

HOLT: PROPOSED WAITING RESTRICTIONS**COMMENTS OF OBJECTION AND SUPPORT**

19 Comments received (5 objecting, 12 supporting and 2 making individual comments)

Road	Objections	Support	Comments
Station Road	1	4	0
The Common	2	1	0
The Midlands	2	5	2
General points on all proposals	0	2	0
Total	5	12	2

Ref	Comment received	Number of Times Received	Officer Comment
SR1	<p>The proposal will lead to displaced parking elsewhere.</p> <p>Part of the proposal will only increase the already chronic parking problems along Station Road.</p>	1	<p>It is recognised that the proposed restrictions could result in parked vehicles moving further along the road. This is the case with any new waiting restriction. The proposal on Station Road is to move parked vehicles away from the junction with the B3109 The Common and The Gravel thus increasing visibility and safety.</p>
TC1	<p>Inconvenience to residents.</p> <p>If the proposed no parking/waiting at any time is imposed in both area it will create huge problems for us and our neighbours on a daily basis.</p> <p>Parking in Holt is a premium, we do not have any parking and we are unable to get permission to put drives in the front gardens despite having plenty of space.</p> <p>The no waiting at any time will create severe problems for us, the practicalities of not being allowed to unload shopping or load the car with garden materials to go to the local recycling centre are examples.</p> <p>The parking problem will not be solved - it will just be moved elsewhere, many of us will be forced to park our cars on the main road through Holt. I estimate the will be between 12 - 15 cars that will be forced onto the main road. We do not currently park on the main road, with the heavy volume of traffic passing often parked cars get hit, we believe pushing more cars to have no choice but park on the main road is extremely short-sighted.</p>	2	<p>Wiltshire Council has no duty to provide parking for individuals; the statutory duty, as Local Highway Authority, is to maintain the right of passage along the highway.</p> <p>The proposals will improve visibility and safety and only extend to where vehicles should not park anyway, within 10 metres of a junction.</p> <p>Under the provisions of the No Waiting restrictions, vehicles will still be able to load/unload goods and for passengers to board/alight.</p> <p>The proposals are to enable the footways in The Midlands to be improved, by narrowing the carriageway, therefore there is a need to place restrictions to prevent obstruction on the highway.</p>

Ref	Comment received	Number of Times Received	Officer Comment
	<p>The parking/school traffic that currently parks in Station Road still allows cars to pass with ease, we believe the benefit is the road is naturally slower.</p> <p>The pavements in The Midlands are in a terrible state, if the bushes were cut back to where they were a number of decades ago and the pavement built back up and level it is perfectly safe to push a pushchair or wheelchair along it.</p> <p>Please consider our comments, we are objecting to the no parking and no waiting but in full support of the 20 mph limit.</p> <p>We request that this is rethought and perhaps a compromise might be to have the 20mph in the Midlands, fix the pavement to the current width and put single yellow lines on The Midlands and to leave Station Road alone.</p>		<p>The proposals for Station Road are to protect the approach to the B3109 junction and visibility to and from The Gravel junction.</p> <p>Parking near junctions is contrary to the highway code. These proposals are to ensure that parking does not take place within 10 metres of the junction and also ensures that vehicles exiting both junctions have sufficient visibility when undertaking the manoeuvre.</p>
TC 2	<p>What alternative parking arrangement will there be for residents?</p> <p>I am writing in regard to the planned proposal to remove all available parking and implementing no waiting zones near the Midlands/Station Road/the common/the Street in Holt.</p> <p>Whilst we fully support the 20mph zone, people do not particularly speed along the Midlands currently due to the parked cars, drivers have to slow to see round the parked cars for oncoming traffic, removing the parked cars may encourage people to drive along this road faster. (Ideally</p>	1	<p>Wiltshire Council has no duty to provide parking for individuals; the statutory duty, as Local Highway Authority, is to maintain the right of passage along the highway and ensure that any parking takes place is in a safe place so as not to cause obstruction.</p> <p>We will observe parking behaviour on an ad-hoc basis and will respond to any reports by the Parish Council or individuals concerned with any knock-on issues caused by the restrictions.</p>

