

Local Highway Matters: Alderbury School

Proposed Traffic Management Measures

Plan 2022-149 ALDWRPD0002

You will note that I have proposed two types of restriction. Firstly, school keep clear markings operating at all times and secondly NWAAT and No Loading Monday–Friday 2.00pm-4.00pm restrictions.

The School Keep Clear markings make it illegal for a vehicle to stop on the restrictions for any period of time unless they are directed to do so by a Police officer or if they are unable to proceed along the road (i.e. because of queuing traffic). When implemented this restriction will be enforceable by both the Police and the Council's Parking Enforcement Officers. These markings are a prescribed size and have a minimum length of 25.56 metres and a maximum length of 43.56 metres. I have proposed the longer variant to keep parked vehicles well away from the school access. On the ground this would look something like [this](#). The link will take you to Bishopdown Road in Salisbury which will show you a 25.56 metre variant of the marking. I have also proposed that the restriction associated with this marking operates on a 24/7 basis as I can see no reason why any motorist should need to park in front of the school at any time of the day. However, I can limit the hours of operation of the marking to just cover the school day. I am happy to be guided by the PC on this matter.

The effect of the NWAAT and No Loading restrictions is that parking is prohibited at all times and loading is prohibited between the aforementioned hours of operation. Technically, without the No Loading restrictions motorists could park on the NWAAT restrictions whilst collecting their children from school. The No Loading restrictions prevents motorists from being able to do so. Blue Badge holders are not exempt from loading restrictions so would not be able to park on the double yellow lines during the hours of operation of the No Loading restrictions.. I have targeted the end of the school day with the hours of operation of the No Loading restrictions as this tends to be the more problematic period. Parents typically turn up significantly before the end of the school day and wait for extended periods of time before picking up their children. In the morning drop off period parents tend to park for shorter lengths of time as they just drop their child off and then drive away from the area. However, I am happy to be guided by the PC as to whether the No Loading restrictions should also cover the morning drop off period.

One other area to bring to your attention is that with the proposed restrictions there is a short gap between the end of the School Keep Clear marking and the restrictions at the junction of Firs Road and Woodlea Grange. There would be enough room for at least one vehicle to park in the area not covered by restrictions.. As above the Council always seeks to minimise the length of any restrictions laid, to that end I have proposed sufficient restrictions to keep the school access and the junction of Firs Road and Woodlea Grange clear of parked vehicles. However, I would have no issue with extending the proposed restrictions to remove the short gap if it was felt necessary or desirable not to allow parking at this specific location.

On the ground this would involve the painting of double yellow lines, kerb blips and the erection of signs and would look something like [this](#). The link will take you to

Bishopdown Road in Salisbury, please note the sign relates to restrictions that operate during both the morning drop off and afternoon pickup period. Legally a sign indicating the hours of operation of the No Loading restriction must be provided on each side of each road that the restriction applies, the overall number of signs to be provided depends on the overall length of the restrictions laid. At this stage I would suggest you are looking at approximately 12 No Loading signs and posts that would need to be erected.