

Appendix 3 – Comments and Officer Response

Location: A4 London Road and Wessington Court, Calne: - General comments

Ref.	General comments received:	Officer Response:
7	<p>I have been a teacher at the school for twenty years, and have (children) at Holy Trinity.</p> <p>I work at HT two days a week and need to get my children to school for 3 days. As a part time worker, I am lucky that I can walk them to school most of the time, however there are days when this is not always possible, it could be due to the weather or appointments I have or just not having the time, so I need to drive.</p> <p>I am confused as to where I will be able to actually park. With my eldest two, I was lucky that I could drive into Wessington Court and simply drop them off. I didn't need to park, they were old enough and sensible enough to just be dropped off. However with my youngest about to start in reception, I would not be comfortable dropping (them) off so I would need to park somewhere.</p> <p>If there was a drop off point where they were met by an adult I would use this. I do appreciate the houses at Wessington Court get frustrated by people parking there, but I would argue, why buy a house there if you don't want people parking outside? It's not a new thing. The Talbot is an option, but the landlady doesn't always have the gates open. In the morning the carpark is empty, but in the afternoon, there could be a number of people using the pub who have parked there. I am sure her carpark is not big enough for all the families of HT academy.</p> <p>Why can't the trees be removed to create a drop zone where parents can pull in, drop-off to an adult who can guide the children in, this way we don't need to park, this could be harder at drop off. It would also involve some budget to pay for staff, it wouldn't be able to come out of the school budget. They seem to manage this in the USA, maybe we need to look into it for the UK. I am sure we are not the only school with this issue. Newer schools are now built with this issue thought about.</p> <p>I would also like to add that as my eldest is about to start at KGA, he will be walking to school, he could cycle, but there is no way I would allow that, the A4 is so dangerous, the cars that speed and the build up of traffic makes me uncomfortable in allowing him to cycle. Most</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. Parking within the confines of the public highway is accepted so long as it does not impede the right of passage along it. Where parking does impede the right of passage along a public highway the Council has a statutory duty to consider the introduction of measures to ensure that any obstruction of that right of passage is removed.</p> <p>The walking and cycling routes to school have been assessed via the school travel plan and the recommendations have been put forward as part of the TAOSJ assessment to encourage walking and cycling to school.</p> <p>These proposals form a wider part of the TAOSJ assessment and have been approved by Holy Trinity Primary Academy.</p> <p>The proposals aim to strike a balance between the needs of residents who wish to park on street and traffic issues which primarily exist at school peak times only. Therefore, parking restrictions have been introduced around the areas deemed the most problematic.</p> <p>Site observations and investigations have shown the car park at The Talbot public house is a suitable location for parents to "park and stride". Previous school travel plans from 2020 state there was an agreement with the owners for parents to use the car park, but since the Covid-19 pandemic the ownership of the pub has changed and therefore the agreement has lapsed. The school have been encouraged to reintroduce a more formal arrangement with the pub to allow regular park and stride option, which would help to alleviate some traffic issues around the vicinity of the school.</p> <p>The requested drop off zone would be built in front of the Church of the Holy Trinity, which is a Grade 2 listed building. The area has a footway leading to the school and surrounding streets, but is also very rural in nature, due to large mature lime trees and a wide grassed verge area. Whilst this space is Highway land,</p>

Appendix 3 – Comments and Officer Response

	<p>children who do cycle, do it on the path and I don't blame them. This in turn though, makes the path busy. Are you going to look into how cars park on the path going up Quemerford, past the post office? There have been many a time where I have had to push my pushchair onto the road to go around cars parked on the path. If i am expected to walk my children to school, then please make sure the paths are clear and safe at all times.</p>	<p>it would be a considerable change to the existing environment to build a drop off zone or car park. In addition, planning permission and funding for this would need to be sought, as the primary purpose of the Taking Action on School Journeys (TAOSJ) scheme is to encourage walking and cycling to school instead of relying on the use of the private car. Providing a drop off zone or a car park on the grassed verge area outside the church would be in contravention of the main aims of the TAOSJ project.</p> <p>The respondent's issues around problematic parking elsewhere in Calne can be reported through Calne LHFIG, which aim to find solutions for local transport issues such as road repairs, traffic problems, road layouts and parking. Details of how to do this can be found via the following link: Local Highway and Footway Improvement Groups - Wiltshire Council</p>
4	<p>It is an in-between response from me.</p> <p>The proposal doesn't properly address the inevitable overflow of surrounding roads and leisure centre which at present is dangerous and Silver Road gets congested very quickly.</p> <p>Do we know the real reason why people get in their car, for example we know a lot of residents have employment outside of Calne and are forced to drive because of poor transportation infrastructure, therefore need to drop off their children.</p> <p>What incentives are provided? The obvious one would be to offer a drop off service for kids at key meeting points again would incentivise walking.</p> <p>Defined cycle lanes would be a great addition too if only the centre of Calne had a logical traffic flow and alternatives.</p> <p>Otherwise I do support making roads safer.</p>	<p>The proposals advertised have come about due to Holy Trinity Church of England Academy identifying a need to improve pedestrian safety and encourage walking and cycling to school. An assessment has taken place under Wiltshire Council's TAOSJ assessment process and recommendations have been put forward based on the problems the school have identified.</p> <p>The school identified a need to reduce vehicular congestion in the vicinity of the school. It is considered this is caused by a combination of parents and carers taking children to and from school and the location of the school on the A4, which is a primary route for those travelling through Calne and Quemerford to Marlborough and Newbury.</p> <p>Site observations and investigations have shown the car park at The Talbot public house is a suitable location for parents to "park and stride". Previous school travel plans from 2020 state there was an agreement with the owners for parents to use the car park, but since the Covid-19 pandemic the ownership of the pub has changed and therefore the agreement has lapsed. The school have been encouraged to reintroduce a more formal arrangement with the pub to allow regular park and stride option, which would help to alleviate some traffic issues around the vicinity of the school.</p>

Appendix 3 – Comments and Officer Response

29	<p>I'd like to suggest that the proposed restrictions of 'no waiting at any time' be changed to a 'no waiting at any time and No loading at any time'. This would ensure that no one is stopping at all and make it safer for the school users as no vehicle could even stop to let passengers out and then keep sight lines clear for children and parents.</p>	<p>It will be prohibited for any vehicle except a bus in service to stop in the two proposed bus stop clearways, which takes up the majority of the areas restricted on the A4.</p> <p>It is accepted that double yellow lines will mean that there are exceptions for loading and unloading, however since the parking restrictions are situated outside a primary school, the majority of parents would need to park on the side of the road, leave their vehicle and accompany their children into school. This action would be prohibited, whilst still allowing delivery vehicles etc to operate for the convenience of residents nearby.</p>
34	<p>Please include opening metres of Trinity Park as people during school pick up hours park obstructing the view of the road and junction in order to pass safely.</p>	<p>There is existing "no waiting" restrictions at the junction of Trinity Park. At the time of writing the restrictions may have been faded. There will be plans to refresh any existing markings in the area too, as part of these works.</p>

