightly blind corner and the narrowing of the road. When my husband and I drive out of our house we cannot see up Bulford Road very far and are reliant on the slow traffic to allow us to exit in a safe manner. Faster traffic would make this much more dangerous for us. In addition my husband and I run a business down The Ham and myself, and our two</p>	<p>The comments within this response are noted. As suggested within the comments the highway is narrow, with no footways and this is part of the reasoning behind the proposal. Highway law states that the public highway is for the passage and repassage of persons and goods. There is no legal right for motorists to park on the public highway, nor obligation upon Wiltshire Council (as the local highway authority) to provide parking. Parking within the confines of the public highway is tolerated so long as it does not impede the right of passage along it which in this case is reducing the width and visibility at a bend for vehicular use or pedestrians.</p> <p>Parking within 10 metres of a junction is a contravention of Rule 243 of the Highway Code. Motorists habitually park within 10 metres of the junction of Church Street and The Ham. Doing so obscures visibility for motorists undertaking turning manoeuvres at this junction. The proposed NWAAT</p>

	<p>young children have to cross the road to walk to it and the faster traffic would make crossing less safe for us all. This also applies to all pedestrians walking down Bulford Road to then go down The Ham or along Church Street because the way the pavements are arranged. It also applies to the schoolchildren for Avon Valley Academy who use The Ham to get to and from school. It seems to me to be a bad idea to make this change which would make it a more dangerous environment for many local people hence why I am objecting.</p> <p>I also think it will cause cars to have to park further along Church Street outside our neighbours in Camelia Cottage and simply cause increased congestion there. Alternatively they will park further up on Bulford Road and increase the number of problems there.</p> <p>I am very sure that my objections will be supported by all my neighbours and nobody will be in favour.</p>	<p>restrictions will prevent parking from taking place close to the junction and improve visibility for motorists undertaking turning manoeuvres at this location.</p> <p>Speeding vehicles are an enforcement issue for Wiltshire Police, however it is worth noting that a speed limit change has been recently implemented. This has reduced the speed from 30mph to 20mph which should assist with this matter also.</p> <p>Without restrictions parking within the confines of the public highway is tolerated so long as it does not impede the right of passage along it, at which point it can be referred to the local police who have the powers to deal with such complaints.</p> <p>It is recognised that as a result of the proposals, parking could potentially be displaced elsewhere. Should this be the case the introduction of further waiting restrictions could be considered.</p>
14	<p>In accordance with your recent publication, I would like to submit my objection to the above-mentioned No Waiting Proposal in the area of the corner of Bulford Road and Church Street, at the junction with the Ham.</p> <p>My reasons are as follows:</p> <p>a. Background. As you are aware, the north end of Durrington Village, through which Hackthorne Road, Church Street, Bulford Road (the B3048) and the Ham are situated, is a major part of the original village of Durrington. Not surprisingly, these roads are narrow even at their widest point, so much so, that there is insufficient room for pavements on both sides of the carriageway at any point between the junction of Hackthorne Road and the A345, and 212 Bulford Road. Indeed, the area highlighted for future 'restricted waiting' has no pavements at all on the south side of Church Street nor on the east side of Bulford Road - the latter being the only area where private cars currently park.</p> <p>b. Schools. Durrington has three schools: Infants, Primary and Avon Valley College. Access to each school is via Bulford Road. However, for children living in the Avonfields estate, High Street, Hackthorne or the north end of Bulford Road, the shortest and easiest point of access to Avon Valley College is via the Ham. For the infant's school it is via the junction of School Road and Bulford Road - little more than 200 metres from the Ham. Thus, on any normal school day there are upwards of 40 or more children and parents with infants walking to and from the college or the infant's school along Church Street and Bulford Road with many accessing the college or Bulford Road/Church Street at the Ham.</p>	<p>The comments within this response are noted. As suggested within the comments the highway is narrow, with no footways and this is part of the reasoning behind the proposal. Highway law states that the public highway is for the passage and repassage of persons and goods. There is no legal right for motorists to park on the public highway, nor obligation upon Wiltshire Council (as the local highway authority) to provide parking. Parking within the confines of the public highway is tolerated so long as it does not impede the right of passage along it which in this case is reducing the width and visibility at a bend for vehicular use or pedestrians.</p> <p>It is also worth noting that parking within 10 metres of a junction is a contravention of Rule 243 of the Highway Code. Motorists habitually park within 10 metres of the junction of Church Street and The Ham. Doing so obscures visibility for motorists undertaking turning manoeuvres at this junction. The proposed NWAAT restrictions will prevent parking from taking place close to the junction and improve visibility for motorists undertaking turning manoeuvres at this location.</p> <p>Without restrictions parking within the confines of the public highway is tolerated so long as it does not impede the right of passage along it, at which point it can be referred to the local police who are the only organisation who have the powers to deal with such complaints.</p> <p>It is recognised that as a result of the proposals, parking could potentially be displaced elsewhere. Should this be the case the introduction of further waiting restrictions could be considered.</p>

