

**SUMMARY OF COMMENTS AND OBJECTIONS RECEIVED OBJECTING TO / COMMENTING ON THE PROPOSED PROVISION OF
WAITING RESTRICTIONS IN THE KINGSLAND ROAD AREA, SALISBURY AND OFFICER RESPONSE**

Comment Ref. No.	Comment	No. of Times Received	Officer Response
1	I am writing regarding the above proposal to express my extreme disappointment. I see from the form that this proposal was thought up by the 'sustainable' transport group. I should start by pointing out that there is nothing sustainable about an arbitrary knee jerk reaction that simply pushes a problem to another area rather than addressing it. All of the cars you are proposing to prevent from parking on Westminster road are not going to simply disappear. They will have to park on the surrounding roads compounding the problem there. Having spoken to a number of local residents it is clear that no one objects to the proposed box junctions in fact most would say it should have been done a long time ago!!!	1	<p>The proposals are not a knee jerk reaction but rather a considered response to longstanding problems and concerns affecting Sarum St. Paul's School.</p> <p>The Council is aware that the proposals may displace parking activities into adjacent roads and will, if necessary, consider the introduction of additional parking restrictions in adjacent roads to address any parking problems that may arise.</p>
2	I'm told this proposal is supposed to mark the start of a consultation period to get ideas from local residents. If that truly is the case why have the residents not been contacted direct. I have been told by the council that you have no legal obligation to do this. Though this may be the case you certainly have a moral obligation to do so if for no other reason than to prevent you wasting taxpayers time & money on ill conceived ideas.	1	<p>The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 governs the procedure that the Council must follow in making a TRO. This document only requires that the Council publishes a notice of its proposals in a local newspaper. Specifically it states:</p> <p align="center">"PART II PROCEDURE BEFORE MAKING AN ORDER</p> <p align="center">Publication of proposals:-</p> <p>7.—(1) An order making authority shall, before making an order,— (a)publish at least once a notice (in these Regulations called a "notice of proposals") containing the particulars specified in Parts I and II of Schedule 1 in a newspaper circulating in the area in which any road or other place to which the order relates is situated"</p> <p>Over and above this, the Council erected notices in each street to which its proposals related, made the consultation material available online and in public buildings, such as Salisbury Library and its Customer Services Office in Milford Street in Salisbury.</p> <p>Any ideas put forward by correspondents will be considered and all comments received in response to the consultation are reported to the Cabinet Member for Highways for consideration in making a final decision on whether or not to proceed with the Council's proposals.</p>

