

**PARISH OF MELKSHAM WITHOUT: PROPOSED WAITING RESTRICTIONS****COMMENTS OF OBJECTION AND SUPPORT****Halifax Road/De Havilland Place/Stirling Close** (10 letters - 5 objecting, 5 supporting)

<b>Principle of Objection</b>	<b>Officer Comment</b>	<b>Comment reference</b>
<p><b>A resident of De Havilland Place</b> Understands the proposals in the residential closes are to discourage possible displacement if restrictions on Halifax Road proceed. However, is concerned about the consequential inconvenience to the residents who may have visitors and tradesman at their home.</p> <p>Therefore, asked if the restrictions could be implemented in two phases until the impact on the problem assessed, rather than simply being based on an assumption that a problem might be created.</p>	<p>The restrictions were developed following requests by residents via the Parish Council concerned about the visibility when exiting the junction of De Havilland Close and Stirling Close and also the forward visibility when travelling along Halifax Road.</p> <p>The day-time restriction will still permit deliveries to take place.</p> <p>Given the lack of support for the limited waiting, these proposals can be removed from the scheme.</p>	A
<p><b>A resident of De Havilland Place</b> Believes it is unfair to penalise the residents of De Havilland Place.</p> <p>They would far prefer that it is left as it is and then at least residents will have as much chance of parking there as do the employees, much better to have a fair chance of parking there than not being able to at all.</p>	See comment A above.	
<p><b>Mr C Gilbert – Employee on the Industrial estate</b> 1. Will this stop workers parking on Halifax Road or will it move the problem elsewhere? 2. Having double yellow lines outside of houses even if it is part time creates issues for friends and families to park. 3. It creates issues for locals who need to park outside their own property. 4. Will the double yellow lines outside of the properties reduce the value of their properties? 5. Can local food delivery company's delivery to the houses? 6. When the cars who cannot park on the double yellow lines move further down will this mean a new set of double yellow lines will get created?</p> <p>The correspondent suggests that the ideal solution would be to install restrictions on the junctions only resulting in everyone being happy and all the rules of the road are being obeyed.</p>	<p>1. These proposals do not prevent workers parking elsewhere along Halifax Road, just away from the bend and accesses to De Havilland Place and Stirling Close. 2. We have proposed a day-time restriction allowing for evening and weekend parking 3. We will install access markings in front of driveways allowing visitors and others (tradesman/builders etc) to park in front of the driveway. 4. There are no rights to park on the highway in any case and all properties have their own driveways and off-street parking. 5. Deliveries to properties are permitted on the restrictions under loading/unloading exceptions. 6. Potentially the parking will move further along Halifax Road; however, the proposals were designed so that they extended far enough to manage displaced parking.</p>	B
<p><b>Mr N John – Employee on the Industrial estate</b> This correspondent is concerned that removing this parking will affect him and others as considers the available parking on the industrial estate itself is 'non-existent' and therefore would remove opportunities to park near his workplace.</p>	Wiltshire Council has no duty to provide parking for individuals; its statutory duty is to maintain the right of passage along the highway. It is the responsibility of the owner/keeper of the vehicle to find somewhere safe to park the vehicle and it is something for which the Council cannot take responsibility.	C

Principle of Objection cont...	Office Comment	Comment reference
<b>A local resident who walks to work on the industrial estate</b> is concerned that the vehicle speeds will increase if all the parking is removed along this length of Halifax Road, and thus increasing the dangers for pedestrians crossing to access the industrial estate.	It is unfortunately true that drivers often increase speed when they see an open road; however, the speed limit remains at 30 mph and will continue to be monitored and enforced by the Police. The greater risk is of an incident caused by parked vehicles obstructing visibility.	D

Comments of Support	
<b>A resident of Cheshire Close</b> Supports the proposals, as has experienced problems when exiting their residential road due to parked vehicles blocking their view of Halifax Road.	
<b>A resident of Stirling Close</b> Supports the proposals, as has experienced problems when exiting the close.	
<b>Mr M Hall, a resident of De Havilland Place</b> Supports the proposals, as has experienced problems when exiting De Havilland Place and also negotiating along Halifax Road due to the parked vehicles.	
<b>Wiltshire Councillor, Mr Pollitt</b> Supports the proposals; however, requests they extend further to avoid the problem being shifted further along the road and to other road junctions on the residential estate.	

**Hampton Park West** (3 letters – 1 objecting, 2 supporting)

Principle of Objection	Officer Comment	Comment reference
<b>Estates Manager - Divisional Police HQ</b> Objects to the 'no waiting at any time' proposal, as despite operating car sharing and flexible working, the round the clock shifts and shift overlaps, together with limited room on the site, means that workers have to resort to parking on the highway.  They are concerned that if this facility is removed then it could have potentially damaging implication on operational services. They request that the parking restrictions be reduced to permit more day-time parking on the lines of 'no waiting after 1800 hours daily'.	Further to requests received from local businesses on Hampton Park for parking restrictions due to parked vehicles causing obstruction to access and visibility issues, proposals were drawn up by Engineers.  The proposal is not to remove all of the parking on the road, but to prohibit the parking that causes obstruction to accesses and obstruction to visibility when vehicles are exiting the junctions and business accesses along the road. Parking should not take place within 10 metres of a junction, therefore restrictions are required in locations where parking on or near junctions does effect visibility.	E

Comments of Support	
<b>Mr S Hayden – Avon Polymer Products</b> Supports the proposals for Hampton Park and will reduce the 'near misses' that have been reported due to parked vehicles restricting visibility when exiting business premises. The proposals will also prevent drivers using the area as a rest area and litter bin, which would greatly improve the area, and in turn benefit the businesses in the area when welcoming visitors etc.	

<b>Comments of support cont...</b>	
<b>Mr D Jones - Great Bear Distribution</b> Supports the proposals specifically for Portal Road as once this link road is extended it will become a main route for accessing the Bowerhill Industrial Estate and parked vehicles restrict the width of road and cause visibility issues for all road users. The proposals will also prevent HGV drivers using the area for rest breaks and as trailer parking.	