



## Watermore School Area, Frampton Cotterell Waiting Restrictions Review Feedback Report

### Purpose of the report

The purpose of this report is to feedback the results from the recent consultation on the Watermore School Area, Frampton Cotterell Waiting Restrictions Review.

### Background

The proposed scheme is to modify existing School Keep Clear zig-zags, and introduce waiting restrictions, in the Lower Stone Close/Woodend Road area of Frampton Cotterell, partly in association with redevelopment of the Watermore Junior School site.

The proposals also include converting existing advisory Keep Clear markings to enforceable waiting restrictions, and introducing limited waiting outside the shops, to ensure a turnover of parked vehicles

The proposed new waiting restrictions include:

- No waiting at any time (double yellow lines)
- No Waiting, Mon-Sat, 8am-6pm (single yellow line)
- Limited waiting, Mon-Sat, 9am-6pm, 2 hours no return within 4 hours
- No Stopping, Mon-Fri, 8am-5pm (School Keep Clear zig-zags)

### Purpose of Scheme

To restrict dangerous areas of parking close to junctions and in the vicinity of the school that reduces visibility and affects access. To maintain the free movement of traffic along these roads, currently hampered by indiscriminate parking along both sides of the road, especially during peak school times, whilst ensuring that there is adequate parking provision for residents and visitors accessing the local shops.

### Proposed Scheme

To introduce No Stopping, School Keep Clear zig-zag road markings in the vicinity of the school entrance. To introduce no waiting at any time restrictions (double yellow lines) to cover junctions, accesses and areas where traffic parking can reduce visibility and impact safety. The proposals include the conversion of existing advisory white keep clear markings, to no waiting at any time restrictions. It is proposed to introduce limited waiting restrictions on Lower Stone Close to allow sufficient access and improve parking turnover for the local shops.

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## Drawing reference

Drawing numbers T414-213-02 and T414-213-03 provide an overview of the existing and proposed waiting restrictions. The affected roads are listed below:

Church Road  
Frampton End Road  
Hillside Close  
Lower Chapel Lane  
Lower Stone Close  
Meadow View  
The Causeway  
The Land  
The Spot  
Upper Stone Close  
Woodend Road

## Consultation

Details of the proposals including a plan and statement of reasons were posted on the South Gloucestershire website. The Council sent letters advising of the consultation to all properties affected by the proposals. In addition, notices were posted and maintained in the area for the 3 week consultation period. Local members, the Parish Council and emergency services, amongst other statutory stakeholders were invited by email to view the consultation.

## Feedback from the consultation

The online consultation overview drawings showing the existing and the proposed restrictions were viewed a total of 141 and 336 times respectively. There were 60 individuals and organisations that responded to the consultation via the questionnaire.

The comments received as part of the consultation have now been reviewed.

The respondents were asked to fill out a questionnaire. The below figures show the results of the questionnaire responses.

The respondents were asked whether they supported the scheme as a whole, the results for this question are shown in figure 1.

The respondents were asked to select which roads they were interested in and whether they agreed that the proposed waiting restrictions on those roads were about right, should be more restrictive or should be less restrictive. The results are shown in figures 2 – 22.

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Figure 1

Do you agree with the scheme as a whole?

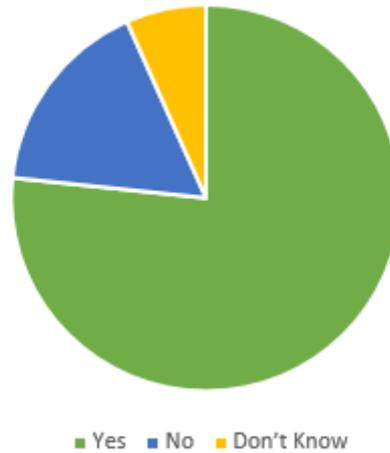
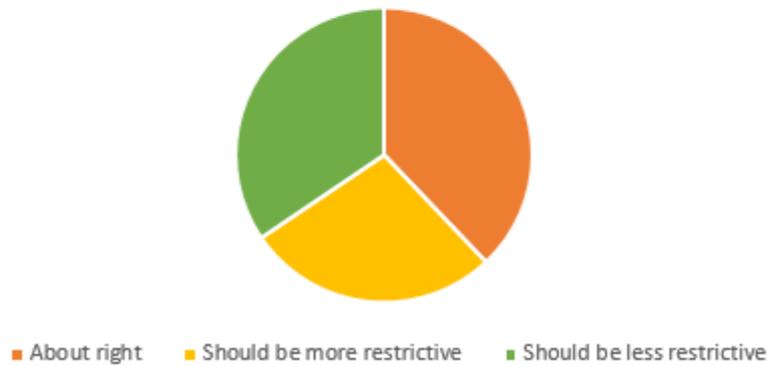