<p>3</p> <p>Clearly there is a problem on Westminster Road (as clearly as your proposal is not the solution). As a resident perhaps I could offer some options as it appears you need help. The issues appear to be as follows: (I say appear as you have not stated what they are on your proposal so how can there be any open debate)</p> <p><u>Point 1</u></p> <p>Teachers and visitors to the school are parking in the street as they are too lazy to get out of their cars to open/close the school gates.</p> <p><u>Point 2</u></p> <p>Commuters parking in the road to avoid the high price of parking in town. (A problem created by yourselves through more unsustainable action!!!!)</p> <p><u>Point 3</u></p> <p>Households in the area with more than 2 cars.</p> <p><u>Point 4</u></p> <p>In flexibility by planning preventing people converting their front gardens into drives because they are 30cm short of the min 5m distance from house to pavement.</p> <p><u>Point 5</u></p> <p>Parents on the school run blocking the road daily as access and egress from the school has not been addressed in a sustainable manner either.</p>	<p>1</p> <p><u>Response To Point 1</u></p> <p>The proposals for Westminster Road are specifically aimed at dealing with the problems of preventing larger vehicles from turning into and travelling along the road and preventing parking from taking place on the footway but have been designed to retain as much parking as practically possible within the road. Whilst it may be the case that teachers and visitors to the school contribute to the existing parking problems in Westminster Road they, like residents, would have to adhere to the proposed restrictions if implemented.</p> <p><u>Response To Point 2</u></p> <p>Commuters who wish to avoid paying for parking in the city centre have both a cheap and sustainable alternative available to them in the form of the Park & Ride services. Parking at a Park & Ride site for an individual commuter working normal office hours could cost as little as £1.30 per day. Greater savings could be achieved by groups of commuters car sharing to a Park & Ride site, whereby parking could cost as little as 45p per day. However, despite a cheap parking alternative already existing for commuters it is still not as enticing as the free parking offered in Westminster Road.</p> <p><u>Response To Point 3</u></p> <p>A high level of car ownership in areas where there is limited kerbside parking availability is always problematic but there are no laws restricting the number of cars people may own.</p> <p><u>Response To Point 4</u></p> <p>The vast majority of properties in Westminster Road already have dropped kerbs in place with the only exceptions seeming to be Nos. 6-12. Of these properties there would appear to be no scope for dropped kerbs to be installed at No. 8 and No 10 as their front gardens would be too small to accommodate a vehicle and there is no rear access to these properties. The provision of a dropped kerb at No. 6 may be possible but would require the whole of the front garden to be converted to create a parking space and doing so would possibly result in there being insufficient space to easily get in/out of a parked car. Similarly, the provision of a dropped kerb may be possible at No. 12. There is evidence that despite the lack of a dropped kerb at this location, the owner of the property is already using part of their front garden to park a vehicle.</p> <p>If the correspondent is unhappy with the response they received from the Planning Office then it is advised that they raise this matter with their local Wiltshire Council Member who I am sure would be happy to investigate the matter on their behalf.</p>	<p>2</p>
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4	<p>All of these issues could be addressed by residents parking specific to Westminster road and restricted to 2 cars per household. To maximise the efficiency of this DO NOT simply mark one long bay that will give rise to wasted space as vehicles come and go during the day but rather mark parking spaces so that the available space is always used as efficiently as possible (something you could apply across the city). It is worth pointing out that this solution did not require any help from NASA, simply the use of informed knowledge.</p> <p>I am aware that residents parking has been rejected in the past. In the face of this proposal it would be welcomed with open arms. Perhaps that would have been a good place to start.</p> <p>I would very much welcome your thoughts on mine particularly those relating to the unsustainable nature of the ideas proposed by the 'sustainable' transport group as at present they appear to be a waste of funds we can all ill afford to lose.</p>	1	<p>As is indicated in the correspondent's comments a previous attempt to introduce residents' parking into the area was rejected. The need for residents' parking to be introduced into this area is on a future works programme, once work to complete reviews of Residents Parking Zones A and D have been completed.</p> <p>Contrary to the correspondents comments it is not more efficient to mark individual parking bays in residential areas. When marking individual parking bays the Council would have to provide bays that are a minimum of 6.6 metres in length in line with the Traffic Sign Regulations and General Directions 2002. This length of bay is often greater than is actually required and would result in the provision of fewer parking spaces. Marking one long bay allows residents to park as efficiently as possible and maximise the number of parking spaces available, albeit that on occasions some residents do park inefficiently.</p>
5	<p>Having studied the plans proposed for no waiting Mon-Fri 8am-6pm in Westminster Road, I wonder why it is not possible to reduce the width of pavements on both sides and allow two wheels of vehicles to park on them as happens in many parking permit areas. This would enable more cars to park so removing some congestion caused by no parking on corners.</p>	1	<p>Highway law states the public highway is for the passage and repassage of persons and goods, and consequently any parking on the highway is an obstruction of that rite of passage. There are no legal rights to park on the highway, or upon the Council (as the local highway authority) to provide parking on the public highway, but parking is condoned where the rite of passage along the highway is not impeded. Given that the problem that is trying to be addressed is one of obstruction of the public highway the most cost-effective solution is the introduction of waiting restrictions.</p> <p>The correspondent alludes to the removal of parking at junctions creating additional parking demand within Westminster Road. Such comments must be considered in the context of the Highway Code (to which users of the public highway must adhere) which states that motorists should not stop or park opposite or within 10 metres (32 feet) of a junction. This is specifically to protect visibility and turning manoeuvres at junctions. Any residents parking within 10 metres of a junction could be considered to be causing an obstruction of the public highway and liable to enforcement action by the Police. Therefore, whilst it is proposed to introduce NWAAT at a number of junctions it should be remembered that motorists should not be parking at such locations anyway.</p>

