

COMMENTS RECEIVED

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
1	This is to confirm that I understand and support your objections to the current proposal by Wiltshire Council and my support for the alternative proposal.	See responses in main report
2	<p>As you can imagine I have very strong objections to this proposal. I own a house in the village which is amongst only a handful not to have off road parking. Preventing me from loading/unloading and parking outside my own house is a considerable concern for me, especially as I get older and less able.</p> <p>It will also have a significant impact on my property's value. Notwithstanding these facts, I will be as objective as possible in disagreeing that the proposed solution will overcome the problem of the reduced turning space.</p> <p>As I understand it the junction layout was changed to enable, indeed encourage, parents to park down Kington Lane for the village school start/stop times thereby alleviating crowding of the main road at these busy times. Putting double yellow lines opposite the junction will mean that people will park their cars in Kington Lane at any time- I will for one. Arguably, it is cars parked at this part of the junction that are causing problems for the Contractor, Snows Commercials Ltd, anyway. If the lines are also placed down Kington Lane this will negate one of the aims of the original changes!</p> <p>The solution, I believe, is to return the junction layout to its original form. Whilst I appreciate this will / involve extra expenditure this whole matter has come about as an unintended consequence of the lack of full consultation with village residents before the changes were made in the first place. A cliché I know, but two wrongs don't make a right!</p>	See responses in main report
3	<p>We would like to express our objection to the proposed yellow parking line restrictions under consideration for Stanton St Quintin.</p> <p>We have lived in the village for over 20 years, and prior to the recent modifications to the pavements either side of Kington Lane, there was never an issue with the safe passage of both village traffic and Snows Commercials lorries. The narrowing of this junction has resulted in the current problems and the pavements and should be reinstated as before.</p>	See responses in main report
4	<p>I am writing to indicate my opposition to the proposal for Yellow lines at the junction of Kington Lane, Stanton St Quintin</p> <p>It is a ridiculous proposition. Most period properties on the street do not have driveways or garages so rely on parking in the street.</p> <p>In addition, the parents dropping their children already park in the 100m down Kington Lane on both sides as this is the closest they can get to the school. The proposition would only make things worse. The problem with turning at the junction has</p>	See responses in main report

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	<p>been cause by the addition of a huge area of pavement at the corner which should never have been made. Yellow lines just spreads the problem further.</p> <p>I fully support your alternative proposal.</p>	
5	<p>We confirm opposition to the proposed yellow lines at the junction with Kington Lane</p> <p>Yellow lines will create another glut of t and potentially cause other hazards.</p> <p>We strongly dislike the prospect that longer be able to park outside their own homes. From the moment the new junction was created it has caused endless problems for farmers with large agricultural machinery and Snows Commercials.</p> <p>Many residents also find that the new junction layout forces them dangerously out into oncoming traffic travelling from the school end when they are turning left out of Kington lane .</p> <p>As residents of the village for the past 28 years it is evident that the problems have only been caused by the new layout .We feel that the best option would be to restore the junction to its previous status.</p>	See responses in main report
6	<p>The school values the crossing point that has been installed as it has supported the safe use of parking in Kington Lane, in line with the school travel plan. However, we recognise that the resultant changes to the pavement have inadvertently made the corner difficult to navigate for larger vehicles.</p> <p>We recognise the need to review the existing situation, however we are opposed to the proposed double yellow lines for the following reasons:</p> <ul style="list-style-type: none"> • With the amount of school traffic during peak times and the already constrained parking we are concerned that the double yellow lines will displace parked cars towards unsafe parking and pedestrian areas. These are as follows. <ul style="list-style-type: none"> ○ Parking will occur further down Kington Lane, eventually arriving at an area with no street lighting or pavement ○ Parking will be displaced east towards the outskirts of the village where there is no pavement and a speed derestricted area ○ Parking will be displaced west towards Bouverie Park where the pavement is in parts no wider than 50cm and already causes problems for pedestrian who have to walk on the roads, or around parked cars. For people with pushchairs or wheelchairs they already have to use the road. <p>We would like to propose that as part of the on going school travel plan, we will be submitting a bid for the current grant. As part of this we would be happy to review how changes to the pavement could accommodate safe crossing along with ensuring large vehicles can safely navigate without the use of parking restrictions.</p>	See responses in main report