Figure 2

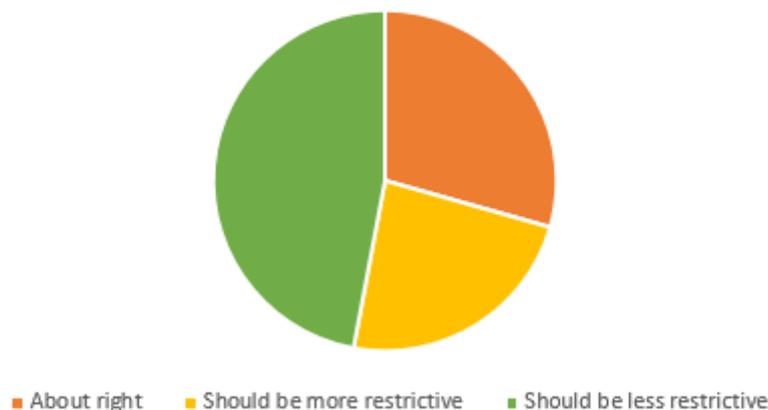
Church Road - between and including the junctions with Frampton End Road and Lower Stone Close



Officer Comments - the responses to the questionnaire are evenly split and the restrictions in this area have been proposed to remove parking from close to these junctions where it restricts visibility and affects access. As such it is proposed to proceed to formal advert without any changes in this location.

Figure 3

Frampton End Road - at the junction with Church Road



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Director for Environment and Community Services

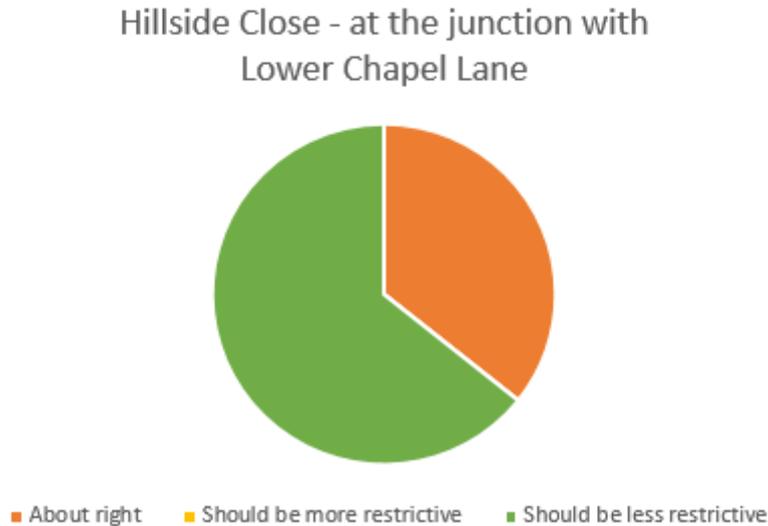
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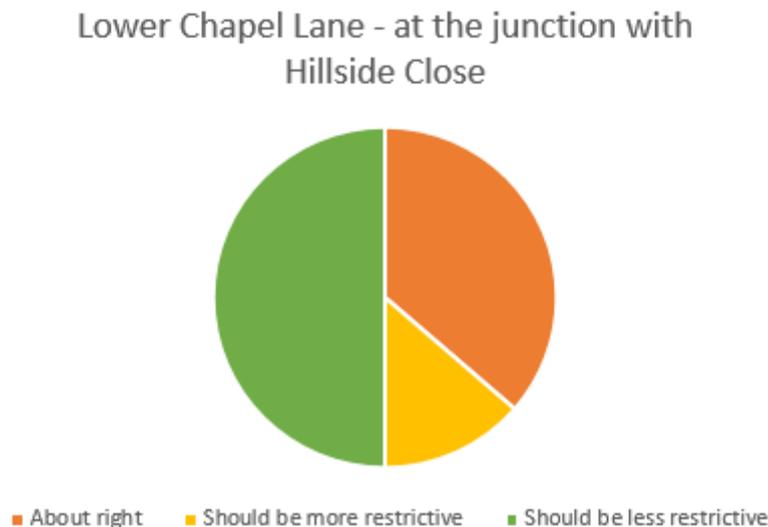
Officer Comments – although almost half of the responses to the questionnaire suggest the restrictions should be less restrictive on Frampton End Road, they are already the minimum extents required to ensure that the junction is kept clear from parked vehicles and to improve visibility and access. As such it is proposed to proceed to formal advert without any changes.