6	Westminster Road has much wider pavements than others in the area due to previously having grass and paving on both sides of the road.	1	The comment is noted.
7	Cars can only park on one side of the road at a time to allow access for emergency vehicles, if two wheels of cars are parked on the pavement on both sides, emergency vehicles still have access to the school.	1	<p>The Council is aware that vehicles can only park on one side of the road at a time to provide access for emergency vehicles and this fact is reflected in the proposals consulted upon.</p> <p>Whilst the Council, as the local authority, has the ability to allow parking to take place on the footway, and has allowed this practice to take place at a number of locations, it is felt that in the case of Westminster Road, formally allowing this practice to take place was not acceptable. The footways in Westminster Road serve as the main access to Sarum St. Paul's School and having vehicles mount the footway as parents and children travel to and from the school is not desirable.</p>
8	The proposed restrictions will reduce the number of parking spaces for vehicles, do you have any proposals for other parking places in the near vicinity - use part of the meadows and increase the lighting and CCTV in the area.	1	<p>The Council is acutely aware of the pressure on parking spaces in residential areas and has taken this into account in developing its proposals. The hours of operation of the 'no waiting' restrictions in Westminster Road have been designed to operate when access to the school is needed and to allow a greater level of parking to take place in the evenings and at weekends when access to the school is either not needed or only required on ad-hoc occasions (i.e. parents evenings).</p> <p>More generally, the Council's proposals have to be considered in the context of the requirement to meet its statutory obligations as the local highway authority, which is not to provide parking but maintain a rite of passage, and the requirements for motorists to adhere to the Highway Code.</p> <p>It would not be possible to use part of the meadows to provide additional parking. The monies available to the Wiltshire Council Highways Department can only be spent on the public highway and the meadows do not form part of the public highway. More generally, I would imagine that converting part of the nearby meadows would attract significant opposition from local environmental groups.</p>
9	Pedestrian access to school is by way of three different roads - Richmond, Westminster and the road to the Tennis courts and Allotments, so Westminster Road does not need wider pavements than Richmond Road or no pavements on the Allotment Road.	1	<p>Although, as stated by the correspondent, access to the school is possible from three different roads, Westminster Road serves as the main access and therefore it could be said for this reason alone it should have a wider footway than the other two roads.</p> <p>With reference to the road leading to the allotments, this road begins at the northern end of Coldharbour Lane (by Dennis Marsh House) and is not public highway. All sections of the public highway in the area have footways provided on both side of the carriageway.</p>

10	<p>Safety in Kingsland Road and Coldharbour Lane could be improved if a one way system was introduced coming from Devizes Road and out into Ashley Road.</p>	1	<p>Kingsland Road, Kensington Road, Richmond Road Westminster Road and Coldharbour Lane currently form a 20 mph speed limit zone. There are no collisions resulting in personal injury recorded as having occurred by the Police database in the last five years in the aforementioned roads. This would seem to indicate that there is no particular safety problem to address.</p> <p>It is considered that safety would be diminished if a one-way system was introduced, as suggested by the correspondent. Typically, speeds of vehicles are higher in one-way streets as motorists are aware that they will not be meeting traffic travelling in the opposite direction. Additionally, it would increase the number of turning manoeuvres undertaken at the junction of A360 Devizes Road and Kingsland Road which could potentially affect the safety of this junction and cause additional delays on the A360 Devizes Road.</p>
11	<p><u>Westminster Road/Kingsland Road</u></p> <p>The matter of Westminster Road/Kingsland Road which is part of the proposals, I do not see any issue, especially as there is already a strongly worded police notice in place at the corner of Westminster Road which informs people that they should not park on the corners as they could be towed away. People in the main are adhering to this notice and clear access is available at all times.</p> <p>The residents are currently parking on one side of Westminster Road only, the right hand side, ie the one which is nearest to the Dennis Marsh Scout Hut as you head towards the school. I note that the proposals suggest parking on both sets of the street (half left and half right).</p> <p>I can't see the addition of double yellow lines at Westminster Road at the corner of Kingsland Road being an issue, but the other changes relating to restricted parking at corners of Kensington and Richmond Road and other parts of Kingsland Road have clearly aroused local ire as there is little clear benefit to local residents.</p>	1	<p>The comments are noted.</p>
12	<p><u>Richmond Road/Kingsland Road:</u></p> <p>I am presuming that this refers only to the corners of Kingsland and Richmond Road and not the section opposite, ie on the side of Kingsland Road that I live on.</p> <p>If we are looking just at the corners of Richmond and Kingsland, this is 6-7 spaces. There are no perceived problems re access at present and indeed have been none in the thirteen years that I have lived in this street), eg</p>	1	<p>It is only proposed to introduce 'No Waiting At Any Time' (NWAAT) restrictions at the junction of Kingsland Road and Richmond Road. It is not proposed to introduce waiting restrictions opposite the junction.</p> <p>As stated elsewhere in this document, comments stating that the provision of NWAAT restrictions will reduce the number of parking spaces available have to be considered in the context of the Council's requirement to meet its statutory obligations as the local highway authority, which is not to provide parking but maintain a rite of passage, and the requirements for motorists to adhere to the Highway Code which states that they should not stop or park opposite or within</p>