	<p>c. The safest place for pedestrians, in particular, parents and children, to cross from Bulford Road to the Ham is via the pavement with dropped kerb outside No 203 Bulford Road, which meets with an existing pathway with dropped kerb on the corner of the Ham. This crossing point is made safer as a result of the cars that park on the small stretch of road from the pathway at the corner of the Ham to the front of 212 Bulford Road. This ensures that southbound traffic must slowdown or stop to allow oncoming traffic (who have right of way) to pass.</p> <p>d. Conclusion. There is extensive, published evidence, available both at Home and abroad, that clear roads encourage faster speeds. We have never in the 25 years that I have lived in the village had anyone killed or injured in the area you propose to restrict. Indeed, the only casualties we have seen over the years have been two cats and a dog, and that was on the open road in broad daylight. In the best interests of the families and the many people who use or live in this part of Durrington, I would be grateful if you would formally lodge my extremely strong objection to this most dangerous proposal</p>	
15	<p>We are writing to formally object to the proposal to introduce a no waiting area to the junction of The Ham with Bulford Road and Church Street in Durrington.</p> <p>The Traffic Order from Wiltshire County Council indicates “Statement of the Council’s Reasons for proposing to make the Order may be inspected at the offices of Wiltshire Council... Documents can also be viewed online at https://www.wiltshire.gov.uk/troconsultations”. However, we were only able to find the Traffic Order itself online so remain in the dark as to the Council’s reasons, while also noting that this is not the first occasion that such an Order has been proposed. We therefore neither understand what has changed to warrant this current Order or what the grounds for the Order are. We have a driveway which is in regular use by vehicles which fronts onto Bulford Road within the proposed ‘not waiting at any time’ area. This is already demanding to enter and exit safely due to passing traffic and limited sight lines. At times when there are no parked vehicles on Bulford Road opposite, it is noticeable that vehicles pass at higher speed.</p> <p>We have children and our immediate neighbours also have young children and crossing Bulford Road over to the Ham (an onwards down to the river walk) and back is something which is affected by the speed of traffic going from Bulford Road round to Church Lane and vice-versa.</p> <p>International evidence and national guidance points clearly to the role of parked cars as a form of traffic calming. Research undertaken for the</p>	<p>This Traffic Regulation Order has been agreed by the Stonehenge Area Board in response to issues raised by Amesbury Town Council, Durrington Town Council and Bulford Parish Council through the subsidiary LHFIFG. An assessment of the waiting restrictions requests has been carried out with a recommendation to implement the amendments for the purpose of relieving or preventing congestion.</p> <p>The comments within this response are noted. As outlined within the comments the highway is narrow with no footways, and this is part of the reasoning behind the proposal. Highway law states that the public highway is for the passage and repassage of persons and goods. There is no legal right for motorists to park on the public highway, nor obligation upon Wiltshire Council (as the local highway authority) to provide parking. Parking within the confines of the public highway is tolerated so long as it does not impede the right of passage along it which in this case is reducing the width and visibility at a bend for vehicular use or pedestrians. Sight lines would be improved at the driveway by the removal of parked vehicles.</p> <p>It is also worth noting that parking within 10 metres of a junction is a contravention of Rule 243 of the Highway Code. Motorists habitually park within 10 metres of the junction of Church Street and The Ham. Doing so obscures visibility for motorists undertaking turning manoeuvres at this junction. The proposed NWAAT restrictions will prevent parking from taking place close to the junction and improve visibility for motorists undertaking turning manoeuvres at this location.</p>