Appendix 3 – Comments and Officer Response

Location: A4 London Road and Wessington Court, Calne: - Comments of Support

Ref:	Comments of Support Received:	Officer Response:
1	<p>Something needs to be done for sure. Some thoughts of what might be needed in addition, especially around/In Church View.</p> <p>The double yellow lines need repainting in Church View. They are regularly parked on now at pick up / drop off times.</p> <p>There should also be some double yellow lines on the Tynning Park T junction, both sides. This is regularly parked on already at school start/end times leaving cars using the junction with no view.</p> <p>The driveways between the A4 junction and Tynning park junction should have the white restricted parking lines, like the ones on the A4 towards Quemerford. These also regularly gets blocked at the same time of the day meaning residents can't park on their drives.</p> <p>The changes will need regular enforcement as they current restrictions are ignored, the school tell parents to not park in residential areas and this is ignored. If challenged, even if blocking drives, the residents are often abused.</p> <p>A thought. We all know the changes to the school application process, allowing parents to apply anywhere is at odds with any school of a reasonable age that won't include sufficient parking. Perhaps the land at the front of the church should be looked at, assuming its not happened in the past, to see if this could be utilised to allow off road parking. Could the footpath go behind the mature trees, then have a parking area, perhaps removing the smaller roadside trees? These, of course would have to be replaced somewhere appropriate at a rate of 2:1 minimum.</p>	<p>The comments of support are noted.</p> <p>Any faded existing lining within the vicinity of Church View, Trinity Park and Tynning Park will be refreshed as part of this scheme. Existing lining on the A4 was refreshed as part of the recent resurfacing work.</p> <p>The proposals aim to strike a balance between the needs of residents who wish to park on street and traffic issues which primarily exist at school peak times only. Therefore, parking restrictions have been introduced around the areas deemed the most problematic.</p> <p>The request for regular enforcement will be forwarded to Parking Services for action.</p> <p>The requested car park would be built in front of the Church of the Holy Trinity, which is a Grade 2 listed building. The area has a footway leading to the school and surrounding streets, but is also very rural in nature, due to large mature lime trees and a wide grassed verge area. Whilst this space is Highway land, it would be a considerable change to the existing environment to build a car park. In addition, planning permission and funding for this would need to be sought, as the primary purpose of the Taking Action on School Journeys (TAOSJ) scheme is to encourage walking and cycling to school instead of relying on the use of the private car. Providing a car park or parking area on the grassed verge area outside the church would be in contravention of the main aims of the TAOSJ project.</p>
2	<p>I wholeheartedly agree with the changes to the parking on the A4 as over the years the parking has got worse, and I feel if left it is an accident waiting to happen.</p> <p>I also ask that consideration is taken into account of the residents of Church View in light of the proposed changes.</p>	<p>The comments of support are noted.</p> <p>The proposals advertised have come about due to Holy Trinity Primary Academy identifying a need to improve pedestrian safety and encourage walking and cycling to school. An assessment has taken place under Wiltshire Councils TAOSJ assessment process and recommendations have been put forward based on the problems the school have identified.</p>

Appendix 3 – Comments and Officer Response

<p>The current road markings in our street are very worn, incomplete and incorrect (please see attachment pic 1)</p> <p>The Blue area is new, so I did not include that. The existing double yellow lines are very worn and currently only go up to a storm drain, halfway along a dropped kerb area, which should really be a APM single white line. The White junction markings at Tynning Park are also very worn.</p> <p>I point this out as also over the years, our road has also turned into a school car park with inconsiderate parents regularly blocking driveways (also known to park on them!), park on the yellow lines, across the T. Park junction, park half on the footpaths down to the A4 as well as in Tynning Park etc, etc.</p> <p>When confronted the parents have known to be abusive and aggressive. This has been reported to the school by many residents many times and although it has been mentioned in school newsletters, it makes no difference.</p> <p>Unless our road is also considered in these changes, I can see the problems we have will worsen tenfold.</p> <p>I have attached a second picture (pic 2), proposing reinstating the double yellow lines as well as putting single white line (APM's) along all dropped kerbs on the tarmac part of Church View. I have also proposed new double yellow lines on both sides of the Tynning Park junction to help with visibility and reduce the risk of an incident.</p> <p>We have also suggested previously that the junction of Church View and the A4 would now benefit from having an island in the middle as it has also appeared to have turned into a roundabout as the mouth is so wide (presumably because of the previous commercial use of this land before the houses were built). An island similar to the one that allows pedestrians a safe zone in the middle of the road by the bus stop at outside Curzon Park may be a good solution to this issue. Many times children and adult pedestrians have nearly been hit by people doing one-point turns at the mouth of the road, this may also discourage drivers to performing an unsafe manoeuvre in future.</p>	<p>Any faded existing lining within the vicinity of Church View, Trinity Park and Tynning Park will be refreshed as part of this scheme. Existing lining on the A4 was refreshed as part of the recent resurfacing work.</p> <p>The proposals aim to strike a balance between the needs of residents who wish to park on street and traffic issues which primarily exist at school peak times only. Therefore, parking restrictions have been introduced around the areas deemed the most problematic.</p> <p>An option to provide an island at the bell mouth has been investigated as part of the TAOSJ assessment and it was found it would not be possible because the current give way markings extend into the carriageway of the A4. If the island was aligned with the markings, this would create conflict with traffic travelling along the A4, but if the island was placed further back, it may fail to prevent U-turn manoeuvres because it is anticipated that drivers may try to turn in front of the island. Additionally, the island would need to be 1.5m in width to allow for pedestrians to use it to cross the junction safely and this would narrow the carriageway of Church View significantly.</p> <p>An alternative option was to build out the footways either side of the junction to narrow the bell mouth of Church View, which may prevent people U-turning in the area.</p> <p>Therefore the school were given two options - either remark the existing lining in the area or to provide wider footways around the bell mouth.</p> <p>When considering the TAOSJ recommendations, the schools preferred option was to remark the existing hatching in the area, which has subsequently been undertaken. Any existing faded lining in the Church View and Trinity Park area will also be refreshed as part of this scheme.</p>
---	--

Appendix 3 – Comments and Officer Response

	Your thoughts and chances of these alterations being considered would be greatly appreciated.	
3	<p>I live close to the A4 in Calne, about a quarter of a mile from Holy Trinity School, which my (children) attended. I have lived here since 1985.</p> <p>The A4 is a very busy road, it is a designated local lorry route and the police diversion when there are problems on the M4 motorway.</p> <p>Although there is permitted parking on the south-west side of the road that is always occupied, the road is wide enough for 2 vehicles to pass one another in the remaining width, even 2 HGVs. However, people park along the A4 outside Holy Trinity Church to drop off children and collect them from Holy Trinity school at the appropriate times. That extra parking reduces the A4 to a single lane and causes considerable congestion in both directions. This leads to delays and frustration, sometimes aggressive driving behaviour.</p> <p>I do not believe this extra parking should be permitted to suit the convenience of a few selfish people, to the detriment of all other road users. I believe that roads are intended for users to travel along, they are not primarily parking places.</p> <p>Whatever action is required to keep the road clear for people to use for its intended purpose is long overdue.</p> <p>Many local people, supported by Calne Town Council have been asking for this problem to be solved for years, please do it now.</p>	The comments of support are noted.
6.	<p>I think it is a good idea but I have a query and a concern.</p> <p>The query is if the area east from midpoint of Church View would also be a no parking at any time. At the moment there is usually a van parked there and it makes it very difficult and dangerous to see if there is any car coming so it is safe to pull out of the junction.</p> <p>The concern is that by no waiting at any time I will have people parking right in front of my house (redacted). They already do every school run in the morning and in the afternoon. The problem is that the road becomes narrower at</p>	<p>The work will include refreshing existing parking restrictions and lining on Church View.</p> <p>The main aim of the proposals is to help alleviate A4 traffic problems which the school have highlighted and to encourage more walking and cycling to school.</p> <p>The school have identified that problematic parking on approach to the zebra crossing can make it difficult for pedestrians to be visible when attempting to cross the road.</p> <p>There is also inappropriate parking and turning movements around the junction of Church View,</p>

