

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

Comment Ref. No.	Comment	No. of Times Received	Officer Response
1	<p>In response to the reasons for proposing to make these traffic orders, Wiltshire Council is citing the following grounds:</p> <p><u>RTRA 1984 Section 1 (1)</u></p> <p>(a) 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;</p> <p>In reply - By removing the parking along the Saxon Road end of Parsonage Road, road traffic speeds will increase and the advisory crossing point at Saxon Road will be rendered more dangerous to pedestrians.</p> <p>(b) For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).</p> <p>In reply - I agree that the passage of buses along Parsonage Road is made difficult by inconsiderate parking on both sides of the road. This behaviour would be improved by Police enforcement or restricting the no-waiting zone or no-parking to one side of the road only.</p>	1	<p>The remaining parking provision in Parsonage Green and Wiltshire Road has specifically been staggered on alternative sides of the roads to make sure that they do not become obstructed with parked vehicles. Staggering the parking will help to control the speed of vehicles using the roads by creating chicane effects at the time of day that they receive their highest level of use.</p>
2	<p><u>RTRA 1984 Sections 32 and 35</u></p> <p>For the purpose of relieving or preventing congestion</p> <p>In reply - I agree that the proposals will improve the congestion problem on the listed roads during school drop-off and pick-up. However, with the Prohibition of Driving order proposed on both Hollows Close and Folkestone Road, this will merely move the problem further out to Wiltshire</p>	1	<p>It is accepted by the Council that the introduction of waiting restrictions into Parsonage Green and Wiltshire Road may displace parking problems into adjacent roads. However, the Council is obliged to address the obstructions being caused by parents parking whilst undertaking the school run. If parking problems are displaced into adjacent roads the Council will, if necessary, consider the introduction of additional parking restrictions (or other suitable measures) to address any issue that may arise.</p>

3	<p>Road and other local roads.</p> <p>General comments on the travel arrangements for the schools;</p> <ul style="list-style-type: none"> • There are insufficient local car parking spaces to cater for the number of cars at drop-off and pick-up times. It is a reality that many children are driven to school en route to/from work places. • It is the duty of every local traffic authority to exercise the functions in the Road Traffic Regulation Act 1984 to secure 'expeditious, convenient and safe movement of vehicular and other traffic' (including pedestrians) and the provision of suitable and adequate parking facilities on and off the Highway. • The schools do not provide sufficient cycle/scooter parking to promote alternative methods of travelling to school. Two schools and a nursery of over 500 pupils on the same site would require at least 60 cycle parking spaces under current DoE Parking Standards guidelines for new developments. • The parking area at Lower Church Hall is not able to be used as parking for breakfast club drop off or after-school club pick up due to time restrictions. 	1	<p><u>Response to Bullet Point 1</u></p> <p>This comment is noted.</p> <p><u>Response to Bullet Point 2</u></p> <p>Highway law states that 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 right of passage. There are no legal rights to park on the highway, or obligations upon the Council (as the local highway authority) to provide parking on the public highway, but parking is condoned where the right of passage along the highway is not impeded. Where that right of passage is impeded the Council is obliged to address such matters.</p> <p><u>Response to Bullet Point 3</u></p> <p>As is stated the by the correspondent the figures quoted relate to new build schools and not to existing sites such as the Harnham schools. The Harnham schools currently provide both secure cycle and scooter parking facilities. The schools would be able to apply for additional facilities through the council's Taking Action On School Journeys programme but would need to be able to demonstrate a demand for additional facilities to stand a good chance of receiving funding.</p> <p>If the correspondent feels that additional cycle and scooter parking is required at the Harnham Schools they should raise this issue with the Schools Travel Plan Group who I am sure would be happy to take this matter up on their behalf.</p> <p><u>Response to Bullet Point 4</u></p> <p>This comment is noted.</p>
4	<p>This proposal is not fully thought out in conjunction with the schools' travel plan and should have taken the opportunity to improve the arrangements by specific options in conjunction with the schools to improve the safety and attraction of roads for walking and cycling such as:</p> <ol style="list-style-type: none"> 1) Creating a 20 mph zone along Parsonage Road 2) Providing cycling infrastructure via the shared use path for cyclists and pedestrians along Harnham Road 	1	<p><u>Response to Bullet Point 1</u></p> <p>The Council's consultants Atkins have been commissioned to review best practice across the country in respect of speed limits outside of schools to help the council determine its policy in respect of this issue. The outcomes of this review are expected in early 2015.</p> <p>More generally the Council would not look to introduce a 20 mph speed limit in isolation into one road. If residents of Parsonage Green and neighbouring roads would like to see a 20 mph speed limit introduced into the area they can raise this matter as an Area Board Issue for investigation.</p>