	<p>Department for Transport (DfT) by the Transport Research Laboratory observed: "Generally research suggests parking should be incorporated within the design of residential streets as it can act as a traffic calming measure. However, its inclusion in residential streets should not create danger for playing children or crossing residents, especially parking at junctions, which may obstruct the vision of drivers"¹</p> <p>The DfT's Local Transport Note 1/07 on Traffic Calming in turn states (Para 6.3.15) that "Parking is an important consideration and can be used to create chicanes in shared streets", also noting that "parked vehicles may only be present at certain times of day, limiting their speed controlling effectiveness"².</p> <p>Parked vehicles on Bulford Road adjacent to our property are on the opposite side of the road to the pavement and against a grass bank outside 214 Bulford Road. There is no cause for people crossing between such vehicles (while noting that people accessing or leaving their parked vehicles cross Bulford Road). Lines of sight for vehicles emerging from The Ham are principally limited by the curvature of Bulford Road itself.</p> <p>The regularly parked cars produce a chicane effect that slows traffic speed along Church Lane and Bulford Road at the location being considered by the proposed Order. This is of significant benefit in road safety terms to local residents, other vulnerable road users and vehicle drivers entering and leaving the Ham.</p> <p>In our view it would be most regrettable to see road safety compromised by this proposed Order. It would also be counter to reasonable efforts at consultation on the part of the Council to proceed further with this proposal in the absence of making residents in this part of the village aware of what can only be assumed to be new circumstances that are warranting the Council bringing forward this Order.</p> <p>We would therefore ask that our strong objection to the proposed Order be formally lodged and that confirmation is provided of receipt of this letter.</p>	<p>Without restrictions parking within the confines of the public highway is tolerated so long as it does not impede the right of passage along it, at which point it can be referred to the local police who are the only organisation who have the powers to deal with such complaints.</p> <p>It is recognised that as a result of the proposals, parking could potentially be displaced elsewhere. Should this be the case the introduction of further waiting restrictions could be considered.</p> <p>The local transport notes are guidance on good design rather than law and require authorities to first consider safety and therefore are only appropriate in certain situations. The section referred to, considers the use of sheltered parking with build outs to create a natural chicane and enable visibility for pedestrians as opposed to vehicles parking at the edge of the carriageway as this encourages pedestrians to step out between cars to cross the highway which the Highway Code discourages. Whilst it is understood that this may only be happening on one side of the road currently, however if only one side is considered within the proposals this will likely encourage cars to park on the other side of the road and thereby replicate this concern.</p>
16	<p>I am writing to formally object to the proposal to introduce a no waiting area to the junction of The Ham with Bulford Road and Church Street in Durrington.</p> <p>I am unsure as to why the council feels the need to introduce this measure and do they fully understand the second order consequences on the local residents?</p> <p>If the desire is to slow down vehicular traffic, then the current parked cars from the junction up the hill towards and in front of 214 Bulford Road current</p>	<p>This Traffic Regulation Order has been agreed by the Stonehenge Area Board as a result of issues raised by Amesbury Town Council, Durrington Town Council and Bulford Parish Council through the subsidiary LHFIG. An assessment of the waiting restrictions requests has been carried out with a recommendation to implement the amendments for the purpose of relieving or preventing congestion.</p> <p>The comments within this response are noted. As suggested within the comments the highway is narrow, with no footways and this is part of the reasoning behind the proposal. Highway law states that the public highway is</p>