	<p>council refuse disposal vehicles pass down there safely and have done so with ease.</p> <p>If the two corners are removed then you are looking at losing 6-7 car spaces. If the section on Kingsland Road ie the side that I reside on, No 6, is also included then an additional 5-6 spaces will be lost. Again this loss of 12 spaces is far too many so referring to the public notice on the corner of the street; I am presuming that it is just those spaces adjacent to Kingsland Road/Richmond directly</p> <p>I note the proposed no parking area at the end of Richmond Road, nearest to the school. I am not clear how many parking spaces will be lost here (2?)</p>		<p>10 metres (32 feet) of a junction. This is specifically to protect visibility and turning manoeuvres at junctions. Any residents parking within 10 metres of a junction could be considered to be causing an obstruction of the public highway and liable to enforcement action by the Police. Therefore, whilst it is proposed to introduce NWAAT at a number of junctions it should be remembered that motorists should not be parking at such locations anyway.</p> <p>The Council is acutely aware of the pressure on parking spaces in residential areas and has taken this into account in developing its proposals and has proposed the minimum amount of NWAAT restrictions considered safe and practical in providing a balance between retaining parking spaces and meeting its obligation as the local highway to maintain a rite of passage. One specific example of this approach is in Richmond Road at its junction with Kingsland Road where the proposed NWAAT restrictions are only 5 metres in length.</p> <p>The restrictions at the northern end of Richmond Road should not result in the loss of any parking spaces. It is currently only possible to park one vehicle in front of No. 1 and the property named Amberley. If the Council's proposals are implemented it will still be possible to park one vehicle in front of the aforementioned properties but the proposed NWAAT will help vehicles that have to turn around in the road.</p>
13	<p><u>Kensington Road/Kingsland Road</u></p> <p>Again I am assuming that this refers only to the corners and not to a section directly opposite the entry to Kensington Road. Again I've witnessed no access problems here. (I should add these are comments passed by local residents, not just solely myself).</p> <p>It should be noted that there are individual garages which are directly placed in front of Kensington Road so that minimal car parking space will be lost. Because of the garages, there is far greater room to turn and so access is better to Kensington Road. Again, depending on the size of the yellow lines, I will presume 5-6 spaces.</p>	1	<p>It is only proposed to introduce NWAAT restrictions at the junction of Kingsland Road and Richmond Road. It is not proposed to introduce waiting restrictions opposite the junction.</p>
14	<p><u>Top of Kingsland Road/Devizes Road.</u></p> <p>I note that there is a plan to remove no waiting at any time ie the double yellow lines at the top of this road.</p> <p>This will yield about 5-6 parking spaces. This however will not address the total number of spaces being lost through this scheme, which for corners alone will be a minimum of about 18. (Kensington/Westminster/Richmond assuming all three sections are being implemented).</p>	1	<p>The comment is noted.</p>