	<p>3) Providing drop-off and pick-up zones for 'Walking Bus'</p> <p>4) Providing additional parking at the Cricket Ground</p>		<p><u>Response to Bullet Point 2</u></p> <p>Highway law states that 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 right of passage. There are no legal rights to park on the highway, or obligations upon the Council (as the local highway authority) to provide parking on the public highway, but parking is condoned where the right of passage along the highway is not impeded. Where that right of passage is impeded the Council is obliged to address such matters.</p> <p><u>Response to Bullet Point 3</u></p> <p>The school actively promotes Park and Stride from three locations. The idea behind Park and Stride is that parents park a short walk from the school gates and then walk the remainder of their journey. The Park and Stride locations could easily be used as drop off / pick up zones for walking buses.</p> <p>The Council can support a walking bus through the Road Safety Unit risk assessing routes and training volunteers to lead walking buses. However, the success of such a measure is reliant on support from the Harnham schools and volunteers coming forward to lead walking buses.</p> <p>If the correspondent is keen to see a walking bus established at the Harnham Schools they should raise this issue with the Schools Travel Plan Group who I am sure would be happy to take this matter up on their behalf.</p> <p>On a more general note given the seeming interest in school travel issues at the Harnham Schools perhaps the correspondent would consider leading a walking bus or becoming a member of the Schools Travel Plan Group.</p> <p><u>Response to Bullet Point 4</u></p> <p>Providing additional parking at the cricket ground would be an issue for Salisbury City Council as the landowners, rather than Wiltshire Council. If the Harnham Schools Travel Plan Group felt that this was a measure they wished to pursue with Salisbury City Council then Wiltshire Council would offer advice and support where possible.</p>
5	I object to the proposals for the reasons given above as the LTA has not provided a comprehensive package of measures to deal with the issues and this proposal will merely shift the parking problem to adjacent roads.	1	Please refer to main report as this issue has been considered as a substantive issue.
6	<p>We are in full agreement something needs to be done and the parking restrictions may go some way to resolving that.</p> <p>However we do have some concerns. We are one of 4</p>		<p><u>Response to Option 1</u></p> <p>The possibility of providing access to Nos. 1-4 Parsonage Green so that their front gardens could be used for parking is something that falls outside of the</p>

	<p>houses adjacent to the green that have no roadside access, as it stands our only option for parking is on the roadside. Already it is almost impossible to park close to the house if you come home between the hours of 2.30-3.30 and this will worsen if the traffic order comes into effect.</p> <p>The possibilities to alleviate this for our houses would be to have access put in to our front gardens and we could park on our property currently this would reduce at least 4 cars parking on the roadside but potentially up to 8 as our 2 next door neighbours currently do not have cars. (Option 1)</p> <p>The other option would be to have reserved spaces for 1-4 Parsonage green. We have 2 children under the age of 2 and our neighbours at number 4 have 3 small children, easy access to our cars is vital and was one of the reasons we purchased the house just last year as there were no restrictions in place. (Option 2)</p> <p>The other option would be for the area to be residents only and the school to arrange a mutually convenient drop off site. They could then have a walking bus bringing children in to the school; this would also give the children some exercise which currently very few children meet the minimum recommendations for and resolve the parking issue. There is plenty of parking on the old Blandford road could this be a considered site? (Option 3)</p> <p>We are in agreement that steps need to be taken as the parking situation cannot continue otherwise at some point there will be a serious accident.</p>		<p>scope of the current scheme. The money available to the Council to promote the introduction of waiting restrictions in the area could not be used to provide access to the aforementioned properties.</p> <p>More generally providing access to the properties as suggested by the correspondent would not be an issue for the Highways Department to address, as the land that would need to be used to provide the access is not public highway but land under the control of the Council's Housing Department. If the correspondent wishes to pursue this matter they are advised to contact the Housing Department in the first instance. However, removing a section of the grassed area from which Parsonage Green derives its name to provide parking is likely to be unpopular.</p> <p><u>Response to Option 2</u></p> <p>Parking spaces provided on the public highway cannot legally be reserved for use by individual households or motorists. Therefore it would not be possible to provide reserved parking spaces for Nos. 1-4 Parsonage Green, as suggested by the correspondent.</p> <p><u>Response to Option 3</u></p> <p>It is unclear whether the correspondent is referring to a resident's only parking scheme or a prohibition of driving scheme similar to that already in place in Saxon Road. In either case neither could be introduced. All current residents parking schemes introduced in the immediately of a school in Salisbury provide some provision to allow parents undertaking the school run to park. The same approach would be taken in Parsonage Green if a resident parking scheme were to be considered.</p> <p>As Parsonage Green is a through route a prohibition of driving order that only allowed local residents to use it could not be introduced as it would be extraordinarily difficult for the Police to enforce and without effective enforcement the prohibition of driving would be of no benefit to local residents.</p> <p>The Harnham schools actively promote Park and Stride from three locations of which Old Blandford Road is one. The idea behind Park and Stride is that parents park a short walk from the school gates and then walk the remainder of their journey. The Park and Stride location in Old Blandford Road could easily be used as a drop off / pick up point for a walking bus if enough parents of children attending the Harnham Schools volunteered to run a walking bus.</p>
7	I'm writing regarding new parking restrictions put on Parsonage Green Road between school drop off and collecting times.		The Council is fully aware of the pressures on parking in Parsonage Green from both residents and parents undertaking the school run and has kept the maximum amount of parking possible within the road whilst dealing the problem of parked vehicles cause the road to become obstructed.

	<p>As a parent of Harnham Infant School I appreciate this is a bus route and is the cause of the problem in buses not being able to get through but it is going to make it difficult for parents to park could there be a possibility of creating a car park from some of the green on Parsonage Green Road making it safer for children getting to school.</p>		<p>The Section 106 developer contribution money available to the Council to promote the introduction of waiting restrictions in the area could not be used to provide a car park as suggested and even if it could the contribution held by the Council would be insufficient to cover the costs of doing so.</p> <p>More generally providing a car park on the grassed area from which Parsonage Green derives its name would be a matter for the council's Housing Department as the landowners. If the correspondent wishes to pursue this matter they are advised to contact the Housing Department in the first instance. However, removing a section of the grassed area to provide parking is likely to be unpopular.</p> <p>The provision of a car park would not improve safety for children travelling to the Harnham Schools. The provision of a car park accessed off Parsonage Green would not reduce the volume of traffic using the road (a reduction in the volume of traffic would make the road safer) and would introduce another access/junction that parents and children to negotiate which bring them directly into conflict with vehicles accessing/egressing the car park.</p>
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