<p>do a very good job.</p> <p>Much of Durrington's road infrastructure is due to become a 20mph zone and by forcing these cars elsewhere, drivers on this stretch of road will now have clear line of sight and temptation will be to drive faster, not slower.</p> <p>If the desire is to stop vehicles blocking the corner of Bulford Road and The Ham, then having lived at X The Ham for 20+ years I can confirm this has rarely been the case. Noting when it does happen, it is normally a BT Engineers van (accessing the comms cabinet on the corner) or a drainage lorry sorting out the drain on the corner that frequently blocks – pardon the pun).</p> <p>The current situation does not cause an issue with access into / out of The Ham and I do not understand the need nor see any logical reason to change the current working equilibrium.</p> <p>I am concerned that these cars (manly belong to those residents in 199 – 203 & 214 Bulford Road) will be forced to park on their very steep narrow driveways and/or be displaced further up Bulford Road or seek parking along The Ham. Both situations have undesirable consequences:</p> <ol style="list-style-type: none"> 1. Reversing out onto a blind main road is actually MORE DANGEROUS then having them park on the highway itself – I urge the council to come a view just how dangerous exiting these driveways actually is. 2. By displacing these vehicles, there will be increased parking challenges, either: <ol style="list-style-type: none"> a. Further up Bulford Road (outside 212 and further along) Some of which do not have off road parking and this increased demand in parking will exceed the current available space. b. Along The Ham. A narrower road, where those that do have to park on it, in places have to park half on the pavement in order to allow room for emergency vehicles, waste refuge lorries etc to get passed. <p>Both are unintended consequences of changing the currently working status quo.</p> <p>I note the existing no waiting at any time zone (on the junction of College Road and Church Street) does have parking allowed one side of the road. I guessing to allow those properties along Church Street to park their vehicles (and these cars DO create an obstruction and great traffic calming).</p>	<p>for the passage and repassage of persons and goods. There is no legal right for motorists to park on the public highway, nor obligation upon Wiltshire Council (as the local highway authority) to provide parking. Parking within the confines of the public highway is tolerated so long as it does not impede the right of passage along it which in this case is reducing the width and visibility at a bend for vehicular use or pedestrians.</p> <p>It is also worth noting that parking within 10 metres of a junction is a contravention of Rule 243 of the Highway Code. Motorists habitually park within 10 metres of the junction of Church Street and The Ham. Doing so obscures visibility for motorists undertaking turning manoeuvres at this junction. The proposed NWAAT restrictions will prevent parking from taking place close to the junction and improve visibility for motorists undertaking turning manoeuvres at this location.</p> <p>Reversing onto a main road from a driveway is not advised within the highway code, but not illegal and down to the individual drivers' discretion. There is no evidence to show this would be encouraged as a result of the Council's proposal.</p> <p>It is recognised that as a result of the proposals, parking could potentially be displaced elsewhere and should this be the case further restrictions could be considered.</p> <p>Without restrictions parking within the confines of the public highway is tolerated so long as it does not impede the right of passage along it, at which point it can be referred to the local police who have the powers to deal with such complaints.</p> <p>It is recognised that as a result of the proposals, parking could potentially be displaced elsewhere. Should this be the case the introduction of further waiting restrictions could be considered.</p> <p>The local transport notes are guidance on good design rather than law and require authorities to first consider safety and therefore are only appropriate in certain situations. The section you refer to considers the use of using sheltered parking with build outs which creates a natural chicane and enables visibility for pedestrians as opposed to vehicles parking at the edge of the carriageway as this encourages pedestrians to step out between cars to cross which the highway code discourages. Whilst it is understood that this may only be happening on one side of the road currently but if only one side is considered within the proposals this will likely encourage cars to park on the other side of the road and thereby recreate this issue.</p>