<p>15</p>	<p><u>Coldharbour Lane</u></p> <p>I note that there will be additional car parking spaces added by ending a no waiting zone. This appears to add 4 spaces?</p> <p>However the introduction of a no waiting zone at the corner of Kingsland Road Cold Harbour Lane will remove approximately 3 car parking spaces. This is one part of the proposal which was approved. This corner on Kingsland and Cold Harbour Lane is very restricted and frankly is a death trap.</p> <p>The cause of this parking problem is the general shortage of car parking spaces in the area.</p> <p>I note that it appears as if there will be additional spaces given on Devizes Road, but these are likely to be utilised by the new residents of the flats on the former Moose hall who clearly have no designated parking spaces as such.</p>	<p>1</p>	<p>It is somewhat unfair to say that the parking problems are caused by a general shortage of car parking spaces in the area. There is a significant amount of parking available within the area; however, there is a finite amount of kerbside parking availability. A combination of high (and increasing) levels of car ownership and competing demands for the use of the available kerbside space result in parking difficulties occurring.</p> <p>The Council's proposals do not propose any changes to the waiting restrictions on the A360 Devizes Road. Moreover, the road is too narrow to allow parking to take place in the vicinity of Kingsland Road.</p>
<p>16</p>	<p><u>Conclusions</u></p> <p>It is very apparent that there would be a major reduction of car parking spaces under this scheme (potentially 12-18). This is too many and may well worsen the traffic situation especially in the evening. It is very apparent that, from the number of adverse comments I've had the misfortune to receive, would be strongly opposed by many of the residents locally.</p> <p>Whilst the current situation is not perfect, it does work well in the main as there is fair amount of give and take. We do get the one or two vehicles from Ashley Road and Gas Lane who do occasionally park in Kingsland Road, but we do know that this is caused by a general lack of spaces in the area.</p> <p>Under these proposals residents are likely to encounter difficulties in parking our street or anywhere close to their home if they do not arrive from work before 18.00.</p>	<p>1</p>	<p>As stated elsewhere in this document, comments stating that the provision of NWAAT restrictions will reduce the number of parking spaces available have to be considered in the context of the Council's requirement to meet its statutory obligations as the local highway authority, which is not to provide parking but maintain a rite of passage, and the requirements for motorists to adhere to the Highway Code which states that they should not stop or park opposite or within 10 metres (32 feet) of a junction. This is specifically to protect visibility and turning manoeuvres at junctions. Any residents parking within 10 metres of a junction could be considered to be causing an obstruction of the public highway and liable to enforcement action by the Police. Therefore, whilst it is proposed to introduce NWAAT at a number of junctions it should be remembered that motorists should not be parking at such locations anyway.</p> <p>Again, as stated elsewhere in this document, the Council is acutely aware of the pressure on parking spaces in residential areas and has taken this into account in developing its proposals and has proposed the minimum amount of NWAAT restrictions considered safe and practical in providing a balance between retaining parking spaces and meeting its obligation as the local highway to maintain a rite of passage.</p>
<p>17</p>	<p>We assume that the intention is to assist access for large vehicles, although you 'statement of reasons' is fairly unspecific. We are not aware of any accidents or safety problems that have occurred in this area. Access for large vehicles (for deliveries etc) is mainly required during the</p>	<p>1</p>	<p>Please refer to the response to Comment No. 16.</p>