Appendix 3 – Comments and Officer Response

	<p>number 4 and people don't realise that so many times no one can enter or leave the houses after number 4 and it's frustrating and dangerous in case an emergency vehicle would need to access those houses. Some people realise and they park in front of my house, (redacted), blocking or making the access to my drive almost impossible as it's shared and very narrow and I can only reverse onto it, but if a car is parked in front of my house it makes it very difficult. So I think also a sign of no waiting at any time in front of numbers 3 and 4 of Church View would also be needed.</p> <p>So if no waiting at any time is implemented on London Road I anticipate it will make things very difficult for Church View residents unless the road from number 4 is redesigned and made double the size.</p> <p>I understand it needs to be done and not sure if the school have a car park that could have a sort of 1 entry and one exit point where parents could enter, drop and exit.</p> <p>Or if the Talbot pub agrees, do that in their car park and have the school staff to collect the pupils there and walk them to the school and back when it's finishing time.</p>	<p>which contributes to poor visibility in this area too.</p> <p>The proposed parking restrictions help to alleviate some of these problems and to encourage considerate parking in the area. The proposals aim to strike a balance between the needs of residents who wish to park on street and traffic issues which primarily exist at school peak times only. Therefore, parking restrictions have been introduced around the areas deemed the most problematic.</p> <p>All users of the Highway are expected to follow The Highway Code at all times; rule 243 states drivers should not park within 10m of a junction and should keep driveways, entrances and access for emergency services free at all times.</p> <p>The school car park cannot be used as a drop off zone because it is primarily used for staff parking and there would not be sufficient room to provide a safe drop off and turning area for parents to drop pupils in the car park. If staff were to park elsewhere it would exacerbate the traffic issues around the rest of the neighbourhood.</p> <p>Site observations and investigations have shown the car park at The Talbot public house is a suitable location for parents to "park and stride". Previous school travel plans from 2020 state there was an agreement with the owners for parents to use the car park, but since the Covid-19 pandemic the ownership of the pub has changed and therefore the agreement has lapsed. The school have been encouraged to reintroduce a more formal arrangement with the pub to allow regular park and stride option, which would help to alleviate some traffic issues around the vicinity of the school.</p>
13	<p>I'd suggest extending the no waiting at any time to Trinity Park too. Whilst I appreciate schools are closing soon, at drop off and pick up time for Holy Trinity primary school - Trinity Park in essence looks like a car park and it's sometimes impossible to go through.</p> <p>I'm concerned by widening the no waiting zones, it's highly likely that even more cars will find their way down Trinity Park during those moments and cause significant problems to residents of Trinity Park.</p>	<p>The main aim of the proposals is to help alleviate A4 traffic problems which the school have highlighted and to encourage more walking and cycling to school.</p> <p>The school have identified that problematic parking on approach to the zebra crossing can make it difficult for pedestrians to be visible when attempting to cross the road.</p> <p>The proposed parking restrictions help to alleviate some of these problems and to encourage considerate parking in the area. The</p>

Appendix 3 – Comments and Officer Response

		proposals aim to strike a balance between the needs of residents who wish to park on street and traffic issues which primarily exist at school peak times only. Therefore, parking restrictions have been introduced around the areas deemed the most problematic.
15	I think it is very important that no waiting zones are introduced here. The traffic by the school during school entry and exit hours is horrendous. I am surprised that there hasn't been an accident. It is almost impossible to get through with all the car parks there during drop off and pick up times.	The comments of support are noted.
16	<p>I am in favour of the new parking restrictions as being a resident of Trinity Park for over 35 years, the gridlock that happens outside Trinity school is a nightmare.</p> <p>On many occasions there have been near misses/holdups, which are dangerous, considering it's outside a school. I feel more can be done ie walk your child to school or car share. I did this when my 3 children went to Cherhill school - don't get me started on the run-ins I had with parents obstructing my view - them turning around in the Trinity Park junction!!</p> <p>I also think it's awful that the bus stop is normally blocked & also there should be a clear run for emergency vehicles.</p> <p>The only disadvantage, I feel, with the new layout is that more parents from Trinity School will come into Trinity Park & block residents drives - it's gotten worse over the years already.</p>	<p>The comments of support are noted.</p> <p>The proposed parking restrictions help to alleviate some of these problems and to encourage considerate parking in the area. The proposals aim to strike a balance between the needs of residents who wish to park on street and traffic issues which primarily exist at school peak times only. Therefore, parking restrictions have been introduced around the areas deemed the most problematic.</p>
17	<p>This section of road gets very busy at school start and finish times due to the number of parents parking there. It causes delays and congestions.</p> <p>There are already delays because of the crossing lady and it is not easy to see her sometimes. It is often an unsafe area for drivers and pedestrians.</p>	The comments of support are noted.
19	At school drop off and pick up in the afternoon cars park on both sides of the road and it is very dangerous to try to get through and if any goods vehicles try it is nearly impossible. Cars	The comments of support are noted.

Appendix 3 – Comments and Officer Response

	<p>try to squeeze into small spaces and their rear ends are stuck out in the road.</p> <p>I live in Church View, and it is impossible to see and pull out safely. I think the double yellow lines should extend further into Church View.</p> <p>The landlady at the Talbot pub has very generously allowed people on the school pick up to park free for 30mins to try to get cars off the road. This should be encouraged</p>	
20	<p>This has been needed for such a long time. The parking at Holy Trinity school is dangerous. Parents just swing car doors open, walk in the roads and just pull out when they like. Have had many arguments with parents from the school.</p> <p>Would a possible solution be to remove the front row of trees near the roadside and create a lay-by along this stretch. Obviously, the school is not going anywhere but parking needs to be made available.</p> <p>Our working lives are a lot different to when the school was built. This means parents need to drive to schools. But parking needs to be made available.</p>	<p>The comments of support are noted.</p> <p>The requested car park would be built in front of the Church of the Holy Trinity, which is a Grade 2 listed building. The area has a footway leading to the school and surrounding streets, but is also very rural in nature, due to large mature lime trees and a wide grassed verge area. Whilst this space is Highway land, it would be a considerable change to the existing environment to build a car park. In addition, planning permission and funding for this would need to be sought, as the primary purpose of the Taking Action on School Journeys (TAOSJ) scheme is to encourage walking and cycling to school instead of relying on the use of the private car.</p> <p>Providing a car park or parking area on the grassed verge area outside the church would be in contravention of the main aims of the TAOSJ project.</p>
21	<p>With regard to the proposed 'No waiting at any time' orders for A4 London Road, these appear on the face of it to be sound proposals to improve safety outside the school. However, I do not see among the documents any risk assessment regarding where waiting/parking traffic displaced by these orders at school drop off and pick up times are likely to move to.</p> <p>Currently a number of vehicles drive into Wessington Park to the bottom of the footpath beside the school. When leaving Wessington Park this additional traffic exiting all at the same time can cause problems for residents, particularly when turning right towards Calne at times when traffic is often stationary on the A4 at peak times.</p> <p>I would be happier to see an assessment of what the knock on impact of displaced traffic</p>	<p>The comments of support are noted.</p> <p>The main aim of the proposals is to help alleviate A4 traffic problems which the school have highlighted and to encourage more walking and cycling to school.</p> <p>The school have identified that problematic parking on approach to the zebra crossing can make it difficult for pedestrians to be visible when attempting to cross the road.</p> <p>The proposed parking restrictions help to alleviate some of these problems and to encourage considerate parking in the area. The proposals aim to strike a balance between the needs of residents who wish to park on street and traffic issues which primarily exist at school peak times only. Therefore, parking restrictions have been introduced around the areas deemed the most problematic.</p>

Appendix 3 – Comments and Officer Response

	may have on the Wessington Park junction with the A4.	.
23	<p>I have lived in Tynning park for over 40 yrs and over the last few years the problem has really increased.</p> <p>It is dangerous trying to get out onto the A4 at these times also parents park in Church view and Tynning Park with no consideration to the residents. Parking dangerously on the pavements and corner as you go into Tynning Park.</p> <p>I totally agreed with the proposed double yellow lines but perhaps they should be extended right down to of Oldbury Priory. I feel sorry for the lorry driver as this being the main A4 going out of Calne causing havoc..</p> <p>Twice while walking my dog out of church view cars have mounted the pavement causing me to have to stop before being hit - the parents drive so fast into this road and seem to think it is their right to do so.</p> <p>May only concern is where are these parents going to park as it will only push the problem into other roads around the area.</p> <p>I also hope that this area will be policed, and the Traffic Warden from Chippenham will attend at the material times as I can't see this deterring parents from parking on the double yellow lines until they receive parking tickets.</p>	<p>The comments of support are noted.</p> <p>The main aim of the proposals is to help alleviate A4 traffic problems which the school have highlighted and to encourage more walking and cycling to school.</p> <p>The school have identified that problematic parking on approach to the zebra crossing can make it difficult for pedestrians to be visible when attempting to cross the road.</p> <p>The proposed parking restrictions help to alleviate some of these problems and to encourage considerate parking in the area. The proposals aim to strike a balance between the needs of residents who wish to park on street and traffic issues which primarily exist at school peak times only. Therefore, parking restrictions have been introduced around the areas deemed the most problematic.</p> <p>The request for regular enforcement will be forwarded to Parking Services for action.</p>
35	<p>This is so long overdue. Parents turn into aggressive, entitled drivers outside of a school, especially at pick up time. This measure will improve road safety on this busy main road, however, measures will have to be put in place to ensure that the problem is not just moved to side roads.</p>	<p>The comments of support are noted.</p>
36	<p>Traffic and parking is extremely dangerous near Holy Trinity school, there should be no parking or waiting allowed on either side of the road. So many near misses and it is too narrow causing congestion. All parents should park in talbot car park as supposed to and walk the rest of way.</p>	<p>The comments of support are noted.</p>
37	<p>I cycle past the school every Monday at both starting and finishing time and I would welcome a no waiting zone. It is exceptionally dangerous as the road is restricted and the opening of doors onto the road makes for a</p>	<p>The comments of support are noted.</p>