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	<p>Maybe a similar approach should be adopted at this junction??</p> <p>If need be, have the “allowable zone” away from the corner of The Ham (a car length or two?) but still allow the residents cars to park as a traffic calming measure.</p> <p>I would be grateful if you would take note of my objection to this proposal (as it currently stands) and maybe even consider the suggestion to allow parking on one side? (if that doesn't undermine the objective of this order - which is not clear.)</p> <p>In what is part of Durrington's Conservation Area, I believe parked vehicles on a highway are better than encouraging speeding vehicles.</p>	
17	<p>I am writing to formally object to the proposal to introduce a no waiting area to the junction of The Ham with Bulford Road and Church Street in Durrington.</p> <p>I am unaware of the reasoning for the proposal and what the introduction of the yellow lines is actually seeking to achieve. I can only presume that it is perceived that there is an issue with car parking in the area under consideration that is somehow affecting traffic flow or road safety in what is a wholly residential area and where the traffic flow is not great. I can confirm that having lived at the above address for nearly 10 years that the only area where parked cars are regularly present is (see annotated diagram below) is along some of the length of carriageway from The Ham junction with Bulford Road and mainly in front of 214 Bulford Road on the east side of the carriageway. I can confirm that none of the rest of the area proposed for the introduction of the restrictions ever has cars parked along it apart from on the very very rarest of occasions. This can be confirmed by speaking to any of the other local residents if necessary.</p> <p>Notwithstanding the above my reasons for objecting to the proposal are:</p> <ul style="list-style-type: none"> The presence of these parked cars on the area annotated has an acknowledged natural and very effective calming effect on the traffic as it proceeds around a bend that has limited sight lines. Installing yellow lines is likely to simply work in reverse and result in traffic driving at greater speed around the corner. This would have the potential to contradict the desired outcome behind the proposed introduction of a 20mph limit which currently the parked cars work very effectively to complement. If the proposed change is introduced the consequential effect of widening the accessible carriageway, almost certainly would be to actually make the area more dangerous to both road users and pedestrians seeking to cross the road through increased traffic speeds. This is fully supported by research and 	<p>This Traffic Regulation Order has been agreed by the Stonehenge Area Board as a result of issues raised by Amesbury Town Council, Durrington Town Council and Bulford Parish Council through the subsidiary LHFIFG. An assessment of the waiting restrictions requests has been carried out with a recommendation to implement the amendments for the purpose of relieving or preventing congestion.</p> <p>The comments within this complaint are noted. As suggested within the comments the highway is narrow, with no footways and this is part of the reasoning behind the proposal. Highway law states that the public highway is for the passage and repassage of persons and goods. There is no legal right for motorists to park on the public highway, nor obligation upon Wiltshire Council (as the local highway authority) to provide parking. Parking within the confines of the public highway is tolerated so long as it does not impede the right of passage along it which in this case is reducing the width and visibility at a bend for vehicular use or pedestrians.</p> <p>It is also worth noting that parking within 10 metres of a junction is a contravention of Rule 243 of the Highway Code. Motorists habitually park within 10 metres of the junction of Church Street and The Ham. Doing so obscures visibility for motorists undertaking turning manoeuvres at this junction. The proposed NWAAT restrictions will prevent parking from taking place close to the junction and improve visibility for motorists undertaking turning manoeuvres at this location.</p> <p>Without restrictions parking within the confines of the public highway is tolerated so long as it does not impede the right of passage along it, at which point it can be referred to the local police who are the only organisation who have the powers to deal with such complaints.</p> <p>It is recognised that as a result of the proposals, parking could potentially be</p>