	normal working hours and during these times the vehicles parked in these roads is generally much reduced - as I can attest from looking out of my window at this very moment! 'No waiting at any time' on the junctions of the above roads therefore seems rather unnecessary. The exception to this is during the school drop off/collection times, but these only last for a few minutes each day.		
18	You are at the same time proposing to reduce the 'no waiting' areas at the top of Kingsland Road (by junction with Devizes Road) presumably to compensate for the loss of parking spaces at the above junctions. However, as at the lower end of the existing 'no waiting' area, on both sides of Kingsland Road, there are private garages/drives, with dropped kerbs, the amount of additional general parking space created will be less than that lost as a result of the new 'no waiting' areas. During the evenings/weekends parking is difficult enough in these roads and your proposal will be making it worse.	1	Please refer to the response to Comment No. 16.
19	From a purely personal point of view, we are concerned that the removal of the 'yellow lines' in front of our garages (which open onto Kingsland Road) will encourage people to park across them, blocking our access. To help alleviate this, if you go ahead with this proposal, would you be prepared for a white line to be provided for the extent of the dropped kerb in front of our garages? This would at least draw people's attention to the fact that there is a dropped kerb and garages and may mean that they think twice about parking there.	1	If the Council's proposals are implemented then the Council will arrange for an access protection (white bar marking) to be laid in front of the access to the correspondents garages. It was always intended that this would be the case. It is hoped that by providing this marking the owners of the garages will be able to park in front of their own garages and therefore create additional parking spaces elsewhere in the Kingsland Road area.
20	I have lived in Westminster Road in excess of ten years. I object in the strongest terms to elements of the proposed changes. I am aware the local primary school have requested no waiting at any time on the corner of Westminster and Kingsland Road to assist the ease with which delivery vans can access the school, as they have <u>occasionally</u> struggled to negotiate the turn into Westminster Road. I can also see that this would assist the refuse collection van that collects <u>fortnightly</u> for residents and a little more frequently for the school during term times. What I object to is The proposed no waiting Mon-Fri 8am-6pm along Westminster Road	1	<u>Response To Points 1-10</u> Points 1-10 raised by the correspondent are their observations as a longstanding resident of the road and proffer their personal view of the current parking situation and should be noted. However, specific comments are below: <u>Response To Points 5b</u> An advisory disabled parking was recently introduced into Westminster Road through the Council's approved process and resulted in complaints from a small number of local residents. It appears that the bay should not have been provided due to the applicant living out of the country for a large portion of the year. The bay will be removed if the Council's proposals are implemented.

<p>The proposed no waiting at any time directly in front of my house and the school gates Some points I would like to make that provide reason for these objections:</p> <p><u>Point 1</u></p> <p>There are <u>three</u> possible pedestrian entrances to the primary school.</p> <p><u>Point 2</u></p> <p>The pedestrian entrance located in Westminster road is situated on the side of the road that my house is located (no 19 Westminster Road). Over the years I have lived here I rarely see pedestrians utilising the overwide path on the opposite side of the road. Observing most recently, pedestrians cross up at the top of Westminster Road to the path on which the pedestrian entrance is located.</p> <p><u>Point 3</u></p> <p>The pavements on both sides of Westminster road are overly wide when compared to adjacent streets and in light of the point no. 2 unnecessarily wide.</p> <p><u>Point 4</u></p> <p>In all the years I have lived in this house I have never had an issue with cars being able to turn around in the available space in front of my house where there is proposed no waiting at any time, even when a car is parked in front of house no.17.</p> <p><u>Point 5</u></p> <p>Problems that have arisen have occurred in the last 12-18 months where</p> <p>a) Residents parking and increased town parking charges appear to have led to a migration of cars to these streets.</p> <p>b) A disabled owner of a house at No. 15 has had a disabled space authorised despite being resident for the majority of time in France and in No 15 for, on average over the last few years, for 8 weeks per annum.</p>		<p><u>Response To Points 5c</u></p> <p>The ticketing of cars referred to was undertaken by the Police. Fixed penalty notices were issued to vehicles parked on the footways in Westminster Road for causing an obstruction of the public highway. Motorists parking on any footway, where it has not been authorised by the Council, run the risk of being subjected to enforcement by the Police for causing an obstruction of the public highway.</p>
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c) The sudden ticketing of cars which, for all the years I have lived in this house, have parked completely off road on the overly wide pavement (still leaving a narrow space for any pedestrian to walk on the pavement).

Point 6

Whilst there are driveways for the houses along the side of the road I live on they are shared and very narrow and in most cases not usable by the residents of those houses.

Point 7

On the days I have been at home during the day I have never witnessed problems of access and believe any of these have been most recently caused by foolish parking on the corners of the roads for reasons stated in point 5 above.