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7	<p>I am writing this letter as Chair of Stanton St Quintin Parish Council on behalf of Villagers.</p> <p>This will be followed up with a hardcopy letter and letters and copies of emails from villagers voicing their objections.</p> <p>In response to your email to Margaret Carey, Clerk to our Parish Council, and following on from our Council Meeting last night, Tuesday 11th November 2014, we have been in consultation with the school, Richard Brown who has taken on the School Travel Plan, Michelle Fairgreive Chair of Governors at the School and Tim Cowan Vice Chair at the school, and we are of the same agreement. Richard Brown will be writing to you separately on behalf of the school.</p> <p>The feelings of the village and school are made quite clear, both from last night, previous PCmeetings and from the letters and emails to be sent on to you.</p> <p>The yellow lines are not an option. all parties seem to be in agreement that the junction should be returned to its original layout whilst retaining the extended pavement and crossing point.</p> <p>It was determined that the new junction layout is actually dangerous, please refer to Percy Snow's photographs sent to you previously, and as such should be returned as soon as possible to avoid a major accident.</p> <p>I hope this clarifies the position taken by all bodies within the village and by a good proportion of the residents.</p> <p>We look forward to your reply after the 17th November with regard to this issue and would welcome a site visit from yourself to see the problems we have.</p>	See responses in main report
7	<p>As a Parish Councillor of 7 years I have been aware of the school travel plan and its proposals for Kington Lane. This, however, was not what was completed by Wiltshire Council.</p> <p>Instead we have an oversized pavement that can double for a picnic area and a seriously and dangerously reduced road width.</p> <p>Before the alterations to the pavement all vehicles could negotiate this corner with ease. This is not now the case. As you will have read from the emails and letters from Percy Snow, owner of Snows Commercial and from our local farmers, their vehicles can no longer negotiate this corner from any direction without considerable difficulty and at great risk to the general public and traffic coming from the opposite direction, please refer to the photographs supplied by Mr Snow in his emails to yourselves.</p> <p>Since its installation I have been asking Wiltshire Council via email and phone calls to restore the pavement to a normal size and to restore the road to its previous width to allow traffic to proceed as its used to, easily and without any danger to people or</p>	See responses in main report

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	<p>property as it has done for over 20 years.</p> <p>All I have had back from yourselves is that you are looking to see who is at fault. THIS IS NOT ACCEPTABLE ANY MORE!!!</p> <p>It is now over 18 months and the proposal of double yellow lines is NOT a solution, it will not help these vehicles turn any easier round this corner. Instead it is a knee jerk reaction and a possible quick and cheap fix by the Council that does not help anyone or any businesses in the village.</p> <p>There is a lot of feeling about this issue, the main one being that people want the road back to its original width, a reasonable pavement with a curve to stop parking right up to the edge of the junction and NO yellow lines.</p> <p>I look forward to your reply on this issue and would request a site meeting with all senior parties from the council and local residents and businessmen in order to discuss this further and to seek a proper solution to this problem.</p>	
8	<p>I would like to have my opinion considered during the consultation of the above proposal as follows:</p> <ol style="list-style-type: none"> 1. The junction has worked perfect well for decades. 2. The issues have only arisen since the pavement has been redesigned- unnecessarily too large. 3. The crossing point is an excellent idea however; car parking right on the crossing point makes this a hazardous crossing point. <p>Issues resulting in putting No Waiting Restriction markings:</p> <ul style="list-style-type: none"> • Not necessary. • Reduce the number of much needed car parking spaces in the village. The school traffic congestion is an ongoing issue and reducing the number of useable car parking spaces would cause a knock on effect further out of the village reducing road width in other areas of the village and therefore just moving the issue along, rather than addressing it. • Upset residents and those who live in the suggested area. • Smacks of a cheap easy solution to a problem which did not exist until Wiltshire Council made the pavement too big. Did no one spot that when they built it? • Wiltshire council needs to put right what they have done in error and not do an easy, cheap fix that will have long term inconvenience and negative impact to the village and residents and school traffic. <p>Solutions to the issue:</p> <p>Reduce the size of the pavement to a practicable size- more in keeping with a "normal" pavement width.</p> <p>Input 1 car length only waiting restriction each side of the crossing point to make it safe for users</p> <p>Putting double yellow lines the entire length of the T Junction is not necessary when the pavement has been put right.</p> <p>Please work with our villagers- "Wiltshire Council... Where everybody matters"</p> <p>Do we?</p> <p>Think before you do something really silly- PLEASE</p>	See responses in main report

