

**COMMENTS**

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
1	In order to maximise use of the library, and make its use as easy as possible to the public, it is essential that 'casual' parking by non library users is curtailed.	The inclusion of the County Hall car parks in the off-street Order will exclude casual parking by non County Hall users during the hours of operation. This will maximise the available space to legitimate visitors to County Hall.
2	<p>The Statement of Reasons and the associated TRO documentation clearly identify that the parking which is currently unregulated by TRO around County Hall is to be regulated and controlled for Permit Holders only in order to manage the customer demand for services at County Hall.</p> <p>Whilst the need for customer parking is understood, without understanding the types of permit and eligibility criteria for a permit, it would seem that this is a flawed consultation, as the full impact of the TRO should be made known at consultation stage as per the Procedure Regulations in order for meaningful consultation to take place. I am also surprised that staff views were not sought before public consultation – given that it is largely staff that will be negatively impacted!</p> <p>From my Network Manager perspective, I would also like to question what consideration has been given to managing the inevitable displacement of staff parking onto the nearby uncontrolled residential streets. The last time a permit system was introduced around County Hall we had a high level of customer complaints from residents adversely affected by the displaced parking resulting in the need to implement additional yellow line restrictions at considerable expense of both officer time and Council financial resources.</p>	<p>At the time of advertisement for the inclusion of the County Hall car parks into the off-street Order the full details of permit eligibility had not been agreed. It was therefore not possible to provide full details within the advertised proposals.</p> <p>It is accepted that there may be some displaced parking into nearby residential areas. Should this become an issue, then the introduction of additional measures will be considered.</p>
3	<p>I believe that 20 minutes is insufficient to be able to choose up to the 12 my library card allows.</p> <p>A limit of 40 minutes would be better and might also encourage more customers' to use the excellent café in the atrium.</p>	The 20 minute duration is associated with the loading / unloading bay areas. The visitor parking bays have a two hour duration.
4	<p>What is the primary purpose of the proposals?</p> <ol style="list-style-type: none"> <li>1. To increase visitor parking?</li> <li>2. To reduce number of staff driving to work in some effort to be green'?</li> <li>3. Or both?</li> </ol> <p>What evidence do you have that there is a capacity issue? ie: why the need for change?</p> <p>What evidence to you have regarding the number of staff currently parking verses non-staff parking?</p> <p>How many staff need access to their vehicles in order to carry out their duties?</p> <p>How will the priority parking for staff actually work? ie: Who will be eligible for priority parking? And how will this be enforced?</p>	The majority of these comments relate to the operation of the proposed permit system and, as such, will be considered as part of the management plan on parking.

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	<p>How much will it cost to undertake implementation of these proposed restrictions / amendments to car parking layout / ticket machines etc?</p> <p>My concerns as an employee, a Highways professional and also a Trowbridge resident who uses the library during weekends and non-working days is this... staff and the majority of town locals all know that County Hall offers free parking 24/7, and any change to this regime will displace vehicles elsewhere, fact.</p> <p>Drivers will seek alternative free parking in surrounding residential streets, rather than opting to pay for parking in one of Council operated or other town centre parks, when they've become accustomed to parking for free all day every-day.</p> <p>In that regard, may I also ask what consideration has been given for additional parking restrictions in the surrounding streets, to prevent vehicles parking inappropriately on junctions etc within residential streets, should these proposals go ahead?</p>	<p>It is accepted that there may be some displaced parking into nearby residential areas. Should this become an issue then the introduction of additional measures will be considered.</p>
5	<p>As a disabled member of staff working out of County Hall I would welcome any changes that ensure that disabled bays are not abused by staff and public. I currently park at the end of old county hall and even at 8am in the morning when there are clearly parking spaces available people are parking in disabled bays and on double yellow lines without displaying badges. I would therefore welcome any monitoring of this and sanctions put in place for those who abuse the spaces. If I go out to a meeting during the day it is often not possible for me to park in the disabled bays on my return because of people abusing the bays and double yellow lines.</p>	<p>Comment noted. Overall it is proposed to provide 34 disabled bays across the County Hall car parks for use by staff and visitors displaying disabled badges. Traffic Advisory Leaflet 5/95 Parking for Disabled People recommends that for a car park of County Hall's size then 20 disabled spaces be provided. The proposals are therefore in excess of that recommended.</p> <p>The inclusion of the County Hall car parks into the off-street Order will allow enforcement of all parking bays and ensure that disabled bays are only used by legitimate users.</p>
6	<p>As an employee of WC I start work before 08:00 and park my vehicle well before this time in the morning and am concerned regarding the time restrictions on this order</p>	<p>It is not clear what the concerns are from the comments made. Experience shows that prior to 8.00am there is ample parking availability.</p>