

REPORT 22.015

LAVERSTOCK AND FORD PARISH COUNCIL

SUBJECT: Proposed Waiting Restrictions around Laverstock Schools

DATE: 16th January 2021

AUTHOR: Trudi Deane, Acting Clerk

1. Report Summary

A report to councillors on changes to waiting restrictions proposed around the Laverstock schools.

2. Summary

The Parish Council have been part of a working group, along with representatives from the Laverstock schools and Wiltshire Council, looking at the problems of school traffic primarily on Church Road. One of the measures considered has been the introduction of waiting restrictions at particular points to enable enforcement action to be taken against parked vehicles.

3. Conclusions

Wiltshire Highways Officers have produced draft plans and a report of proposed amendments, attached as annexes below.

4. Recommendations

That the council considers their response to the proposals.

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Please find enclosed draft plans showing the proposed amendments to the waiting restrictions in Laverstock, as well as sign designs showing the indicative Zone Entry and Zone Exit signs. They are intended to be a starting point for discussions with both yourselves and in due course your discussions with local residents.

The proposals would be introduced as a Controlled Parking Zone (CPZ). This is the type of zone where you have Zone Entry / Exit signs and restrictions marked on the ground but no repeater signs are provided within the extent of the CPZ. I am proposing a CPZ over a Restricted Zone (RZ - this is where Zone Entry / Exit signs and repeater signs are provided but no restrictions are marked on the ground) for the following reasons:

- RZ's must have uniform restrictions within them. This may potentially require the removal of the existing double yellow lines in the vicinity of the schools and their replacement with single yellow lines to avoid confusion with motorists using the road. If a RZ was introduced and the double yellow lines retained motorists may think that they were permitted to park where restrictions had not been marked. This would potentially reduce adherence to the waiting restrictions and make enforcement more difficult to undertake.
- At the meeting in November last year my notes indicate that Nick commented that he felt that it was important that the restrictions were clearly visible to parents to make sure that it was obvious that parking could not take place. I too share that view.

I am conscious that there are sensitivities around the visual impact of providing waiting restrictions in the area. However, from a design point of view I think any arguments about the visual impact of marking additional waiting restrictions are somewhat diminished given the presence of a significant number of existing road markings (cycle lanes, double yellow lines, school keep clears, bus stop clearway and zebra crossing). The yellow lines laid would be 75mm thick to match the existing restrictions present. However, to reduce the visual impact the use of Primrose yellow (a lighter shade typically used in conservation areas) could be considered.

More generally, a few things to note about the proposed restrictions are:

- The hours of operation for the single yellow lines and loading restrictions can be changed as necessary.
- The loading restrictions will be indicated by a yellow blip on the kerblineline. Regulations require that the marks are 100mm thick and are spaced 3 metres apart along the length that they cover.
- The restrictions will be in operation during non-term times as the regulations prevent the use of term time only restrictions.
- Residents cannot be exempted from the effect of the restrictions.
- The use of No Loading restrictions prevents Blue Badge Holders from being able to park on the yellow line restrictions.

I have proposed the use of double yellow lines at junction bell mouths. This is the typical approach for keeping junctions clear of parked vehicles (as you will be aware vehicles shouldn't be parking within 10 metres of a junction at any time under the rules of the Highway Code anyway). I have proposed the approach of just keeping the junctions clear of parked vehicles but I am happy to extend the restrictions further into the roads off of Church Road (particularly Elm Close) if there is a local desire to do so. Similarly, I have stopped the restrictions just before Duck Lane to minimise the number of signs needed for the CPZ and also to minimise the visual impact of the provision of yellow lines. If there is a desire to see a larger area covered then the restrictions could be extended to incorporate The Green and junctions of Duck Lane and Riverside Close. I would reiterate, that based on previous experience, one of the effects of the waiting restrictions is likely to be that it will displace parking (and the problems it causes) to where the proposed CPZ ends.

Once you have had a chance to consider the proposed restrictions I would be happy to discuss the proposals with you.