**Figure 4**



Officer Comments – although over half of the responses to the questionnaire suggest the restrictions should be less restrictive at this junction, they are already the minimum extents required to ensure that the junction is kept clear from parked vehicles and to improve visibility and access. These proposed restrictions also cover areas of the highway that at present are covered by advisory keep clear road markings, which have been installed to try and tackle problem parking. As such it is proposed to proceed to formal advert without any changes.

**Figure 5**



Officer Comments – although half of the responses to the questionnaire suggest the restrictions should be less restrictive at this junction, they are already the minimum extents required to ensure that the junction is kept clear from parked vehicles and to improve visibility and access. These proposed restrictions also cover areas of the highway that at present are covered by advisory keep clear road markings, which have been installed to try and tackle problem parking. As such it is proposed to proceed to formal advert without any changes.

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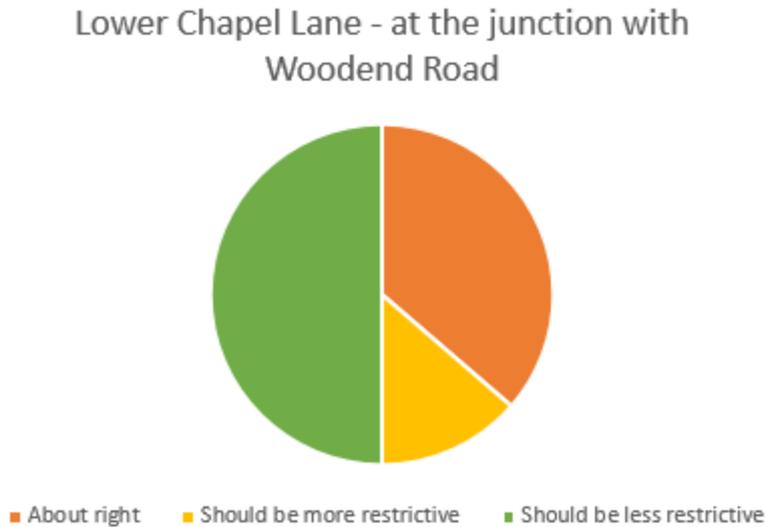
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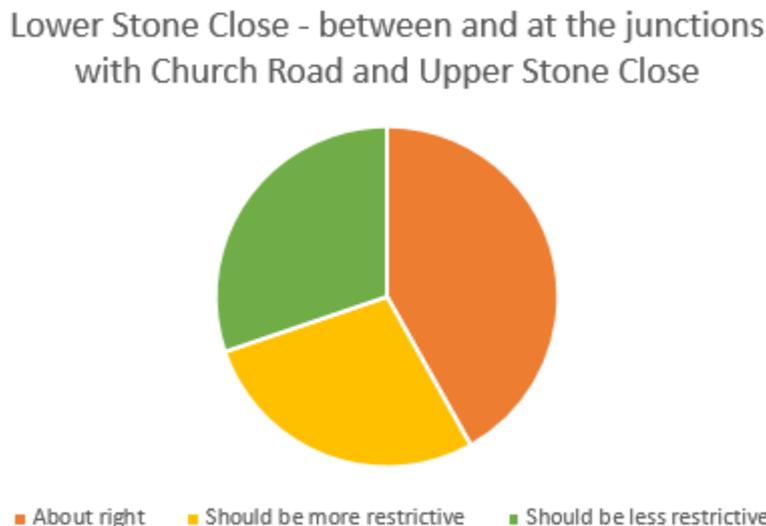
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Figure 6



Officer Comments – although half of the responses to the questionnaire suggest the restrictions should be less restrictive at this junction, they are already the minimum extents required to ensure that the junction is kept clear from parked vehicles and to improve visibility and access. As such it is proposed to proceed to formal advert without any changes.