Point 8

Clearly the school is open term time only, although will occasionally be open for work during school holidays. But the only gate I have ever seen open for traffic access is on the opposite side of the road to my house - so traffic into and out of the school only ever use a single open gate.

Point 9

I have seen an extremely large fire engine negotiate the road, albeit carefully, to enter the school grounds for a summer fete.

Point 10

I do wonder if anyone has surveyed the actual daily flow of traffic down this dead end street during day time hours - it is infrequent and on certain days almost nonexistent with the exception of school opening and closing times i.e. 7.30 -9.00 am and 15.30 -16.00 pm.

<p>21</p>	<p>The reasons stated for the proposed changes are:</p> <ol style="list-style-type: none"> 1. For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; 2. For facilitating the passage on the road or any other road of any class of traffic including pedestrians; 3. For preserving or improving the amenities of the area through which the road runs. <p>In light of the points 1-10 I have made above, I do not believe the proposed <u>limited</u> waiting will assist in achieving these 3 reasons any more than a modified approach could (see below for suggestion), and certainly in no way improves the amenities for local residents who live here all the time not just during school term times; in fact it makes the situation for local residents who are at home during the daytime hours extremely difficult and limited.</p> <p>The proposed limited waiting, I believe will also restrict flow of residents traffic given that it is marked out half on one side and half on the other side (presumably to increase the number of available parking spaces in the evenings).</p> <p>I do however believe that simply putting in the <u>no waiting</u> at the corner of the Westminster Road and Kingsland road would meet all three stated reasons.</p>	<p>1</p>	<p>When advertising Traffic Regulation Orders (TROs) for comment, the Council, in its role as the local highway authority, is legally required by the Road Traffic Regulation Act 1984 to publish its reasons for proposing the introduction of waiting restrictions.</p> <p>The reasons for which waiting restrictions can be introduced are defined by the Road Traffic Regulation Act 1984. There are seven defined reasons why a highway authority may introduce waiting restrictions and on this occasion the Council has used the three quoted by the correspondent.</p> <p>Reason 1 (as quoted by the correspondent) is typically used in situations where NWAAT restrictions are introduced to deal with road safety hazards. Given that it is proposed to introduce NWAAT restrictions to protect visibility at a number of junctions in the Kingsland Road area it is considered appropriate for the Council to have used this reason when publishing this TRO.</p> <p>Reason 2 (as quoted by the correspondent) is typically used in situations where NWAAT restrictions are introduced to remove parking that is obstructing a road. Given that it is proposed to introduce NWAAT restrictions to make sure that larger vehicles are make turning manoeuvres into the roads in the Kingsland Road area it is considered appropriate for the Council to have used this reason when publishing this TRO.</p> <p>Reason 3 (as quoted by the correspondent) is typically used in situations where waiting restrictions are being introduced to make sure that an existing service or action can continue to take place. In this case the introduction of the waiting restrictions will preserve, if not improve, the amenity of Sarum St. Paul's School. It is therefore considered appropriate for the Council to have used this reason when publishing this TRO.</p> <p>The proposed 'no waiting' restrictions will not restrict flow of residents' traffic in any way. The allowing of parking on different sides of the road is to meet the sole aim of retaining as many parking spaces as possible during the day and is governed by the position of the dropped kerb accesses in Westminster Road. The 'no waiting' restrictions overlap to make sure that traffic flow along the road is not impeded. The 'no waiting' restrictions in Westminster Road have been designed to operate when access to the school is needed and to allow a greater level of parking to take place in the evenings and at weekends when access to the school is either not needed or only required on ad-hoc occasions (i.e. parents evenings). More generally the proposed restrictions aim to provide a balance between retaining parking spaces and maintaining a rite of passage.</p>