REPORT 22.015







LAVERSTOCK AND FORD PARISH COUNCIL

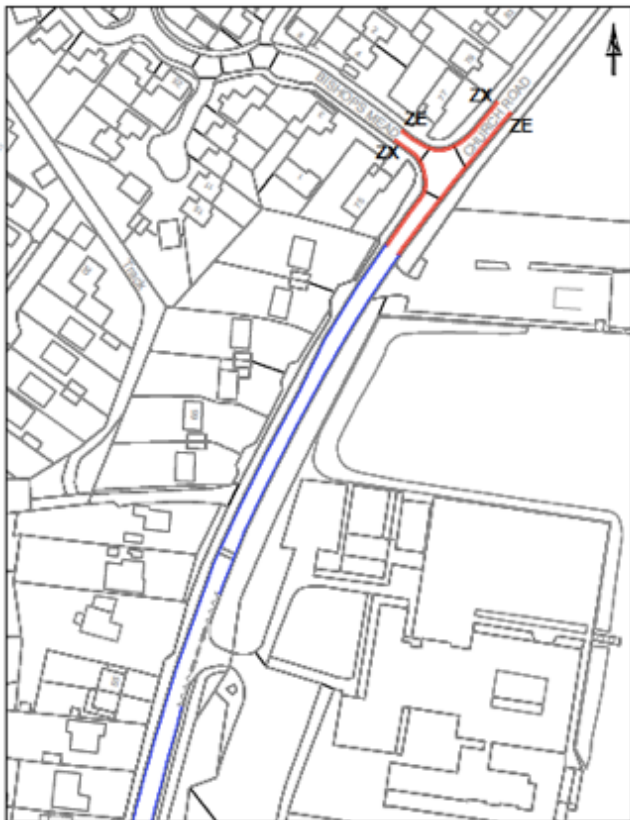
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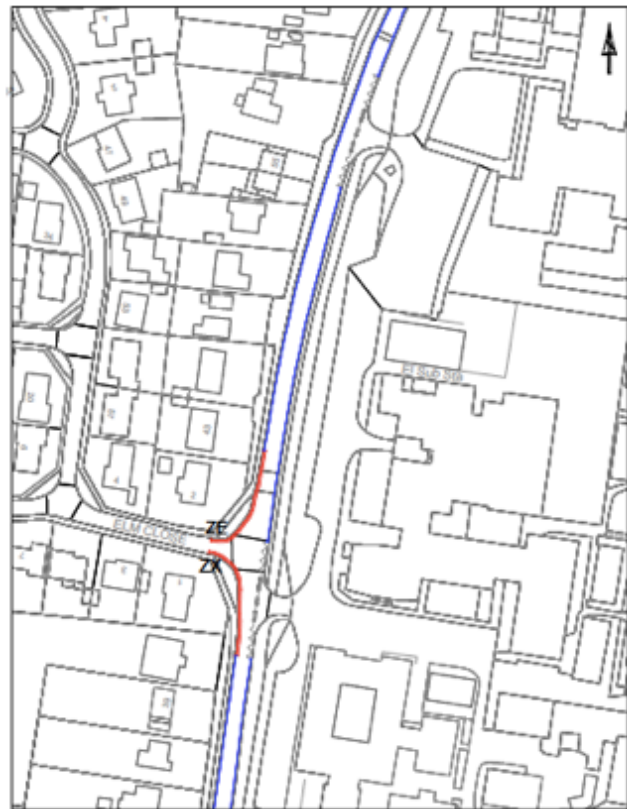
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ANNEX TWO – ROAD LAYOUT PLANS

- NOTES:
-  Proposed No Waiting At Any Time and No Loading Monday - Friday 2.00pm - 4.00pm Restrictions
 -  Proposed No Waiting and No Loading Monday - Friday 2.00pm - 4.00pm Restrictions
 -  Existing No Waiting At Any Time Restrictions and Proposed No Loading Monday - Friday 2.00pm - 4.00pm Restrictions
 -  Extent of Zebra Crossing (Zebra Crossing Unaffected by the Proposals)
 -  Existing School Keep Clear / Bus Stop Clearway Markings Unaffected by the Proposals
 -  Indicative Position of Controlled Parking Zone Entry / Exit Signs