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9	<p>I would like to express my concerns over the proposal to paint double yellow lines for the T junction with Kington Lane.</p> <p>Stanton St Quintin is a rural village that relies on the car to bring life to the village. The church and the school are pivotal to the village community, supporting numerous activities (charity functions, village fund raising events, fitness clubs etc) as well as performing their core functions. They depend on the support of people predominantly from outside of the village, who's only means of transport is the car. If car parking is severely restricted within the village I believe the viability of the church and the school will be called into question, and would rip the heart out of the village leading to stanton becoming yet another soulless place. The impact of painting double yellow lines for the T junction with Kington Lane has to be carefully considered.</p>	See responses in main report
10	<p>We are writing to object most strongly to Wiltshire Council's proposal to place double yellow lines at the junction in our village, referred to above. Traffic movement and parking in this area worked perfectly well until Wiltshire Council decided to modify the pavement. Wiltshire Council's modification made the pavement far wider than is required by pedestrians and reduced the turning area available to traffic; this is the reason for today's problem.</p> <p>The solution required is for Wiltshire Council to admit their mistake and reduce the size of their pavement modification, rather than paint unsightly, unpopular and unneeded yellow lines in our village.</p> <p>We ask you to voice our views to the Council in the strongest terms.</p>	See responses in main report
11	<p>We are opposed to the yellow lines pro like to see the junction reinstated back layout. Since the new layout we have have near misses as we have to drive on the the road down Kington Lane when cars cars entering Kington Lane turn into a blind corner.</p>	See responses in main report
12	<p>I am not in favour of this proposal. If Wiltshire Council hadn't made such a mess of changing the junction for no good reason the no parking zones would not be required. The junction worked perfectly well before it was altered. The changes were not required and serve no purpose except to make the junction more dangerous. The pavement was altered as well to provide a crossing point but this was done so badly that it makes pushing a pushchair along the pavement very difficult.</p> <p>I would prefer the junction to be restored to its former state.</p>	See responses in main report
13	<p>We understand that Wiltshire Council has proposed double yellow lines for the T junction with Kington Lane, the Council's solution to address the reduced turning area due to the new pavement layout.</p> <p>We do not agree that double yellow lines are the answer to this problem. It did not exist before the Council widened the pavement which seems to us to be totally unnecessary. We haven't seen any school run vehicles parking in Kington Lane and</p>	See responses in main report

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	<p>then crossing the main road using the new dropped kerbs. The dropped kerbs have actually made pushing a pushchair along the village street more difficult than before.</p> <p>We believe that the solution to the current problem will be addressed by reducing the size of the pavement so that the junction can function as it used to before, when there was no traffic problem and we urge the Council to undertake this remedial action.</p>	
14	<p>We confirm our objection to the painting of double yellow lines in the main street of Stanton St Quintin. We would be happy to see the junction restored to its original shape but retaining the crossing point.</p>	See responses in main report
15	<p>I am against having yellow lines where proposed as the alterations made to the junction have been made far too large, they need to be reduced.</p>	See responses in main report
16	<p>I support your proposal to oppose to the double yellows in Stanton. I have been associated with this village for more than 25 years and there has been no problems until this badly designed pavement was implemented by Wiltshire Council with no consultation and no awareness of the transport business situated in Stanton Lane. I am 85 years old and need to visit the village on a daily basis. The proposed parking restrictions will prevent me from parking close to my family's residence and I have limited mobility. In addition with no street parking in this area the vehicles that dangerously travel through the village at speed will not have to slow and therefore this is a dangerous risk to pedestrians and owners of vehicles.</p>	See responses in main report
17	<p>We wish to oppose the proposed parking restrictions and believe the current pavement design has made it difficult for all vehicles to make a left hand turn when exiting from Kington Lane. We would support a reshaping of the pathway, which retains the crossing point.</p>	See responses in main report
18	<p>Please note that we would like to register to the planned parking restrictions at the Kington Lane, Stanton St Quintin.</p>	See responses in main report
19	<p>We wish to object to the proposed parking restrictions in Stanton St Quintin (ref. LJB/TRO/SSTQ).</p> <p>We understand the reason for the proposal stems from the recent difficulties encountered by the drivers of Snows Commercials in negotiating the junction with their articulated lorries.</p> <p>Mr Snow has managed to operate from his premises in Kington Lane with little or no difficulty for over fifteen years and the only reason there is a problem now is the re-modelling of the junction that was undertaken last year. The introduction of the proposed parking restrictions will do nothing to resolve this issue, a view supported Percy Snow the owner of Snows Commercials.</p> <p>The alterations were undertaken in response to our Primary School's Travel Plan but Wiltshire Council failed to provide details showing the proposed</p>	See responses in main report

