

COMMENTS

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
	<u>Orchard Road</u>	
1	We support the proposal but would like the line in the road by 16 Orchard Road to match the order, as it has not been painted round the corner into the cul-de-sac as it should have been.	This can be amended as necessary.
2	<p>The proposal for double yellow lines leading from the A350 Warminster Road on the main section of Orchard Road is supported. Would like to see the restriction extending into the junction with the cul-de-sac section of the road adjacent to property no16.</p> <p>To mitigate the problem of cars parking just beyond this section of the restriction and impeding access for ambulances, refuse collection vehicles as well as enabled manoeuvring space for his caravan, the commenter requested that the proposed restriction adjacent to property no9 be removed from the proposal. It is the commenters conviction that this will relieve pressure on parking spaces and allow freer access for those residents of 16, 14, 12 and 10 Orchard Close</p>	<p>It appears that the existing Order extends outside of 16 Orchard Road into the cul-de-sac but has not been marked on site. This can be rectified.</p> <p>The waiting restriction at this location is intended to formalise an existing white bar marking (keep clear) that is in place to deter vehicles from parking across and opposite driveways at that location. Parking in this section impedes the access and egress from numbers 18, 9 and 11 Orchard Road.</p>
3	<p>I am fully in favour of the proposal to restrict parking opposite my driveway by non-residents who ignore the white line that the Council put down and when cars and vans park there sometimes for more than a week it becomes an extremely big inconvenience to gain safe access into and out of my driveway.</p> <p>I also agreed that the proposed restriction of parking on the curved brow of the hill is a major improvement for health and safety of other road users as the existing set up is very dangerous as visually vehicles cannot be easily seen approaching in either direction.</p>	Support noted.
	<u>Station Road</u>	
4	Westbury Town Council objects and proposes single yellow lines be places on both the eastern and western sides to join up with existing double yellow lines at both ends.	
5	The perceived issue exists between Monday to Friday between the hours of 0700 - 1800 hrs and is caused predominately by rail commuters unwilling to pay the stations car parking charges. In the evenings and at	The proposed restrictions seek not only to alleviate issues caused by commuter parking during the daytime, but also to address issues faced by residents who have vehicles parked in the evenings and weekends in close proximity to their driveway

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	weekends there is no issue. Therefore, it is unfair to penalise the 4 residents it will affect (No's 89 - 95 Station Road)	access, thus significantly reducing the inter-visibility between oncoming vehicles and those exiting the driveway. Additionally, the parking outside of the Pro-tyre garage creates issues regarding inter-visibility between vehicles travelling along Station Road and those exiting the garage site.
	The majority of traffic flow problems down Station Road are caused by the continued flouting of the 7 ton weight limit restriction. Approximately 30 - 40 HGV's ignore this restriction on a daily basis. If this restriction was to be enforced correctly this would drastically reduce any traffic flow issues.	Enforcement of this limit lies with Wiltshire Police. A successful volunteer led Lorrywatch scheme currently operates and has led to a number of fines being issued to those flouting the limit. The scheme has brought about some decrease in the number of large vehicles using the route.
	We only have provision to park one car at our property at 93 Station Road. As modern society dictates my husband and I both need transport to commute to our places of work. We would therefore be forced to park either in another street, moving the issue to another area, or on the opposite side of the road to our house. See point 6. This arrangement will be expensive (increased insurance premiums) as we will no longer be able to park at the property, will put off prospective buyers should we decided to sell our property at some point in the future, and may even devalue the property as we would not be able to cater for the average 2 car family.	While it is acknowledged that parking on the highway is convenient, there is no legal requirement or right to allow vehicles to park on the public highway.
	Our neighbour is disabled and has only provision to park one car at their property (No 95 Station Road). Our neighbours also both need transport to commute to their places of work, they too would be forced to park either in another street, moving the issue to another area, or on the opposite side of the road to their house.	See comment above. A disabled parking bay could be provided if required; however, this would be available for use by all blue badge holders.
	The proposed zone covers an area which is actually the widest part of the street as the road significantly widens on the inside of the bend thus allowing for safe parking. (No's 91 to 95) Thus not affecting the flow of traffic or causing any safety issues	It is agreed that parking outside numbers 91 – 95 does not create issues with traffic flow; however, there have been numerous complaints from residents regarding lack of visibility when exiting their properties due to parked vehicles, thus causing safety concerns.
	By creating this zone on the odd no's from the railway bridge up to No. 89 there is a high risk that this will move the parking "problem" to the opposite side of the road. This side (even no's) is on the outside of a bend, is blind to traffic travelling from the Ham. At best this would cause congestion, and at worst safety issues as folk manoeuvre around the parked cars.	This concern is noted.