BISHOPS MEAD



ELM CLOSE

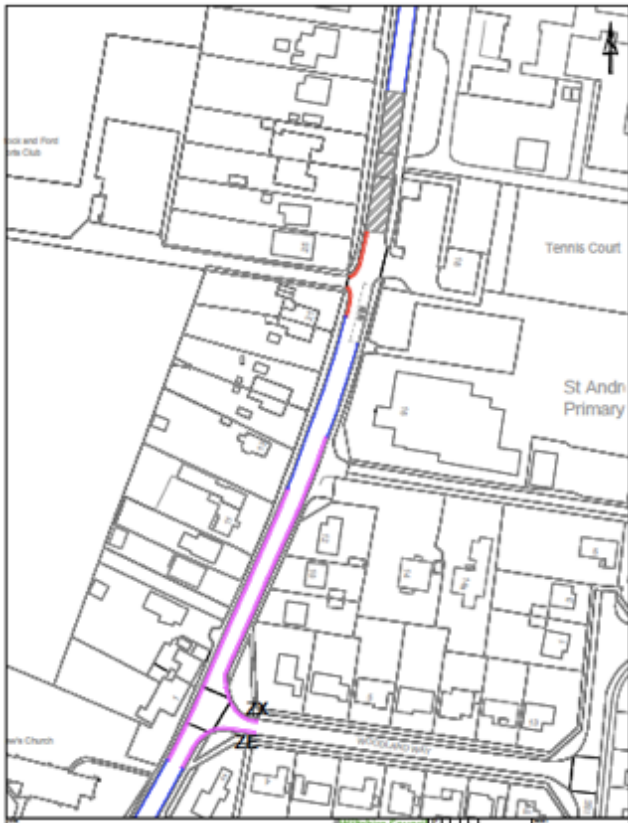
REPORT 22.015

LAVERSTOCK AND FORD PARISH COUNCIL

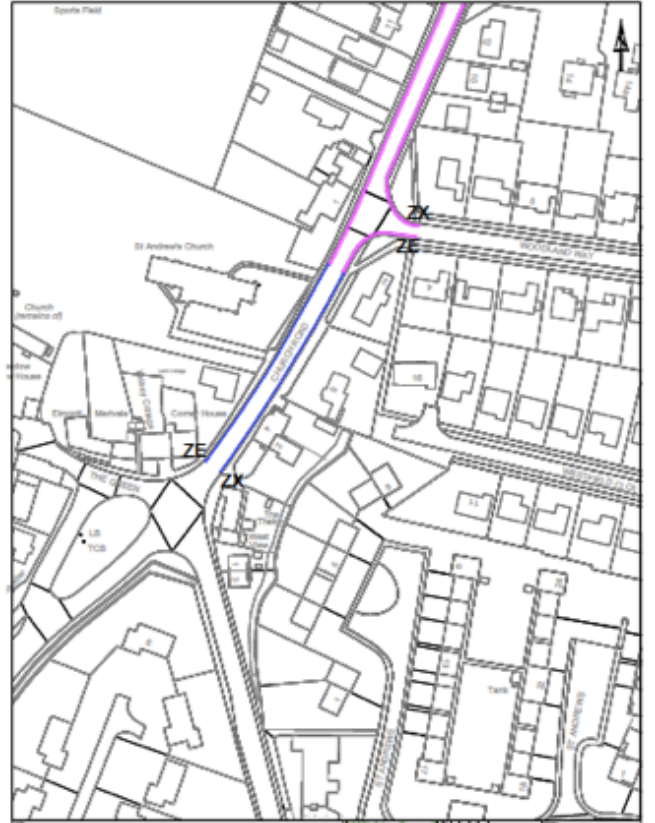
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WOODLAND WAY



THE GREEN/DUCK LANE

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ANNEX THREE – PROPOSED SIGNAGE



Scheme Ref.		Laverstock Waiting Restrictions	
Sign Ref.	ZE	x-height	60.0
Letter colour	BLACK	SIGN FACE	
Background	WHITE	Width	1176mm
Border	BLACK	Height	1800mm
Material	Class RA2 (12899-1:2007)	Area	2.23m ²



Scheme Ref.		Laverstock Waiting Restrictions	
Sign Ref.	ZX	x-height	75.0
Letter colour	BLACK	SIGN FACE	
Background	WHITE	Width	715mm
Border	BLACK	Height	1150mm
Material	Class RA2 (12899-1:2007)	Area	0.82m ²