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	<p>junction alterations to the village residents, primary school, local farm and commercial businesses and the Parish Council. Consequently we were all denied the opportunity to comment upon the proposals and advise on the fundamentally flawed nature of the design in that it failed to take account of the farm and commercial vehicle traffic that uses Kington Lane.</p> <p>The re-modelling of the junction left insufficient turning radius for HGVs and farm vehicles to safely turn at the junction resulting in them hitting the kerb lines and on occasion having to mount the paved areas. The new layout was intended to encourage parking at the junction which the proposed parking restrictions are now seeking to prohibit! Our further objections to the proposal are set out in the schedule on pages 3 & 4 below.</p> <p>There is a strongly held view throughout the village that the re-modelling of the junction was a mistake and that the introduction of the proposed parking restrictions will serve only to compound this and achieve nothing. There are at least fifty three villagers in thirty three households that oppose the introduction of parking restrictions as does the Parish Council and our Primary School (see attached emails and list of opponents).</p> <p>Conversely, there is overwhelming support for an alternative proposal to restore the junction to its previous layout save for the retention of a pathway and crossing point (see attached plan).</p> <p>This would be welcomed by Snows Commercials and our local farmers who would once again have sufficient room to turn at the junction without difficulty as they for did for years prior to the junction being altered.</p> <p>We strongly object to the proposed introduction of parking restrictions given that the problems were caused by Wiltshire Council's lack of due diligence in the re-modelling of the junction and greatly annoyed that the proposed solution is for the village to suffer yet more inconvenience with the introduction of ineffective solution.</p>	
19	<p>I wish to record my strong objection to any proposal to introduce parking restrictions at the Kington Lane Junction. Being resident immediately opposite the junction and witnessing at first hand the traffic movements I would strongly contest the notion that the introduction of parking restrictions would solve the issue of the restricted turning for Snow's Commercial HGV vehicles and farm vehicles that use Kington Lane.</p> <p>Prior to the alterations to the junction Snows HGVs had managed to safely turn at the junction unhindered by villagers' lawfully parked vehicles, but following the alterations their longer vehicles find it almost impossible to turn without mounting the kerbs even when there are no villagers' cars parked near the junction. Indeed the introduction of the straightened kerb line has encouraged the parking of vehicles where previously the curved kerb line dissuaded drivers from doing so thereby exacerbating the problem caused by the re-design.</p>	See responses in main report

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	<p>Whilst the alterations to the junction were well intentioned those charged with the re-design failed to undertake due diligence for if they had there would have been an opportunity for Snows Commercial and villagers to highlight the problems that the design has caused.</p> <p>To resolve the issue the junction should be restored to its original layout with a curved kerb line but retaining a pathway of equal width to that fronting the properties of Kington Lane. This would restore sufficient room for HGVs to safely turn at the junction and retain a safe pedestrian route.</p> <p>Whilst the introduction of parking restrictions would be far less expensive than the restoration of the original junction layout they would achieve absolutely nothing other than causing considerable, unnecessary inconvenience to villagers and adversely affecting the value of their properties.</p> <p>I would be grateful if you would forward my representation to Wiltshire Council for their consideration and reflection and trust in the support of the Parish Council in securing a sensible and equitable solution in the restoration of the original junction layout.</p>	
20	Please accept this email as my opposition to the proposed double yellow lines at the junction of Kington Lane.	See responses in main report
21	Hear, hear! Include me in your list of opponents to the yellow lines proposal.	See responses in main report
22	<p>When the new pavement layout was put in at the end of Kington Lane vwith the junction into the Village Street we were very surprised as it is totally unnecessary to have such a wide pavement there.</p> <p>The Parish Council have listened to the views of local villagers and agree that double yellow lines are not the answer to address this issue. We would like the pavement to be reduced in size so that the junction, which worked perfectly well before the pavement changes took place, can accommodate all size of vehicle traffic once again.</p> <p>I personally feel strongly about introducing parking restrictions in the village. They should not be necessary apart from just outside the school for obvious reasons.</p>	See responses in main report
23	<p>I write to record our grave concerns that the proposed double yellow lines along the T junction of Stanton St Quintin 'High st' and Kington Lane will be unworkable, unnecessary and (most importantly) DANGEROUS. Large vehicles have obviously struggled to get around that junction since the pavement has been widened but that was never an issue before the pavement widening.</p> <p>Displacing the on-street parking from this area will create a one lane street throughout the entire village as opposed to the sporadic parking seen at the present. This would delay travel throughout the village and increase driver tension etc.</p>	See responses in main report