would I cite the following as an example of that research, although much more is available.

For decades transportation engineers have labored to increase road capacity and reduce traffic congestion. They widened intersections, added turn lanes, enlarged travel lanes, eliminated parking — anything to move more cars faster. Yet we now understand that road widening seldom lessens traffic congestion. Instead, it encourages more cars to use the roadway, and at faster speeds. Correspondingly, road widening has vastly diminished the pedestrian's world.

- An increase in traffic speed would be detrimental to pedestrian safety in the area whereby because of the pavement arrangements (single sided on both Bulford Road and Church Street) any pedestrians walking north on Bulford Road are forced to cross the road outside 203 Bulford Road and any pedestrians wishing to progress from The Ham or Church Street onto Bulford Road are also forced to cross the road. I would reiterate the point that the parked cars naturally slow the traffic and assist pedestrians in crossing at this location.

- The increase in traffic speed will also make it more difficult for cars exiting the drives of 193, 201, 210 and 214 Bulford Road, especially 193 and 201 due to poor sight lines.

- The presence of parked cars does not impede the available sight lines for traffic exiting from The Ham into Church Street/Bulford Road at all because of the natural bend to the right and the incline of the road to the left. The sight lines are impeded by the natural bends in the road and the buildings further reinforcing the benefit that the parked cars bring in naturally slowing traffic down in this area.

- Removing the ability to park in the area annotated green in the diagram below will simply displace the car parking problem elsewhere and indeed increase the problem of constricted traffic on other areas of Bulford Road and Church Street and on The Ham. This is likely to cause further constrictions and increased levels of parking potentially on both sides of the road:

- o in the area of 193 Bulford Road and further southwards including outside the Plough Public Inn

- o opposite Camelia Cottage and heading westwards along Church Street.

- My property (X Bulford Road) does not have any off road parking access and with three cars in the family we already occupy all the space outside our house including the southern extremity area that we will lose to yellow lines if the proposal goes ahead. If introduced this proposal will cause my family to have to park vehicles right up to the driveway to 210 Bulford Road making their exit more difficult due to reduced visibility or

displaced elsewhere. Should this be the case the introduction of further waiting restrictions could be considered.

It is recognised that as a result of the proposals, parking could potentially be displaced elsewhere and should this be the case further restrictions could be considered.

The Council is aware that the location is within a designated conservation area. Waiting restrictions can be introduced with this area, and a sensitive approach to their impact adopted by reducing the width of the lines and using a more muted shade of thermoplastic road marking. This will be considered as part of the implementation should the proposals be approved. However, it should be noted that is not a requirement nor would it prevent no waiting restrictions being implemented.

	<p>further towards 204 Bulford Road and the Plough Inn where the level of parking already has an impact on traffic flow and will simply increase this detrimental impact. In addition the area of 204 Bulford Road is already used by the occupants of 195 and 197 Bulford Road (one of whom is disabled and uses a disabled parking spot) who also do not have any off road parking access.</p> <ul style="list-style-type: none"> • The area of the proposal is within the Conservation Area and I consider it is better to have natural calming measures than unsightly double yellow lines. • There has been no record, as far as I am aware, of any serious accidents or injuries in that area that drives a need for some remedial action to be taken to address the issue. • This is not an issue that has been raised by any of the local residents, as far as I am aware, who are all content with the current arrangement and would not support the proposed changes. • This has been proposed twice before (at least) and has been rejected on both occasions and I suggest that nothing has changed to make this proposal any more worthy on this occasion. • I have spoken with Cllr Graham Wright and as the elected Wiltshire Councillor he fully sympathises with and supports my objection. <p>I am keen that if there is actually a potential issue identified that it is then discussed and addressed with those who live in the area to be impacted. In that way a dialogue may result in a more effective and more generally acceptable solution if indeed there is actually an issue present, and not result in a solution that simply creates more problems. Should it be of any assistance I am very happy to meet with representatives of Wiltshire Council Road Traffic Department to discuss this further and I am sure my neighbours would also be supportive of that approach as well.</p> <p>In the meantime I would be grateful if you would formally lodge my strong opposition to the proposal as it stands.</p> <p>Should further information be required then please do not hesitate to contact me.</p>	
18	<p>I have become aware of the proposal (UB/TRO/BULF) to introduce a no waiting area outside my property 214 Bulford Road Durrington and I wish to object.</p> <p>I don't know what has caused the proposal to be made but I have lived in my property for over 10 years and I am not aware of any issue with the traffic in general or with parking that requires any changes to the current arrangements or needs yellow lines to be painted outside my house. I have never heard on any accidents or injuries that indicates the road is dangerous. Indeed I welcome the parked cars outside my house because it</p>	<p>This Traffic Regulation Order has been agreed by the Stonehenge Area Board as a result of issues raised by Amesbury Town Council, Durrington Town Council and Bulford Parish Council through the subsidiary (LHFIG). An assessment of the waiting restrictions requests has been carried out with a recommendation to implement the amendments for the purpose of relieving or preventing congestion.</p> <p>The comments within this response are noted. As suggested within the comments the highway is narrow, with no footways and this is part of the reasoning behind the proposal. Highway law states that the public highway is</p>