Figure 7



Officer Comments – the responses to the questionnaire are evenly split and the restrictions in this area have been proposed to replace existing advisory keep clear road markings to remove parking from close to these junctions and along Lower Stone Close where it restricts visibility, the free movement of traffic and affects access. As such it is proposed to proceed to formal advert without any changes in this location.

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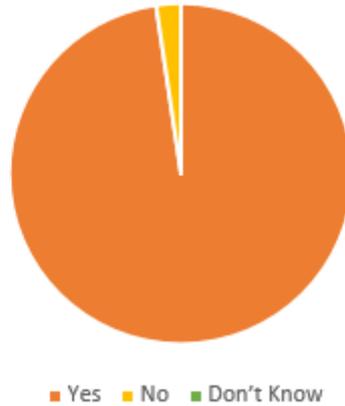
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Figure 8

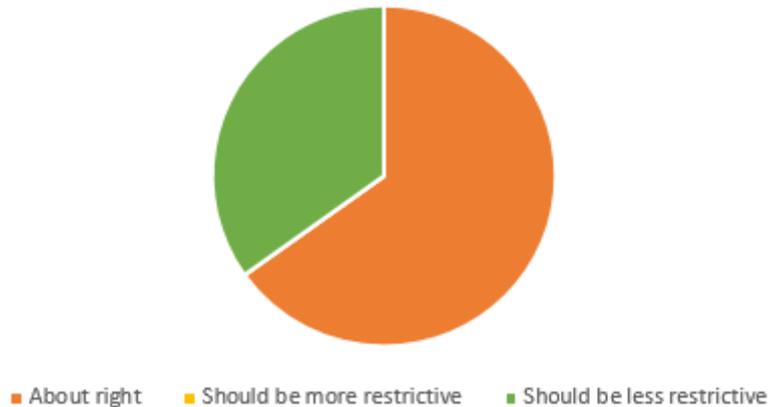
Lower Stone Close - Do you support relocating SKC markings to protect the new school access?



Officer Comments – as the proposed restrictions are required to ensure visibility in the area of the school entrance and due to the vast majority of support registered it is proposed to proceed to formal advert without any changes in this location.

Figure 9

Lower Stone Close - between the school and the shops and entrance to the pharmacy



Officer Comments – these restrictions have been proposed to prevent parking on both sides of Lower Stone Close in the area of this bend that affects the free movement of traffic. As the majority of responses feel the restrictions are about right, it is proposed to proceed to formal advert without any changes in this location.

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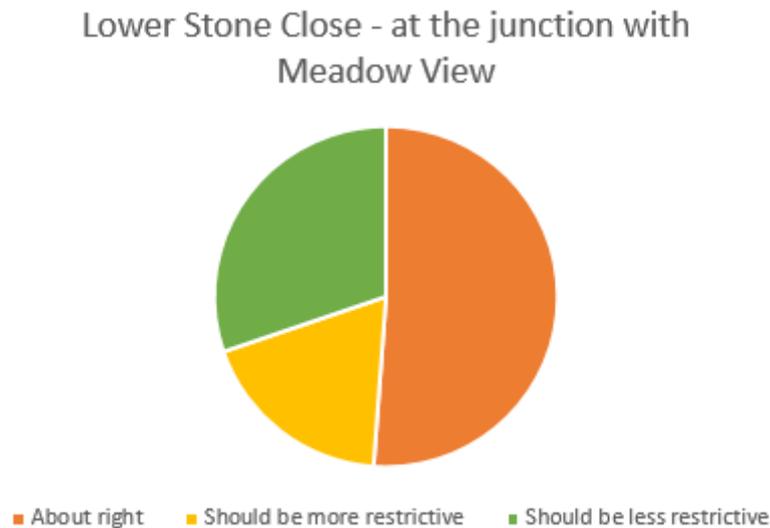
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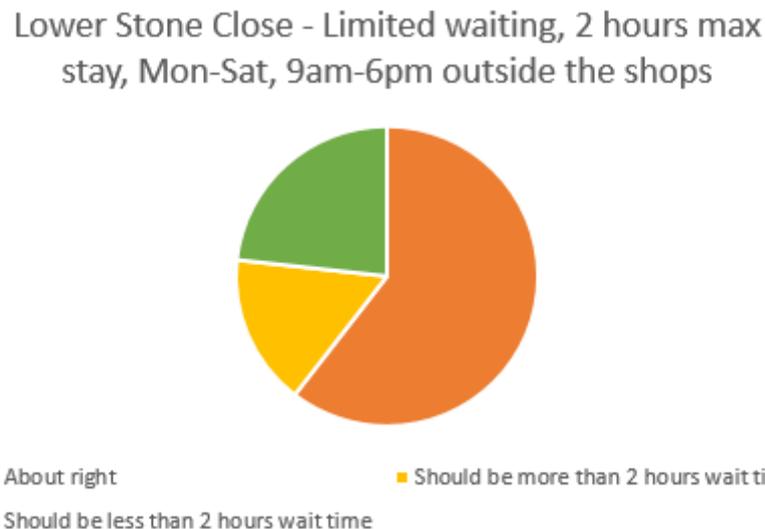
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Figure 10