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5	<p>Item P.3625 passed by Westbury Town Council (WTC) on 19/08/2013 following a meeting with Wiltshire County Council Highway engineer Pat Whyte re- parking issues down Station Road. Proposed the following to WCC -</p> <ul style="list-style-type: none"> • Single yellow line with time restrictions should be painted from Protyre garage down to the roundabout at Rosefield Way to connect to the existing double yellow lines • Double yellow lines to be painted on the opposite side of the road connecting to the existing double yellow lines near the railway bridge and Rosefield way roundabout <p>This was dismissed by Wiltshire County Council (WCC) as they "preferred" the traffic calming measures that the parking had on the traffic flow down Station Road. Yet now WCC are proposing a far more draconian measure that contradicts your reason for rejection of WTC and WCC Highway Engineers previous proposal</p> <p>A far more effective solution would be to apply item P.3625 as recommended by WTC on 19/08/2013 with Date and time restrictions of Monday - Friday - 0700 to 1800 Hrs of No parking / No waiting / No pick up between these restrictions. This would remove any perceived problems down Station Road without penalising the residents</p>	<p>Additional complaints and concerns have been raised to Wiltshire Council following this discussion in 2013 and the situation reviewed by the Network Management team. The officer's comment in item 5 sets out the aim of the proposed restrictions and the issues to be dealt with.</p> <p>Implementing the timed restrictions requested would not alleviate the issues faced by those residents who have difficulty exiting their properties as a result of cars parking close to or across the dropped kerb access to their driveways.</p>
	<p>The proposal as it stands will not alleviate the current parking issues affecting that section of the road, as the issues are caused by commuters leaving their cars whilst using the railway station. These commuters will then park on the eastern side of the road, causing a greater hazard to residents on the eastern side.</p>	<p>The proposals are to address complaints by residents relating to the overnight parking of vehicles close to or across the dropped kerb access to their driveways in addition to the commuter related parking.</p>
	<p>Traffic speeds will increase due the calming effect of the parked cars being removed. Thus reducing road safety.</p>	<p>The parking outside of numbers 89 to 95 does not currently impede traffic flow along Station Road.</p>
	<p>The houses directly affected by this proposal, of which mine is included, will be unable to park near to their homes. Considering that the three houses directly affected have the least amount of off street parking of this whole stretch of Station Road and the road at this point is the widest.</p>	<p>While it is acknowledged that parking on the highway is convenient, there is no legal requirement or right to allow vehicles to park on the public highway.</p>
	<p>My wife, who is a disabled blue badge holder, will be unable to park directly outside our home, on the occasions when the traffic flow prevents her from safely parking on our driveway.</p>	<p>See comment above. A disabled parking bay could be provided if required; however, this would be available for use by all blue badge holders.</p>

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	<p>If the idea behind this proposal is to improve traffic flow then the idea is badly flawed. The traffic flow is not hampered by cars parked on the road but by the two mini roundabouts, one at the entrance to the station and the one half way up station hill. In the morning traffic is backed up to Protyre from the roundabout by the station.</p>	<p>The proposal has not been put forward as a means of improving traffic flow. It is intended to address concerns raised by residents and other road users regarding the limited visibility to and from vehicles exiting Pro-Tyre and residential driveways.</p>
	<p>I welcome the proposals which I have been requesting for some years. However I am extremely concerned with the possible consequences of such as, lacking any apparent additional regulation, this parking of cars etc. would merely be transferred to the opposite side of the road which, in my case, would make it virtually impossible to exit from my drive with any degree of safety due to the lack of visibility lines, being even worse than present. It would appear that the solution would be to apply the Traffic Order to both sides of the road, bearing mind that this area is the narrowest part of Station Road, other than under the railway bridge, which is already restricted.</p>	<p>These concerns regarding displacement of parking are noted.</p>
	<p><u>Chantry Lane</u></p>	
	<p>The residents of Chantry Lane at properties 3, 5, 6,8,10 would like to have double yellow lines on both sides of the road with yellow lines continuing along the top of the cul-de-sac. There is concern that having yellow lines on only one side of the road (and nothing at the top of the cul-de-sac) will just mean that cars will park on any available space without lines which will still cause blockages to the narrow road.</p>	<p>These comments have been noted.</p>