	<p>causes the traffic to slow down and drive more carefully. It also makes it much easier for me to drive out of my property. I have concerns that the removal of the ability of cars to park there will simply cause the traffic to increase speed around the corner making it more dangerous for me and the other residents and also for pedestrians who will cross the road just below my property where the lack of pavements forces that to happen.</p> <p>In addition if the cars are prevented from parking there I have concerns that they will simply park around the corner on Church Road where it is already a narrow road or they will park further towards the Plough Inn where it is already congested but people only park on one side of the road to allow traffic to flow. Increased numbers of cars parking there may simply result in parking both sides and create a bigger problem there.</p> <p>I would also mention that live in a Conservation Area and I do not wish to see bright yellow lines painted on the road impacting detrimentally on the character of the area. I think this change has been proposed twice before and has been rejected both times and I wish to object to the proposal happening on this occasion as well.</p>	<p>for the passage and repassage of persons and goods. There is no legal right for motorists to park on the public highway, nor obligation upon Wiltshire Council (as the local highway authority) to provide parking. Parking within the confines of the public highway is tolerated so long as it does not impede the right of passage along it which in this case is reducing the width and visibility at a bend for vehicular use or pedestrians.</p> <p>It is also worth noting that parking within 10 metres of a junction is a contravention of Rule 243 of the Highway Code. Motorists habitually park within 10 metres of the junction of Church Street and The Ham. Doing so obscures visibility for motorists undertaking turning manoeuvres at this junction. The proposed NWAAT restrictions will prevent parking from taking place close to the junction and improve visibility for motorists undertaking turning manoeuvres at this location.</p> <p>Without restrictions parking within the confines of the public highway is tolerated so long as it does not impede the right of passage along it, at which point it can be referred to the local police who are the only organisation who have the powers to deal with such complaints.</p> <p>It is recognised that as a result of the proposals, parking could potentially be displaced elsewhere. Should this be the case the introduction of further waiting restrictions could be considered.</p> <p>The Council is aware that location is within a conservation area Guidance allows the Council to sensitively approach such locations by reducing the width of the lines and using a more muted shade of yellow and this will be considered as part of the implementation should it go ahead. However, it should be noted that is not a requirement nor would it prevent no waiting restrictions being implemented.</p>
19	<p>I am writing to object to Wiltshire Council's proposal under Order 5 to introduce No Waiting at any time restrictions on Bulford Road, Church Street and The Ham, Durrington.</p> <p>My reasons for objection are as follows;</p> <ol style="list-style-type: none"> 1. The presence of parked cars on the left as you come up the rise towards the village centre has a natural and effective calming effect on the traffic. Drivers are naturally cautious because of the parked cars and therefore drive much slower. There are various places where there are driveways for drivers to allow others to pass. It is my belief that Installing yellow lines is likely to simply provide an opportunity for traffic to drive faster around the corner potentially ignoring the soon to be introduced 20mph limit -actually making the area more dangerous. 	<p>The comments within this complaint are noted. As suggested within the comments the highway is narrow, with no footways and this is part of the reasoning behind the proposal. Highway law states that the public highway is for the passage and repassage of persons and goods. There is no legal right for motorists to park on the public highway, nor obligation upon Wiltshire Council (as the local highway authority) to provide parking. Parking within the confines of the public highway is tolerated so long as it does not impede the right of passage along it which in this case is reducing the width and visibility at a bend for vehicular use or pedestrians.</p> <p>Without restrictions parking within the confines of the public highway is tolerated so long as it does not impede the right of passage along it, at which point it can be referred to the local police who are the only organisation who have the powers to deal with such complaints. It is recognised that as a result of the proposals, parking could potentially be displaced elsewhere.</p>