Ref	Comment received	Number of Times Received	Officer Comment
	<p>the 20mph limit needs to be implemented on the main Road as this is where people speed and put residents at risk)</p> <p>We would like to ask the question of where residents of the Common who do not have drives and are not able to have a drive installed, are meant to park?</p> <p>The proposals give no other option or alternative for parking or unloading and nowhere for visiting guests (especially disabled residents and guests who cannot walk long distances) to these properties to park. Please confirm if this has been considered and what the alternative will be?</p>		
<p>TM 1</p>	<p>Not convinced of the reasons for the proposals...</p> <p>We have been told by our parish council that these proposed speed restrictions offer a mandate for them to narrow the roads by increasing the width of the pavements. Access and egress to our homes is difficult enough as it is, they also claim we asked for this in some village plan, though in 22 years and we've never seen such specific proposals.</p> <p>Historically, these speed restrictions are the pre-cursor for ever increasing controls that make residents lives a misery all over the country. Could you please provide your accident statistics for the Midlands in Holt that you no doubt feel give you the need to take this draconian action.</p> <p>Or is this the usual these days, we're being picked on for having the temerity to own personal transport by a small band of zealots?</p>	<p>1</p>	<p>These proposals were developed due to the parking on the western side of The Midlands causing forward visibility issues for vehicles travelling along the road especially at the bend. Also parking right up to the junction with the B3107 caused vehicles to wait at the junction overhanging into The Street when waiting for vehicles to proceed past the parking.</p> <p>The proposed 20-mph limit is intended to improve actual and perceived road and pedestrian safety, encouraging greater uptake of walking and cycling. The proposed limit meets the criteria set by Wiltshire Council policy and the guidance given by the Department for Transport.</p>

Ref	Comment received	Number of Times Received	Officer Comment
<p>TM 2</p>	<p>I can see no value in the proposed speed limit as the nature of the roads already prevent and discourage speeding. It feels like tinkering. Should it go ahead then it is essential that signage is limited to one sign at each entrance to the Midlands. If not, you would be urbanising and uglifying our environment. As regards no waiting, I suspect this will coerce more drivers to use the village hall car park which is for village hall and NT visitors only.</p>	<p>1</p>	<p>The proposed 20-mph limit is intended to improve actual and perceived road and pedestrian safety, encouraging greater uptake of walking and cycling. The proposed limit meets the criteria set by Wiltshire Council policy and the guidance given by the Department for Transport.</p>
<p>SRS 1</p>	<p>Support with comments The reasons for these restrictions are self-evident to the residents of the roads named and are fully supported by us.</p> <p>However, the unintended consequence of these parking restrictions will be to push all those parked cars further down Station Road and cause obstruction there. In particular cars that park opposite Chestnut Corner already cause unsafe exit from Chestnut Corner and at school drop off and pick up times there have been several incidents and parking collisions. It would be a relief to all who exit in vehicles (not just cars but many delivery vans and commercial lorries) if you could restrict parking for 15 metres opposite the junction of Station Road with Chestnut Corner as well at the same time.</p>	<p>1</p>	<p>Comments of support noted.</p> <p>We always expect there to be some displaced vehicles when any parking restrictions are introduced or amended, therefore we always monitor their effect after implementation.</p> <p>We will observe parking behaviour on an ad-hoc basis and will respond to any reports by the Parish Council or individuals concerned with any knock-on issues caused by the restrictions.</p> <p>When a Traffic Regulation is advertised for public comment, it is not possible, within the Procedure Regulations to alter a proposed restriction to one of a greater severity (ie: further restrictions, longer hours) without recommencing the legal procedure by consulting and re-advertising the restrictions.</p>

Ref	Comment received	Number of Times Received	Officer Comment
SRS 2	<p>Support with comments</p> <p>I'm supportive of the proposal because it is part of the planned improvements to the junction between the main road and the Midlands. The pavement is dangerous being too narrow and uneven and needs building up as part of the plan, especially as it is a route for pedestrians to Holt Primary School. Also, cars are often parked irresponsibly too close to the entrances of the Midlands and Station Road, creating a hazard to others and the double yellow lines will help prevent this in future.</p>	1	Comments of support noted.
SRS 3	<p>Support with comments</p> <p>As a disabled person, I was concerned the proposals would affect me, yet it's been confirmed to me it won't.</p> <p>I would want my comment that it MUST make the main road through at 20 as it is extremely dangerous, and all cars are speeding.</p>	1	Comments of support noted.
SRS 4	<p>Support with comments</p> <p>We strongly support the proposed measures.</p> <ol style="list-style-type: none"> 1. Cars parked on the junction to The Gravel on both sides to obstruct the view of the driver looking down Station Road when exiting residential accesses, especially if the obstructing vehicle is an SUV or high sided vehicle or van. 2. Cars frequently park on the opposite side of the road right against the junction with The Gravel making it dangerous for resident to pull out of their accesses. 3. In neither case do the parked cars in these two positions 	1	<p>Comments of support noted.</p> <p>We always expect there to be some displaced vehicles when any parking restrictions are introduced or amended, therefore we always monitor their effect after implementation.</p> <p>We will observe parking behaviour on an ad-hoc basis and will respond to any reports by the Parish</p>