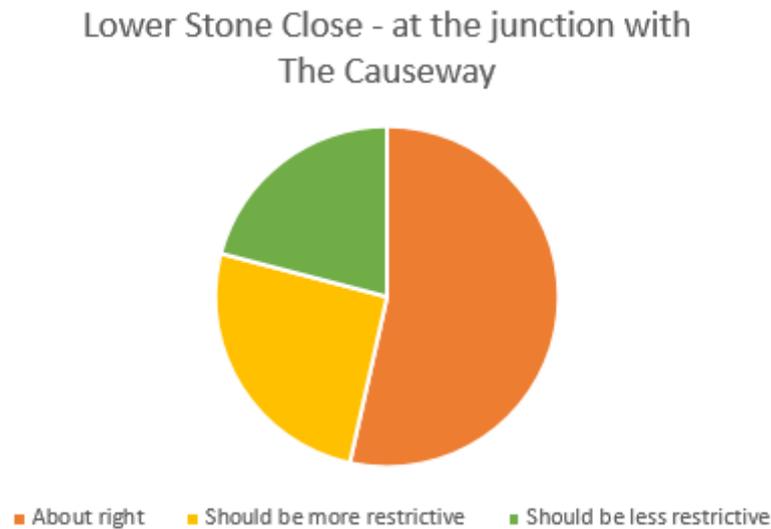
Officer Comments – the majority of responses for this location feel the scheme is about right or should be more restrictive. Consideration needs to be given to the displacement of vehicles into neighbouring areas and as such it is not proposed to make these restrictions more extensive at this time. As such it is proposed to proceed to formal advert without any changes.

Figure 11



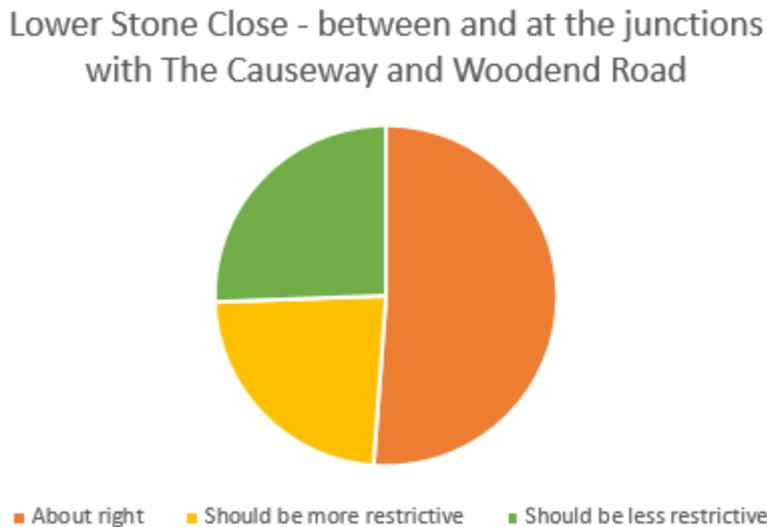
Officer Comments – the majority of responses feel that the proposed time limits are about right. As such it is proposed to proceed to formal advert without any changes.

Figure 12



Officer Comments – the majority of responses for this location feel the scheme is about right or should be more restrictive. Consideration needs to be given to the displacement of vehicles into neighbouring areas and as such it is not proposed to make these restrictions more extensive at this time. The proposed restrictions are at the minimum extents required to ensure that the junction is kept clear from parked vehicles and to improve visibility and access. As such it is proposed to proceed to formal advert without any changes.