Appendix 3 – Comments and Officer Response

	<p>potentially serious injury. The fact that there is parking there makes the drivers very competitive and I have witnessed are all sorts of bad driving (U-turns, etc.).</p> <p>On one positive note the lollipop lady is absolutely wonderful. She keeps order with a smile and tries her best to keep the traffic moving. She must see some shocking, selfish, parking/driving every day.</p>	
38	<p>Good idea to make the area safe for children and pedestrians, which are the top of the hierarchy of road users in the highway code and need to be proactively protected from collisions.</p> <p>I support the introduction of no waiting. I would also support the introduction of reduced speed limits when children are arriving and leaving school.</p> <p>It has been shown that reducing speed of vehicles to 20mph reduces crashes and injuries. Look at the data coming from Wales and London where 20mph are introduced, crashes are down 25% or more.</p> <p>If speeds are reduced it will make it more likely that children and adults will cycle or walk to and from school, because they feel safer. We should be making positive changes to encourage active travel. Reducing speed limits is one. Putting in safe cycle routes is another and keeping the pavements free of vehicles and connected to residential homes will increase walking.</p> <p>By having the no waiting this will improve the air quality because people are not sitting in vehicles with engines running, polluting the air and increasing green house gas emissions. All these measures will make life more pleasant and healthier for residents, plus cut down on emissions and prevent the worse of climate change.</p> <p>Time to be prioritizing carbon reductions to stay within the carbon budget.</p>	The comments of support are noted.
39	<p>As it stands at the moment this area is a serious accident waiting to happen twice a day during term time.</p> <p>Action needs to be taken to stop the parking of vehicles outside the school.</p>	The comments of support are noted.
40	<p>As a local resident and business owner I have noticed that the parking outside of Holy Trinity School causes a vast amount of traffic congestion in the town at school drop off and</p>	<p>The comments of support are noted.</p> <p>The main aim of the proposals is to help alleviate A4 traffic problems which the school</p>

Appendix 3 – Comments and Officer Response

<p>pick up times. This congestion at times can go all the way up into Quemerford, and also impacts the traffic further down London Road near the White Hart Roundabouts.</p> <p>If the current situation is allowed to continue then there is a horrible risk of a serious injury too, with parents getting their children in and out of the parked cars.</p> <p>I'm therefore in favour of the proposed extension to the 'No waiting at any time restrictions', however I am concerned that the parents will then simply go and park in the side streets such as Trinity Park, Church View, Oldbury Prior, Wessington Park, or even in other places up / down London Road - this would therefore make the side streets a danger and also impact on the residents of those streets.</p>	<p>have highlighted and to encourage more walking and cycling to school.</p> <p>The school have identified that problematic parking on approach to the zebra crossing can make it difficult for pedestrians to be visible when attempting to cross the road.</p> <p>The proposed parking restrictions help to alleviate some of these problems and to encourage considerate parking in the area. The proposals aim to strike a balance between the needs of residents who wish to park on street and traffic issues which primarily exist at school peak times only. Therefore, parking restrictions have been introduced around the areas deemed the most problematic.</p>
---	---

Appendix 3 – Comments and Officer Response

Location: A4 London Road and Wessington Court, Calne: - Objections

Ref	Comments of objection received	Officer Response
5	<p>I strongly object to the proposed scheme. Restricting traffic will result in pushing parked cars into every side street and at the periphery of the restriction. If it is not policed, it will be ignored and uses up Wiltshire Police/council in managing the fall out.</p> <p>Parents have to drive children to school - we have no choice in order to work - which the government encourages. The congestion caused lasts for approx 1 HR a day (5 hrs a week - 38 weeks year - not more) and actually slows traffic down in the area. With no parking vehicles are likely to travel at greater speed which is it's own hazard.</p> <p>In order to address parking on London road there is a much wider discussion required on parking in Calne, linked by pedestrian walkways to sites that you are encouraging people to walk to.</p>	<p>The main aim of the proposals is to help alleviate A4 traffic problems which the school have highlighted and to encourage more walking and cycling to school.</p> <p>The school have identified that problematic parking on approach to the zebra crossing can make it difficult for pedestrians to be visible when attempting to cross the road.</p> <p>The proposed parking restrictions help to alleviate some of these problems and to encourage considerate parking in the area. The proposals aim to strike a balance between the needs of residents who wish to park on street and traffic issues which primarily exist at school peak times only. Therefore, parking restrictions have been introduced around the areas deemed the most problematic.</p> <p>The request for regular enforcement will be forwarded to Parking Services for action.</p>
8	<p>While I appreciate parking restrictions may ease the flow of traffic in the specified section of London road at certain times, it will make picking up, dropping off and walking children to and from Holy trinity school far more dangerous and difficult.</p> <p>It is difficult to find a place to park as it is. Local residents are already very vocal of their dislike at parents parking down residential roads. Removal of the street parking would exacerbate this and increase tensions. I'm not even sure there would be enough parking to cope.</p> <p>The new Asda local shop causes more disruption with its daily deliveries or people parking opposite the entrance on the double yellow lines to quickly pop in than the school pick up does.</p> <p>The street parking causes a natural bottleneck which slows traffic down around school drop off and pick up, actually making it safer for the children. If parking restrictions were added, where would parents park? It is a very busy road and</p>	<p>The proposals advertised have come about due to Holy Trinity Church of England Academy identifying a need to improve pedestrian safety and encourage walking and cycling to school. An assessment has taken place under Wiltshire Councils TAOSJ assessment process and recommendations have been put forward based on the problems the school have identified.</p> <p>The school have been encouraged to reintroduce a more formal arrangement with the Talbot Inn pub to allow regular park and stride option, which would help to alleviate some traffic issues around the vicinity of the school and provide an alternative to on-street parking.</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. Parking within the confines of the public highway is accepted so long as it does not impede the right of passage along it. Where parking does impede</p>

Appendix 3 – Comments and Officer Response

	<p>people could end up a considerable distance from the school just pushing the issue further down the road. What is needed is more clearly defined parking, not less!</p> <p>Parking restrictions will create havoc as people will likely ignore them or start stopping in the road to drop or collect kids. It is a truly idiotic idea to just displace all of the parents and expect there to be no impact.</p> <p>Children will be more at risk if parking restrictions are added. They will have to walk further and cross more roads at less safe junctions than at present where they either get into cars on the same side of the road as the school or use the manned crossing point. You can easily fit 2 vehicles down that section of London road even with cars parked both sides. Due to the obvious need to park on the road, the restrictions would be redundant anyway.</p> <p>If my choice is collect my child safely and park on double yellows or park kilometres away and cross multiple roads, I'll take the yellows every time. Do not do this, it us a ridiculous idea.</p>	<p>the right of passage along a public highway the Council has a statutory duty to consider the introduction of measures to ensure that any obstruction of that right of passage is removed.</p> <p>Investigations into the school travel plan have shown that 85% of children attending Holy Trinity Academy live less than 1mile away from the school; an entirely walkable distance for many. By improving safety at the zebra crossing and encouraging use of the park and stride options, there may be a modal shift to encourage more walking to school, which in turn should ease the problematic parking in the area.</p>
9	<p>Unfortunately, we don't believe this proposal will solve the parking problem for parents at Holy Trinity Academy and surrounding residents. We think it will push parents to park in other streets and that parents will ignore restrictions as they already do - parking over dropped curbs, too close to junctions or just parking on the A4 in such a way as to impede the traffic flow- such as parking with the vehicle at an angle into the road. No waiting at any time directly outside the school and in the bus stop might be sufficiently impactful.</p> <p>Is there any chance of looking at setting up a walking bus or a formal agreement with the Talbot Inn? we are not sure what the answer is!</p>	<p>The main aim of the proposals is to help alleviate A4 traffic problems which the school have highlighted and to encourage more walking and cycling to school.</p> <p>The school have identified that problematic parking on approach to the zebra crossing can make it difficult for pedestrians to be visible when attempting to cross the road.</p> <p>There is also inappropriate parking and turning movements around the junction of Church View, which contributes to poor visibility in this area too.</p> <p>The proposed parking restrictions help to alleviate some of these problems and to encourage considerate parking in the area. The proposals aim to strike a balance between the needs of residents who wish to park on street and traffic issues which primarily exist at school peak times only. Therefore, parking restrictions have been introduced around the areas deemed the most problematic.</p>