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	<p>The comprehensive school bus - at drop off and pick up time - blocks the entire road for the 30 seconds or so it takes for the kids to get off the bus, this provides a safe time for the kids to cross the road. The drop off point is where the yellow lines are proposed- if they are put in, cars will be able to pass and will be racing by at the same time as drop off.</p> <p>I object to the plans to put extra double yellow lines in Stanton St Quintin - please consider my objection and take it forward in the democratic process.</p>	
24	<p>I would like to object to the proposed changes outlined in the email below.</p> <p>In the past, until about a year ago the village, has operated very well with long vehicles and farm vehicles, as well as small cars being able to turn left at the junction from Kington Lane with ease and safety. Changes were made to the pavement which made it unusually large and this then became a problem for all vehicles to turn left. Including myself in a small car. I understand the changes were made to facilitate pedestrians to walk to and from school. This would ease congestion immediately outside of the school making it safer and at the same time to encourage children to walk a little way into school to help with issues such as health and obesity and ultimately the School Travel Plan. However the idea does not translate practically. Parents do not want to park anywhere other than directly outside of the school gates and in fact passing through the village at school time parents park on the area which clearly states this is not for cars and is to be kept clear. Now residents are having to accommodate the effects of a unusually large pavement, and parents continue to avoid parking anywhere other than directly outside of the school gates. At the moment residents are enduring the realities of a change which has not been fit for purpose as it is not being used for the reasons that its creation first was deemed necessary.</p> <p>The solution is to return the pavement back to its original size and contour and let local residents the opportunity to park outside of their homes. This change has not worked and other than the children who attend school from Kington lane area or Court Gardens, that is the only people who use this walk way. Congestion and danger from parents parking on the no parking zone outside of the school remain the same as ever.</p>	See responses in main report
25	<p>We confirm that we are against the yellow lines project.</p> <p>Returning to the original road layout would be better.</p>	See responses in main report
26	<p>I understand that there is a proposal by Wiltshire Council to install yellow lines on the road in the vicinity of Kington Lane to which I object.</p> <p>The road junction concerned was perfectly usable by all road users until Wiltshire Council undertook alterations which I am informed makes the turning difficult for the user of the repair works in Kington Lane. This latest proposal if implemented will have an adverse effect on residents of the village in this</p>	See responses in main report

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	<p>vicinity, their visitors and trades people of which I am one.</p> <p>The correct and only solution is for Wiltshire Council to acknowledge their mistake and to make revised alterations to the edges of the roadway and the adjacent pavement. They need to remember their own slogan - "Where everyone matters" and that includes the residents of our village.</p> <p>Even if the yellow lines are installed, Wiltshire Council are highly unlikely to maintain them or to enforce the restrictions which will result in no improvement to the situation.</p> <p>This is a belief has been formed as a direct result of observing the other area of the village with double yellow lines. Little or no enforcement takes place, parking staff are not aware that the restrictions are there, yet the area is littered with offenders every day of the week and also at night. Some vehicles park for days on end. Regular offenders include vehicles belonging to Wiltshire Council.</p> <p>I trust that the Parish Council and our own County Councillor will resist this proposal most strongly</p>	
27	<p>Does not support yellow lines Wants the junction put back to how it was before Suggests that children should be taken to school by bus</p>	See responses in main report
28	<p>Does not support yellow lines Wants the junction put back to how it was before</p>	See responses in main report
29	<p>We wish to object to the proposed yellow lines in Stanton St Quintin at the High Street junction with Kington Lane.</p> <p>Losing these parking spaces would cause a knock-on effect around the village, which is already very congested at school times.</p> <p>We would much prefer that the junction was redesigned – such a large pavement is totally unnecessary.</p>	See responses in main report
30	<p>Please find the attached letter in support of objection to the Double Yellow Lines. I hope it is ok, if not let me know and I will amend it.</p> <p>Until by chance I found your Village Web site and saw the previous minutes, where reference was made about other villager's problems with the junction, I then realised we were all in this together it was this that prompted me to email you with our problems.</p> <p>Up to then we thought the junction alterations was a ploy to get our operation curtailed, or even stopped. I could not believe the Highways / council constructed this without any consultation with the Parish Council.</p> <p>28 years ago the Chippenham Council tried to get Gordon Ridout and Rory Sheehan stopped from operating trucks here, eventually Gordon Ridout after appeal won and was granted planning.</p>	See responses in main report