<p>Currently, the only issue with the traffic here is that caused by the double-decker buses (that are often nearly empty) that are timetabled through this area. It would be extremely dangerous for double-deckers buses to travel through this area any faster than they currently do. Although I appreciate this may be beyond the local authority's sphere of influence, in my opinion, it would be a far more sensible solution to either reduce the size of buses coming through the village or to request that Wilts & Dorset adjust their timetables, so the buses are not regularly meeting one another at this part of the village (as they currently do).</p> <p>2. As you are aware, the conservation area was planned and built in times where the levels of vehicle ownership were much lower and as such many properties have insufficient private parking etc.. To propose a solution that fails to recognise the levels of car ownership that currently exist would in my opinion be blinkered. By removing the ability to park in this area the 'problem' will simply be shifted elsewhere and indeed increase the problem of constricted traffic on other areas of Bulford Road, Church Street and on The Ham. Would we then put double yellow lines throughout the entire village? This is a Conservation Area and it is better to have natural calming measures than unsightly double yellow lines.</p> <p>3. There has been no record, as far as I am aware, of any serious accidents or injuries in that area that drives a need for some remedial action to be taken to address the issue</p> <p>4. This is not an issue that has been raised by any of the local residents and as far as I am aware all are content with the current arrangement.</p> <p>5. This has been proposed twice before (at least) and has been rejected on both occasions and nothing has changed to make this proposal any more worthy.</p>	<p>Should this be the case the introduction of further waiting restrictions could be considered.</p> <p>It is also worth noting that parking within 10 metres of a junction is a contravention of Rule 243 of the Highway Code. Motorists habitually park within 10 metres of the junction of Church Street and The Ham. Doing so obscures visibility for motorists undertaking turning manoeuvres at this junction. The proposed NWAAT restrictions will prevent parking from taking place close to the junction and improve visibility for motorists undertaking turning manoeuvres at this location.</p> <p>As an authority, Wiltshire Council must ensure safe passage of the highway including but not limited to buses, refuse collection, removals, emergency vehicles however specific comments regarding types and use of buses would need to be directed to passenger transport. Your comments will be sent on to the team.</p> <p>Speeding vehicles are an enforcement issue for Wiltshire Police, however it is worth noting as the commenter has suggested that the speed limit change has been implemented now by the contractor. This has reduced the speed from 30mph to 20mph which should assist with this matter also.</p> <p>The Council is aware that location is within a conservation area Guidance allows the Council to sensitively approach such locations by reducing the width of the lines and using a more muted shade of yellow and this will be considered as part of the implementation should it go ahead. However, it should be noted that is not a requirement nor would it prevent no waiting restrictions being implemented.</p>
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Notes

¹ – Information removed so as to not identify the correspondent in line with the Council's procedure for reports considering comments on proposed TRO's

² – Photos removed so as to not identify the correspondent in line with the Council's procedure for reports considering comments on proposed TRO's