Appendix 3 – Comments and Officer Response

		<p>Previous school travel plans from 2020 state there was an agreement with the owners for parents to use the car park at The Talbot Inn, but since the Covid-19 pandemic the ownership of the pub has changed and therefore the agreement has lapsed. The school have been encouraged to reintroduce a more formal arrangement with the pub to allow regular park and stride option, which would help to alleviate some traffic issues around the vicinity of the school.</p> <p>Children should have a safer journey to school as parking at the pub will enable children to safely walk to school, with a continuous footway and without the need to cross the busy A4. Plans to prevent parking on approach to the existing zebra crossing should also enable a safer journey for those required to cross the A4, with the aid of the crossing patrol officer who operates in this area.</p>
10	<p>I am writing to the proposed restrictions on A4 London Road.</p> <p>I have lived at (redacted) for 8 years. In those eight years I can't record an accident. Please inform me if I'm wrong on this?</p> <p>I do believe that with these diabolical parking restrictions there will be plenty of accidents within the first year.</p> <p>Holly Trinity school is opposite. where working parents drop their children off at school before they go to work. In eight years I've lived here. I can't see a problem 15 mins in the morning and 15 mins after the school day.</p> <p>This is just wasting taxpayers money.</p> <p>Also taking away the parking bay (redacted) isn't the best of ideas guests, visitors of the nearby houses park in this lay-by and now you're wanting to put it as a bus stop if you look on Google Maps, the bus stop is right down near Trinity Park not there originally anyway so no I will not be happy with the bus stop (redacted).</p> <p>Maybe to help the situation, remove all the trees down the London Road section, and do parking so people can park safely it would make more sense.</p>	<p>There have been no recorded collisions in the past 8 years, however Holy Trinity Primary Academy identified a need to improve pedestrian safety and encourage walking and cycling to school, based on the experiences of pupils attending the school.</p> <p>An assessment has taken place under Wiltshire Councils TAOSJ assessment process and recommendations have been put forward based on the problems the school have identified.</p> <p>Currently there is a marked parking bay opposite the layby outside the school, the new proposals are to shorten this parking area and provide a bus stop clearway. There will still be some available parking (approx 12m length) at the Eastern end of the bus stop clearway outside Wessington Cabins.</p> <p>The proposed changes form part of wider plans to improve walking and cycling to the school, by improving pedestrian visibility at the zebra crossing and discouraging inappropriate parking around the school.</p> <p>When cars are parked in the current parking bays on Wessington Avenue, there can be reduced visibility for those leaving Church View. The presence of parked cars on both sides of the road, also reduces the visibility of</p>

Appendix 3 – Comments and Officer Response

		<p>the zebra crossing. By reducing the parking in this area, the aim is to increase visibility when leaving Church View and make the zebra crossing more visible to drivers on approach, thus making the route safer for walking and cycling to school.</p> <p>The requested car park would be built in front of the Church of the Holy Trinity, which is a Grade 2 listed building. The area has a footway leading to the school and surrounding streets, but is also very rural in nature, due to large mature lime trees and a wide grassed verge area. Whilst this space is Highway land, it would be a considerable change to the existing environment to build a car park. In addition, planning permission and funding for this would need to be sought, as the primary purpose of the Taking Action on School Journeys (TAOSJ) scheme is to encourage walking and cycling to school instead of relying on the use of the private car. Providing a car park on the grassed verge area outside the church would be in contravention of the main aims of the TAOSJ project.</p>
--	--	--

Appendix 3 – Comments and Officer Response

<p>11</p>	<p>I live locally & one of my children go to Holy Trinity School. We rarely drive but on the odd occasion we do it's en route to work or elsewhere. My objections, why is the parking restriction being considered? And this seems more unsafe to restrict parking to these areas as surely those parents driving will park elsewhere along London Road where the parking conditions would be worse, hazardous & unsafe.</p> <p>If a plan was put in place for where else those 100's of children/parents were to park then that would be beneficial. It doesn't seem feasible or responsible to suggest restricting the parking to these areas.</p>	<p>The main aim of the proposals is to help alleviate A4 traffic problems which the school have highlighted and to encourage more walking and cycling to school.</p> <p>The school have identified that problematic parking on approach to the zebra crossing can make it difficult for pedestrians to be visible when attempting to cross the road.</p> <p>The proposed parking restrictions help to alleviate some of these problems and to encourage considerate parking in the area. The proposals aim to strike a balance between the needs of residents who wish to park on street and traffic issues which primarily exist at school peak times only. Therefore, parking restrictions have been introduced around the areas deemed the most problematic.</p> <p>Site observations and investigations have shown the car park at The Talbot public house is a suitable location for parents to "park and stride". Previous school travel plans from 2020 state there was an agreement with the owners for parents to use the car park, but since the Covid-19 pandemic the ownership of the pub has changed and therefore the agreement has lapsed. The school have been encouraged to reintroduce a more formal arrangement with the pub to allow regular park and stride option, which would help to alleviate some traffic issues around the vicinity of the school.</p>
<p>12</p>	<p>I have 2 children who attend Holy Trinity Academy and while I agree the road can be very congested when school starts/finishes, removing the parking will make it more dangerous for our children.</p> <p>The A4 is an extremely busy road, not just with cars but with large vehicles too, tractors, HGVs trying to pass through this part of town further add to the congestion at already busy parts of the day.</p> <p>Removing the parking with no safe alternative will move the parking issue to Trinity Park and Wessington Park, if parents cannot park close to the school, parents will park in these areas instead.</p>	<p>The main aim of the proposals is to help alleviate A4 traffic problems which the school have highlighted and to encourage more walking and cycling to school.</p> <p>The school have identified that problematic parking on approach to the zebra crossing can make it difficult for pedestrians to be visible when attempting to cross the road.</p> <p>The proposed parking restrictions help to alleviate some of these problems and to encourage considerate parking in the area. The proposals aim to strike a balance between the needs of residents who wish to park on street and traffic issues which primarily exist at school peak times only. Therefore, parking restrictions</p>