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22	<p>Suggested Alternatives:</p> <p>A) In addition to the no waiting, and to replace the spaces lost by the introduction of the no waiting, the overly large pavement on the opposite side to No 19 could have limited parking marked out on it (similar to areas along Coldharbour lane up by the gas container) for evening hours only, thus allowing an increased number of spaces for local residents after work.</p> <p>B). A second alternative would be to introduce residents only parking</p>	1	<p><u>Response to Alternative A</u></p> <p>The proposed hours of operation of the 'no waiting' restrictions in Westminster Road are Monday to Friday 8:00 am to 6.00 pm. This means that aside from the NWAAT restrictions, overnight and weekend parking is unrestricted and residents will be able to park as they do at the moment and therefore are no need to proceed as suggested.</p> <p><u>Response to Alternative B</u></p> <p>The need for residents' parking to be introduced into this area is on a future works programme once work to complete reviews of Residents Parking Zones A and D have been completed.</p>
23	<p>This proposal will not work for local residents as it will remove valuable parking. Most houses in Kingsland Road, Westminster Road, Richmond Road and Kensington Road do not have driveways and rely on street parking.</p> <p>The roads are currently used constantly during the day by non residents who are parking and then walking into town to work. This has increased over the years due to residents parking restrictions being put into place in neighbouring streets such as Ashley Road.</p> <p>This proposal should only be considered if Kingsland Road, Richmond Road and Kensington Road were also made residents parking only.</p>	1	<p>As stated elsewhere in this document, the Council is acutely aware of the pressure on parking spaces in residential areas and has taken this into account in developing its proposals and has proposed the minimum amount of NWAAT restrictions considered safe and practical in providing a balance between retaining parking spaces and meeting its obligation as the local highway to maintain a rite of passage.</p> <p>The need for residents' parking to be introduced into this area is on a future works programme once work to complete reviews of Residents Parking Zones A and D have been completed.</p>
24	<p>No waiting on the corners of Westminster Road is a sensible idea as this is where the problem with access to our street occurs. Delivery trucks and other large vehicles cannot gain access to Westminster Road because of the obstructions on the corner of the street, there is no problem with the current parking arrangements and the introduction of the no waiting areas are both unnecessary and unrealistic for the residents.</p> <p>The provision of parking spaces under the new proposals will mean that residents will have nowhere to park their cars for the majority of the day. The number of spaces provided that do not fall under the no waiting areas is nowhere near enough to provide adequate provision for the residents of Westminster Road. Has it been noted that the driveways on the right hand side of the street are not used? These houses were built in the 1960s and the driveways and access to the garages are extremely narrow, hence</p>	1	<p>As stated elsewhere in this document, the Council is acutely aware of the pressure on parking spaces in residential areas and has taken this into account in developing its proposals and has proposed the minimum amount of NWAAT restrictions considered safe and practical in providing a balance between retaining parking spaces and meeting its obligation as the local highway to maintain a rite of passage.</p> <p>The Council is aware of the fact that the driveways of Nos. 5-17 Westminster Road are both extremely narrow and are shared between neighboring properties, facts which make the driveways extremely difficult to use. However, for the correspondent to say that they will be unable to park anywhere near their home is extremely misleading. Parking will be available directly opposite the correspondent's home, a mere 12 metres away. Parking on the same side of the road is available within 40 metres of the correspondent's home. Additionally, this correspondent has a parking space available in their rear garden which is accessed via the road load leading to the allotments.</p> <p>It is permitted to stop on NWAAT or 'no waiting' restrictions for a short period of</p>

	<p>why the majority, if not all of these off road parking spaces are unused. This therefore means that the only available spaces for Westminster Road residents are on the street.</p> <p>For example, directly outside our house we have a no waiting at any time restriction. We have two children under 5 years of age and a new baby due in August. The proposed provision of parking spaces means that we will be unable to park anywhere near our house at any time during the week. Our driveway is too narrow for our people carrier, where are we supposed to unload the car of children, pushchairs, shopping, etc ? Where will visitors park ? These parking proposals are simply unnecessary and totally unfair on the residents when there is no problem with the parking arrangements at present.</p>		<p>time and unload goods so long as this does not result in the road becoming completely obstructed. This situation should not be overly problematic in Westminster Road as motorists will only be stopped for a short period of time and will be in close proximity to their vehicle should, it need to be moved.</p>
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