Ref	Comment received	Number of Times Received	Officer Comment
	<p>belong to residents of Station Road.</p> <p>4. We further question the need for parking and waiting being allowed between the Street and the Gravel as it makes this portion of the road dangerously narrow, and, again, the cars parked there are not residents as each house abutting this section of the road has ample off-road parking.</p> <p>5. Cars parking at the junction of The Street and Station Road obstruct turning traffic and obscure views of entering and leaving drivers.</p>		Council or individuals concerned with any knock-on issues caused by the restrictions.
TCS 1	I write in support of the above proposals, which in my opinion will be hugely beneficial. In particular widening / realignment of the pavement around the corner from the main road into the Midlands, which is currently dangerous. I also think differentiating the road surface by a change in texture is a good idea.	1	Comments of support noted.
TMS 1	<p>The proposed plans for a new entrance into The Midlands would greatly improve the area.</p> <p>There are other junctions without dropped kerbs that need attention also to help disabled people access facilities in the village.</p>	1	<p>Comments of support noted.</p> <p>Unfortunately dropping kerbs at other locations in the village is outside the scope of our works at The Midlands junction.</p> <p>Requests for dropped kerbs can be made via the Parish Council and Local Highways and Footway Improvement Group (LHFIG).</p>

Ref	Comment received	Number of Times Received	Officer Comment
TMS 2	<p>Support</p> <p>Road safety improvements for pedestrians are desperately needed in Holt so I am very pleased to support these proposals.</p>	1	Comments of support noted.
TMS 3	<p>Support</p> <p>I agree with the proposal but only if you keep Street signage to the bare minimum ie: at the entrances to The Midlands.</p> <p>Street notices at other locations are unnecessary, wasteful and destroy the local character of a protected area. I live within the affected area.</p>	1	<p>Comments of support noted.</p> <p>Legislation surrounding signage is strict on what we can and cannot do. Please be assured that all signage will be minimal in keeping with the village environment.</p>
TMS 4	<p>Support</p> <p>This will improve the safety of pedestrians at this dangerous junction which is used extensively by children walking to and from the school. The proposal would be greatly enhanced by making the whole of the B3107 through Holt a 20mph zone.</p>	3	<p>Comments of support noted.</p> <p>When a Traffic Regulation is advertised for public comment, it is not possible, within the Procedure Regulations to alter a proposed restriction to one of a greater severity (ie: further restrictions, longer hours) without recommencing the legal procedure by consulting and re-advertising the restrictions.</p> <p>Requests for 20mph zones can be made via the Parish Council and Local Highways and Footway Improvement Group (LHFIG).</p>

<p>GC 1</p>	<p>General comments</p> <p>We acknowledge the need for improved pedestrian access at the junction of The Midlands and the B3107, and agree that parking can be problematic, particularly opposite the junction of Hawcroft, where parking on The Midlands pushes northbound traffic onto the opposite carriageway on a blind bend.</p> <p>However, it is not clear what alternative parking arrangements are anticipated for cars displaced by the extended 'no waiting' restrictions. These cars belong to local residents, and so one must expect that they will seek other nearby parking. Our great concern is that these cars will be displaced into Hawcroft. This is problematic for two reasons.</p> <p>Firstly, there is a clear likelihood that cars will be parked on the grass verge - as is currently happening at the eastern end of The Midlands - effectively avoiding any double yellow line restrictions and damaging part of the village's green infrastructure.</p> <p>Secondly, the increased volume of on-street parking seems likely to encourage drivers to park partially on the pavements. This would be an obstruction to pedestrians on a street with a large number of families with young children. Given the limited resources of our police, enforcement of this traffic offence seems unlikely, and thus the problems currently experienced in The Midlands would simply be pushed into a neighbouring street.</p> <p>While junction improvements are clearly necessary for pedestrian safety, these must go hand in hand with provision of appropriate off-road parking for villagers.</p>	<p>1</p>	<p>Comments are noted.</p> <p>With or without yellow line restrictions, it remains an offence to park on the footway – Wiltshire Police are able to enforce this offence.</p> <p>Parking on the public highway is, not a right. Wiltshire Council has no duty to provide parking for individuals; but has a statutory duty is to maintain the right of passage along the highway and ensure that any parking takes place is a safe place so as not to cause obstruction.</p> <p>The proposals are to ensure that any parking that takes place does so in appropriate places that would not block access for large vehicles, such as delivery, refuse or crucially emergency services vehicles.</p> <p>There is an exception in the Order for persons being able to board/alight, load/unload from double yellow lines and for blue badge holders to park for up to three hours on double yellow lines if the vehicles do not cause an obstruction.</p>
-------------------------------	---	-----------------	--

<p>GC 2</p>	<p>Support but wants more.</p> <p>I am writing to say the proposal for The Midlands doesn't quite go far enough because a No Waiting Zone also needs to be put at the entrance of the trading estate, due to lorries entering and existing the trading estate at times have struggled due to cars being parked either side of the entrance, also the grass verges opposite have been damaged on numerous occasions.</p>	<p>1</p>	<p>When a Traffic Regulation is advertised for public comment, it is not possible, within the Procedure Regulations to alter a proposed restriction to one of a greater severity (ie: further restrictions, longer hours) without recommencing the legal procedure by consulting and re-advertising the restrictions. Requests for further Parking restrictions can be made via the Parish Council and Local Highways and Footway Improvement Group (LHFIG).</p>
------------------------	--	-----------------	--