Appendix 3 – Comments and Officer Response

	<p>A lot of parents use the Talbot carpark or walk to school, but this is not always feasible. It is difficult for those with mobility issues or disabilities to walk to school and many of us are working parents who are dropping our children off and then rushing to work ourselves and don't have the luxury of time to walk to school.</p> <p>There is also no safe cycle path provision along the dangerous stretch of road between the roundabout at the bottom of station road along the A4 to school and the pavement is very very narrow in places making walking equally as dangerous. The Leisure centre car park is full from 8 am so there is no option to park there and walk through.</p> <p>The solution to the congestion while keeping children safe on their way to/from school is to remove the row of trees on the bank along the side of the A4 and turn this into parking or a a lay-by that parents can use. Some of these trees have been removed already anyway.</p>	<p>have been introduced around the areas deemed the most problematic.</p> <p>It should be noted that blue badge holders will be able to park on restrictions providing they are not causing an obstruction.</p> <p>Site observations and investigations have shown the car park at The Talbot public house is a suitable location for parents to "park and stride". Previous school travel plans from 2020 state there was an agreement with the owners for parents to use the car park, but since the Covid-19 pandemic the ownership of the pub has changed and therefore the agreement has lapsed. The school have been encouraged to reintroduce a more formal arrangement with the pub to allow regular park and stride option, which would help to alleviate some traffic issues around the vicinity of the school.</p> <p>The requested new parking layby would be built in front of the Church of the Holy Trinity, which is a Grade 2 listed building. The area has a footway leading to the school and surrounding streets, but is also very rural in nature, due to large mature lime trees and a wide grassed verge area. Whilst this space is Highway land, it would be a considerable change to the existing environment to build a parking layby here. In addition, funding for this would need to be sought, as the primary purpose of the Taking Action on School Journeys (TAOSJ) scheme is to encourage walking and cycling to school instead of relying on the use of the private car.</p> <p>Providing a car park or parking area on the grassed verge area outside the church would be in contravention of the main aims of the TAOSJ project.</p>
14	<p>Within the proposal the most safe area to park (the marked parking bay on Wessington Avenue) be turned into a bus stop clearway, for an under utilised bus stop. The bus stop could be moved to an alternative location a short distance from the school. The children of the school are not using the bus stop.</p> <p>My son attends the school and although we often walk, occasionally I must drive as I have to be in work for 9am. I will leave the</p>	<p>The bus stops on the A4 can serve pupils attending surrounding schools, such as Sheldon school, Hardenhuish School and Lackham College, as well as Marlborough St Johns.</p> <p>Feedback from Wiltshire Councils Passenger Transport are that the bus stops in this location are not well used at the moment, but this is largely due to the fact that people may be unaware they exist. There is the potential for these bus stops to be used if the facilities are</p>

Appendix 3 – Comments and Officer Response

	<p>home early to ensure a space in the parking bays on Wessington Avenue adjacent to the Tudor House. If these spaces were not available or filled more quickly people would have to park in the residential streets, Tynning Park, Oldbury Prior, Wessington Court, Trinity Park etc, which the residents are not happy about already.</p> <p>There are no other alternatives to park, the pub sometimes offers parking but often the gate is locked or it's not available so this cannot be guaranteed.</p> <p>The proposed no waiting times in yellow, make sense to keep junctions clear.</p>	<p>upgraded, which would reduce the use of the private car for some journeys.</p> <p>Currently there is a marked parking bay opposite the layby outside the school, the new proposals are to shorten this parking area and provide a bus stop clearway. There will still be some available parking (approx 12m length) at the Eastern end of the bus stop clearway outside Wessington Cabins.</p> <p>The proposed changes form part of wider plans to improve walking and cycling to the school, by improving pedestrian visibility at the zebra crossing and discouraging inappropriate parking around the school.</p> <p>When cars are parked in the current parking bays on Wessington Avenue, there can be reduced visibility for those leaving Church View. The presence of parked cars on both sides of the road, also reduces the visibility of the zebra crossing. By reducing the parking in this area, the aim is to increase visibility when leaving Church View and make the zebra crossing more visible to drivers on approach, thus making the route safer for walking and cycling to school.</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. Parking within the confines of the public highway is accepted so long as it does not impede the right of passage along it. Where parking does impede the right of passage along a public highway the Council has a statutory duty to consider the introduction of measures to ensure that any obstruction of that right of passage is removed.</p> <p>The school have been encouraged to reintroduce a more formal arrangement with the pub to allow regular park and stride option, which would help to alleviate some traffic issues around the vicinity of the school.</p>
18	<p>I understand that this road can become busy at school pick up and drop off times but there is a need for parking due to the school. Without these spaces the smaller estates will become congested and residents of local houses will become more disgruntled.</p>	<p>The main aim of the proposals is to help alleviate A4 traffic problems which the school have highlighted and to encourage more walking and cycling to school.</p> <p>The school have identified that problematic parking on approach to the zebra crossing can</p>

Appendix 3 – Comments and Officer Response

	<p>Although the pub has kindly allowed parents to park there, spaces are limited and this will add further issues within the pub car park.</p> <p>Also with a clear road there is a risk that this very busy road will be susceptible to an increase in car speed posing a danger to the hundreds of parents and children who use the road daily.</p> <p>I agree that parking can be problematic along Quemerford but don't feel that double yellow lining available spaces is the answer, surely it will just move the problem to somewhere else.</p>	<p>make it difficult for pedestrians to be visible when attempting to cross the road.</p> <p>The proposed parking restrictions help to alleviate some of these problems and to encourage considerate parking in the area. The proposals aim to strike a balance between the needs of residents who wish to park on street and traffic issues which primarily exist at school peak times only. Therefore, parking restrictions have been introduced around the areas deemed the most problematic.</p>
22	<p>This proposal doesn't solve the problem, it just creates a different problem. Parents will still need to collect their children from the primary school. If they can't stop outside of the school to do so they will just use side streets to park. Unless some other option is provided where parents can park. Could the owners of The Talbot Inn perhaps be approached for the use of their car park during these times (although the narrow entrance to that car park presents its own issues)?</p> <p>Getting in and out of Trinity Park is already difficult when parents are collecting/dropping off children, due to the volume of cars blocking the access road. People don't respect the standard highway code restrictions on parking close to a junction and it's not uncommon to turn left into the road and have to stop suddenly because there's a vehicle parked just past the entrance.</p> <p>This is where children are more vulnerable as the narrow side streets are further restricted. Unlike the main road which has a controlled pedestrian crossing there are no such protections for children crossing the entrances to side streets.</p> <p>The volume of cars using the side-streets to turn around already presents issues with traffic and dangers to pedestrians, this proposal will increase that. This sort of disruption also prevents access to residential streets for service and emergency vehicles. Rubbish collection lorries can't get past when half the road is</p>	<p>The proposals are part of a wider scheme to encourage walking and cycling to school.</p> <p>The school have also been encouraged to work with owners of the Talbot Inn public house to use their car park as a "park and stride" are.</p> <p>The proposed parking restrictions help to encourage considerate parking in the area. The proposals aim to strike a balance between the needs of residents who wish to park on street and traffic issues which primarily exist at school peak times only. Therefore, parking restrictions have been introduced around the areas deemed the most problematic.</p> <p>All users of the Highway are expected to follow The Highway Code at all times; rule 243 states drivers should not park within 10m of a junction and should keep driveways, entrances and access for emergency services free at all times.</p> <p>Traffic data collected during the assessment process has shown the average speed of traffic along the A4 at school start and finish peak times (Mon-Fri 8am-9am and 3pm-4pm) is 23mph, which is slower than the seven-day average of 26mph. The school have reported conflict with the traffic and the operation of the zebra crossing, due to inappropriate parking in the area.</p> <p>The aims of the parking restrictions are to reduce the inappropriate parking in the area, thus improving visibility of pedestrians on the zebra crossing.</p> <p>The parking restrictions will not influence the sheer volume of traffic using the A4 at peak times; traffic volumes tend to curtail vehicle</p>

Appendix 3 – Comments and Officer Response

	<p>occupied by parked cars, an ambulance would have a hard time traversing side streets with cars parked on both sides of the street and a fire engine would have no chance of accessing a side street during these periods.</p> <p>The parking restriction on the main road will serve to increase the speed of traffic passing the school at the time when children are crossing the road, which will make them less safe. The main road may be chaotic and busy during these times, but traffic is typically moving much more slowly. That said, by forcing vehicles to park away from the main road there will be an increase in traffic queuing to get in and out of the side streets, which will slow traffic, but at a less predictable rate. It's more likely for accidents to occur when traffic stops suddenly without warning, then when it's already moving at a crawl.</p> <p>One issue that exacerbates this situation was caused by a change in the pavement configuration opposite the entrance to Trinity Park some years back. The road layout used to allow room for cars/bikes to pass on the left of a vehicle waiting to turn right into Trinity Park, allowing traffic to move more freely. Now this is no longer possible and anyone waiting to turn right into Trinity Park is forced to hold up traffic behind, which becomes more difficult when the entrance to the street is blocked due to parked cars and vehicles waiting to come out.</p>	<p>speeds along the A4 at peak times, it is expected that speeds will not change, but the potential for conflict between road users will reduce.</p>
24	<p>Having lived on the A4 (Quemerford) for over 10 years and both driving and walking to school for the last 6 years, I do agree that measures need to be put into place to ensure the safety of pedestrians in the area of Holy Trinity Academy. Looking at the suggested proposals I am concerned that this solution will not only increase danger to pedestrians but will also cause distress to nearby residents as well as making one of Calne's local schools inaccessible.</p> <ol style="list-style-type: none"> 1. Most obviously enforcement. There are already plenty of restrictions in place in this area as well as the highway code which covers rules for drivers and pedestrians – without any enforcement, it is easy for drivers to 	<p>Please see officer response to ref.6 regarding the reasons why this area has been considered for highway improvements.</p> <p>The request for regular enforcement will be forwarded to Parking Services for action.</p> <p>Part-time, advisory 20mph speed limits can operate outside schools, if certain criteria are met. These limits consist of signs advising “20 when lights flash” with accompanying amber flashing lights which operate at school start and finish times.</p> <p>Department for Transport (DfT) guidance states that flashing amber lights should not be located on approach to a zebra or signalised crossing, since this can confuse drivers and/or mask the</p>