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	<p>We have had problems with our immediate neighbours, Mr Aitkin from day one, then Paul Walsh who bought the bungalow from David Bodman. Paul Walsh tried every angle going to get us stopped no sooner had he moved in to the property; even to try and get an enforcement order on our site to get us closed which failed fortunately.</p> <p>We then had this road junction narrowing; we had no help from the police, council, or the Highways. The highways said they did not know we were even in the road! It was them who then suggested the Double Yellow Lines, and I had to go along with it as there did not seem to be any other way to maintain business continuity.</p> <p>After meeting you all, I now realise I was wrong in my assumption, and it was not done to prevent us going about our lawful business, but an overzealous highways engineer that had not thought the job through, or even possible gone against his own guidelines. It must not go ahead.</p>	
31	<p>Paul and I would like to add our names to the list of objectors to the proposed double yellow lines.</p>	<p>See responses in main report</p>
32	<p>I am writing to you in my capacity of Chair of the Governing Body at Stanton St. Quintin Primary School to express my concern at the proposed double yellow lines for the T-junction with Kington Lane.</p> <p>The addition of the double yellow lines will cause the school to lose valuable parking space for the parents and visitors who live beyond walking distance of the school which in turn will have a huge impact on those who live in the village. While it will cause congestion at peak times of the school day, consideration must also be given to the events that the school hold throughout the year, including Sports Day, Parents Evenings and the numerous performances and events that parents and family are invited to attend.</p> <p>Currently the new crossing points, installed as part of the Taking Action on School Journeys are being blocked by cars and with the view obscured, this is no longer a safe crossing point for the children or residents using this route.</p> <p>The double yellow lines proposed are not a workable solution to the problem and the pavement on Kington Lane should be returned to its original size; this previously worked perfectly well and could accommodate all sizes of traffic passing through Stanton.</p> <p>In conclusion, the pavement at Kington Lane should be returned to its original size, and double yellow lines painted either side of the crossing point, to a distance of 2metres on either side, to provide good safe visibility for those crossing the road.</p>	<p>See responses in main report</p>
33	<p>We have been made aware that Wiltshire Council proposes to paint double yellow lines in the village at the T junction with Kington Lane in order to deal with the problem of parked traffic in the turning area.</p> <p>In our view the problems have arisen since the</p>	<p>See responses in main report</p>

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	<p>pavement was enlarged which affected the turning area for everyone, but more especially for larger vehicles and farm vehicles. We have never understood why this work was deemed necessary.</p> <p>Whatever the reasons, we do not feel that double yellow lines are the solution and wish to register our objection. They would be unsightly and would in all probability create further traffic problems elsewhere.</p> <p>The best solution would be to restore the pavement to its original shape and size as soon as possible.</p>	
34	<p>We note the councils proposal to introduce double yellow lines within Stanton St Quintin at the junction with Kington Lane.</p> <p>As residents of the village, my wife and I are writing to strongly oppose the proposed introduction of the lines. We understand that the commercial vehicles from Snows Commercials have been able to turn at the junction with little or no difficulty for circa 15 years, and the residents should not have to loose their ability to park outside their houses because the council may not have consulted appropriately with the village before the remodelling of the junction last year.</p> <p>We would support the reinstatement of the previous layout, to include the pathway and crossing point. This would be a sensible approach, which pays due consideration for all those impacted.</p>	See responses in main report
35	<p>Further to the letter you have posted through our door, we oppose the proposal to put <>. at the junction with Kington Lane. We trust you win the case!</p>	See responses in main report
36	<p>I support the introduction of yellow lines at Kington Lane. On street parking causes dangerous situations at a fatal accident junction near the school. All residents have off street parking available. I do not support any additional costs required to modify the junction.</p>	Comments are noted
37	<p>This email is confirmation of my opposition double yellow lines at the junction of Kington Lane</p>	See responses in main report
38	<p>This email message indicates our objection to the proposal of introducing parking double yellow lines at the junction of Kington Lane and The Street in the village of Stanton St Quintin.</p>	See responses in main report
39	<p>Does not support yellow lines Wants the junction put back to how it was before</p>	See responses in main report