Appendix 3 – Comments and Officer Response

<p>park where they like without the worry of a fine or being held accountable for the danger they are causing. Adding new restrictions will not change anything. Surely it would be better to enforce the current rules. Should the new restrictions get passed how will you ensure they are enforced?</p> <p>2. The school is situated in a town and with towns there is congestion – when the congestion is removed the town roads become racetracks.... When cars travel up and down this part of the A4, the only thing that keeps the speed down is the congestion caused by parked cars, I would be so concerned that by clearing this part of the A4 the speeds would rise which would increase the danger to pedestrians making their way to school.</p> <p>The School crossing patrol officer already has a tricky job getting cars to stop – how would this danger be managed with the new restrictions in place? Today with the school holidays happening it is noticeable how much faster the traffic travels without the school congestion – many cars are compliant but a good quarter of the traffic is traveling above the speed limit up and down this part of the A4.</p> <p>3. Accessibility is also important, as our town becomes less accessible it is so important to support our existing amenities, working parents who drop children off at school would find these parking restrictions a big challenge. Keeping the school accessible AND safe should be important – why not find a solution that works WITH parents and the school to ensure safety and accessibility?</p> <p>4. Local residents may also find these restrictions difficult; it will likely push vehicles further into side streets where the drop of would take longer as they have to walk further to the school – possibly blocking driveways.</p>	<p>street furniture of the crossing, resulting in the operational safety of the zebra crossing being compromised. As the school has a zebra crossing on the A4 outside the school, an advisory 20mph speed limit is therefore not a feasible option.</p> <p>Although the DfT guidance precludes the implementation of a part-time, advisory 20mph speed limit, further investigation of the speed data shows the average speed of traffic along the A4 at school start and finish peak times (Mon-Fri 8am-9am and 3pm-4pm) is 23mph, which is slower than the seven-day average of 26mph.</p> <p>Issues such as overgrown hedges and those mentioned in point 5, can be reported through the MyWilts reporting platform, by using the following link https://my.wiltshire.gov.uk</p>
--	--

Appendix 3 – Comments and Officer Response

	<p>5. For those who do walk to school – by the time we have battled overgrown hedges hanging across the walkways (Photo 1&2), planks of wood on the road that often get dangerously catapulted (Photo 3) and protruding cars forcing us to walk on the road (Photo 4) we would then also be put at extra risk with cars traveling at increased speed along the route!</p> <p>I reiterate that a far better (and instant) solution would be to enforce rules that are already there. Should this not satisfy the issue then perhaps looking at widening the road and creating a dedicated drop of zone would work better. A limited 20MPH zone for school hours would support a safer area for pedestrians. And perhaps some consideration to footpaths on the way to school might make walking feel safer.</p> <p>I wonder when I read this proposal what its actual purpose was. I would like to think it was to ensure the safety of pedestrians traveling to school, however I feel this proposal will only benefit those traveling past the school along the A4 – they might get where they are going a bit quicker!</p>	
25	<p>I would be opposed to the new measures.</p> <p>In principle it is a good idea. However, as has been demonstrated in other areas, the traffic and parking would move into: Trinity Park, Church View and Tynning Park.</p> <p>The money would be better spent providing a free to access School Bus. The bus would meet the children at the end of their street and then take them to and drop them off from, School.</p> <p>As I have said, the proposed measures would simply shift the problem into the side streets. Residents would then demand remedial action which would cost more money.</p> <p>The solution needs to be holistic in nature.</p>	<p>The main aim of the proposals is to help alleviate A4 traffic problems which the school have highlighted and to encourage more walking and cycling to school.</p> <p>The school have identified that problematic parking on approach to the zebra crossing can make it difficult for pedestrians to be visible when attempting to cross the road.</p> <p>The proposed parking restrictions help to alleviate some of these problems and to encourage considerate parking in the area. The proposals aim to strike a balance between the needs of residents who wish to park on street and traffic issues which primarily exist at school peak times only. Therefore, parking restrictions have been introduced around the areas deemed the most problematic.</p> <p>The proposed parking restrictions help to encourage considerate parking in the area. The proposals aim to strike a balance between the needs of residents who wish to park on street and traffic issues which primarily exist at school</p>

Appendix 3 – Comments and Officer Response

		<p>peak times only. Therefore, parking restrictions have been introduced around the areas deemed the most problematic.</p> <p>It is not possible to provide a school bus; in some circumstances primary school children aged 8-11 may receive transport to their nearest school if this is 2 miles or more away. Investigations into the school travel plan have shown that 85% of children attending Holy Trinity Academy live less than 1mile away from the school.</p> <p>By improving safety at the zebra crossing and encouraging use of the park and stride options, there may be a modal shift to encourage more walking to school, which in turn should ease the problematic parking in the area.</p>
26	<p>I object strongly to the proposals. Parents park on this stretch of road for a short time at the start and end of a school day to drop off or pick up their children from Holy Trinity Academy. These are the only times of day there is much parking on this stretch of road, so these restrictions seem to be aimed at parents of primary age children. The road is busy, particularly in the mornings, and while there are sometimes minor hold-ups caused by people parking here the impact seems small on what is a busy road anyway.</p> <p>If you go ahead with this plan parents that drive their children to school will continue to do so. They will just be forced to park elsewhere, such as on the side streets in the area. I know that there are plenty of people that would like to wind the clock back to the 1960s, in those glorious days where children walked to school along quiet streets, and will say children should walk to school now. I'm sure the environmental group will also say parents should walk their children to school. These ideals sound lovely, but such idealism misses the facts of the current reality for parents. The roads are much busier and a lot of people drive their children to school and continue on to work. Making it harder for them isn't going to change that.</p> <p>I have to say that creating this plan in the knowledge that it is going to make life more difficult for the parents at Holy Trinity Academy, for minimal gains to traffic flow, with no environmental benefits, without</p>	<p>The main aim of the proposals is to help alleviate A4 traffic problems which the school have highlighted and to encourage more walking and cycling to school.</p> <p>The school have identified that problematic parking on approach to the zebra crossing can make it difficult for pedestrians to be visible when attempting to cross the road.</p> <p>The proposed parking restrictions help to alleviate some of these problems and to encourage considerate parking in the area. The proposals aim to strike a balance between the needs of residents who wish to park on street and traffic issues which primarily exist at school peak times only. Therefore, parking restrictions have been introduced around the areas deemed the most problematic.</p> <p>The proposed parking restrictions help to encourage considerate parking in the area. The proposals aim to strike a balance between the needs of residents who wish to park on street and traffic issues which primarily exist at school peak times only. Therefore, parking restrictions have been introduced around the areas deemed the most problematic.</p> <p>Investigations into the school travel plan have shown that 85% of children attending Holy Trinity Academy live less than 1mile away from the school. By improving safety at the zebra crossing and encouraging use of the park and stride options, there may be a modal shift to</p>

Appendix 3 – Comments and Officer Response

	proposing any kind of meaningful alternative for the people affected does not appear to be either fair or reasonable.	encourage more walking to school, which in turn should ease the problematic parking in the area.
27	We live at (redacted) & We would like to object to the proposed parking restrictions outside Trinity school, although I understand it can cause traffic congestion I think it will become worse down our street - it's bad enough at the minute with people parking down trinity park but I do believe it would cause more frustration from everyone when it is unnecessary.	<p>The main aim of the proposals is to help alleviate A4 traffic problems which the school have highlighted and to encourage more walking and cycling to school.</p> <p>The school have identified that problematic parking on approach to the zebra crossing can make it difficult for pedestrians to be visible when attempting to cross the road.</p> <p>The proposed parking restrictions help to alleviate some of these problems and to encourage considerate parking in the area. The proposals aim to strike a balance between the needs of residents who wish to park on street and traffic issues which primarily exist at school peak times only. Therefore, parking restrictions have been introduced around the areas deemed the most problematic.</p>
28	I am writing to inform you that I am totally against the proposed restrictions on the A4 London Road. We live in a small cul-de-sac, Woodland View, within easy walking distance of the proposed restrictions. Because of that there may be a possibility that parents use this for pick up and drop off causing inconvenience, including blocking access as my husband and I both have disabilities. It could also be a possible threat to emergency services needing access.	<p>The proposals advertised have come about due to Holy Trinity Church of England Academy identifying a need to improve pedestrian safety and encourage walking and cycling to school. An assessment has taken place under Wiltshire Councils TAOSJ assessment process and recommendations have been put forward based on the problems the school have identified.</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. Parking within the confines of the public highway is accepted so long as it does not impede the right of passage along it. Where parking does impede the right of passage along a public highway the Council has a statutory duty to consider the introduction of measures to ensure that any obstruction of that right of passage is removed.</p> <p>Investigations into the school travel plan have shown that 85% of children attending Holy Trinity Academy live less than 1mile away from the school; an entirely walkable distance for many. By improving safety at the zebra crossing and encouraging use of the park and stride options, there may be a modal shift to encourage more</p>

Appendix 3 – Comments and Officer Response

		<p>walking to school, which in turn should ease the problematic parking in the area.</p>
<p>30</p>	<p>The road is too fast! There should be a 20mph speed limit past the school at all times. I walk along the pavement 4 times a day and cars speed past the school at 1pm! Cars do not stop at the crossing they speed on by, the road isn't safe but restricting the parking is ridiculous without a plan for the school traffic.</p> <p>Cars will park in the local housing estates and this will end up in chaos like Middlesborough and other schools on the news. The local roads are narrow and this will put children's lives at danger as well as residents.</p> <p>The Sport Centre car park isn't an option as White Horse Way has become a danger with cars parking down there and it has been reported all the near misses from KGA. The pavement is too dangerous for small children to walk along, you can not pass a buggy/ pushchair whilst walking down the pavement in front Wessington Avenue and the trees outside the church has no suitable crossing that side.</p> <p>I would not like the trees to be cut down outside the church or school, this would be disgraceful to allow parking.</p> <p>It would be more beneficial if the road was looked at. I believe lower the speed limit, speed bumps to slow the cars down, look at the much needed Calne Bypass to stop the large lorries and coaches coming down the main road that is no longer suitable for the amount of traffic. More recently there are larger farm vehicle flying down the road at dangerous speeds.</p> <p>Personally when the road was closed for the roadwork it was perfect it was quite calm and felt very safe.</p> <p>Therefore would it be better to restrict the larger vehicles during the hours of 8-9 3-4 and allow children to be safely picked up with calming measures in place for cars.</p>	<p>The proposed changes form part of wider plans to improve walking and cycling to the school, by improving pedestrian visibility at the zebra crossing and discouraging inappropriate parking around the school.</p> <p>Part-time, advisory 20mph speed limits can operate outside schools, if certain criteria are met. These limits consist of signs advising "20 when lights flash" with accompanying amber flashing lights which operate at school start and finish times.</p> <p>Department for Transport (DfT) guidance states that flashing amber lights should not be located on approach to a zebra or signalised crossing, since this can confuse drivers and/or mask the street furniture of the crossing, resulting in the operational safety of the zebra crossing being compromised. As the school has a zebra crossing on the A4 outside the school, an advisory 20mph speed limit is therefore not a feasible option.</p> <p>Further investigation of the speed data shows the average speed of traffic along the A4 at school start and finish peak times (Mon-Fri 8am-9am and 3pm-4pm) is 23mph, which is slower than the seven-day average of 26mph.</p> <p>A permanent 20mph speed limit would normally be considered as part of a wider assessment of the area. Wiltshire Council guidance states mean speeds should be at or below 24mph. The 7 day average speed recorded on the A4 was 26mph, therefore the A4 does not meet criteria for a permanent 20mph speed limit. The main purpose of the A4 is a distributor road (where traffic flow is its primary purpose). This concludes the A4 would not be a suitable place to implement a permanent 20mph speed limit and is likely to increase congestion, air pollution and traffic delays in the area.</p> <p>It is not possible to restrict larger vehicles during peak times because the A4 in Calne forms part of the Wiltshire HGV Route Network and is identified not only as a main distributor road but also Local Lorry Route.</p>

Appendix 3 – Comments and Officer Response

<p>31</p>	<p>My concerns for no waiting at any time A4 London road and Bus stop clearways would be:</p> <p>That people on school drop off/pick up, would only park in surrounding areas. I.e Church view, Tynning Park, Wessington Court and Trinity Park. These side roads already have people parking in them during the school run, and the extra parking restrictions would only increase the amount of people parking there.</p> <p>I appreciated that parking on the A4 at school drop off/pick up is not ideal, but all these extra parking restrictions would do is move the issue to other areas as mentioned above.</p>	<p>The main aim of the proposals is to help alleviate A4 traffic problems which the school have highlighted and to encourage more walking and cycling to school.</p> <p>The school have identified that problematic parking on approach to the zebra crossing can make it difficult for pedestrians to be visible when attempting to cross the road.</p> <p>The proposed parking restrictions help to alleviate some of these problems and to encourage considerate parking in the area. The proposals aim to strike a balance between the needs of residents who wish to park on street and traffic issues which primarily exist at school peak times only. Therefore, parking restrictions have been introduced around the areas deemed the most problematic.</p>
<p>32</p>	<p>I would like to raise my concerns regarding the A4 London Road and Wessington Court - no waiting at any time proposal.</p> <p>I live opposite this area on Church View and whilst I appreciate that during pick up and drop off times at Holy Trinity School, this area can become congested. These parents do have to park somewhere whilst dropping off and picking up their children and my concern is where will they park if that area is not an option?</p> <p>I fear that they will park in side streets and cause further congestion in Church View and other streets leading off this area. This just feels like you are pushing the problem elsewhere and not solve the problem!</p>	<p>The main aim of the proposals is to help alleviate A4 traffic problems which the school have highlighted and to encourage more walking and cycling to school.</p> <p>The school have identified that problematic parking on approach to the zebra crossing can make it difficult for pedestrians to be visible when attempting to cross the road.</p> <p>The proposed parking restrictions help to alleviate some of these problems and to encourage considerate parking in the area. The proposals aim to strike a balance between the needs of residents who wish to park on street and traffic issues which primarily exist at school peak times only. Therefore, parking restrictions have been introduced around the areas deemed the most problematic.</p>
<p>33</p>	<p>Due to the placement of the proposed no waiting at any time zone along London Road by Holy Trinity School, i believe this will occur more traffic as cars will most likely park up towards Oldbury Prior, in front of the church yard, which has parked cars from the houses opposite. This will lead to more traffic coming from both directions as cars will not be able to squeeze through two rows of parked cars especially at peak school traffic hours. The proposed no waiting zone along wessington court seem unnecessary as there are rarely any cars parked there.</p>	<p>The main aim of the proposals is to help alleviate A4 traffic problems which the school have highlighted and to encourage more walking and cycling to school.</p> <p>The school have identified that problematic parking on approach to the zebra crossing can make it difficult for pedestrians to be visible when attempting to cross the road.</p> <p>The proposed parking restrictions help to alleviate some of these problems and to encourage considerate parking in the area. The</p>

Appendix 3 – Comments and Officer Response

	<p>Zones like these should be introduced between Shelburne Road and Oldbury Prior as there is no visibility to pull out of Oldbury Prior (looking to the right) and is car crash waiting to happen.</p>	<p>proposals aim to strike a balance between the needs of residents who wish to park on street and traffic issues which primarily exist at school peak times only. Therefore, parking restrictions have been introduced around the areas deemed the most problematic.</p>
--	---	---