Figure 13



Officer Comments – the majority of responses for this location feel the scheme is about right or should be more restrictive. Consideration needs to be given to the displacement of vehicles into neighbouring areas and as such it is not proposed to make these restrictions more extensive at this time. The proposed restrictions are at the minimum extents required to ensure that the junction is kept clear from parked vehicles and to improve visibility and access. As such it is proposed to proceed to formal advert without any changes.

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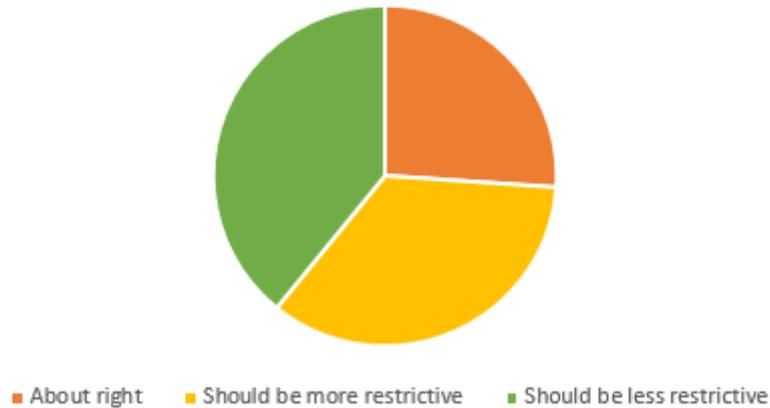
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Figure 14

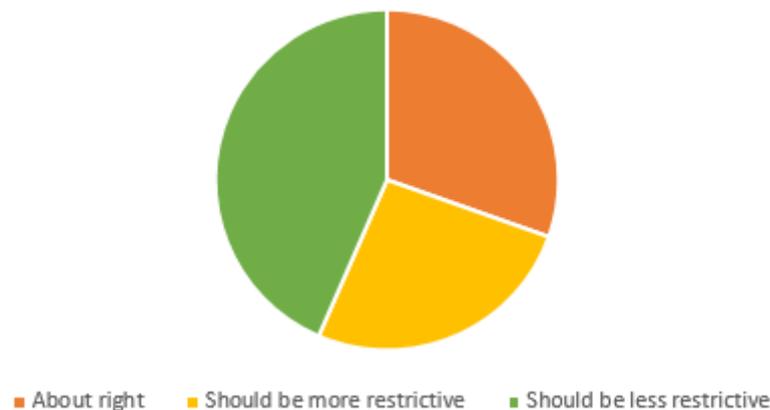
Meadow View - at the junction with  
Lower Stone Close



Officer Comments - the responses to the questionnaire are fairly evenly split and the restrictions in this area have been proposed to remove parking from close to this junction where it restricts visibility and affects access. As such it is proposed to proceed to formal advert without any changes in this location.

Figure 15

The Causeway - at the junction with  
Lower Stone Close



Officer Comments – although almost half of the responses to the questionnaire suggest the restrictions should be less restrictive at this junction, they are already the minimum extents required to ensure that the junction is kept clear from parked vehicles and to improve visibility and access. As such it is proposed to proceed to formal advert without any changes.

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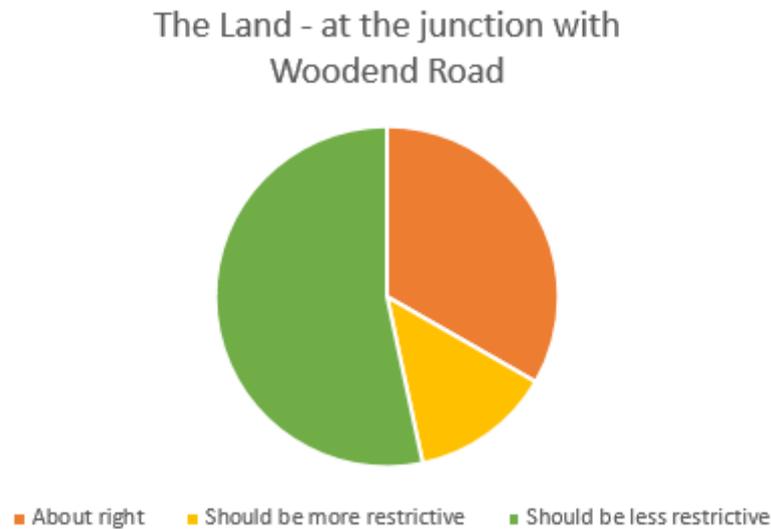
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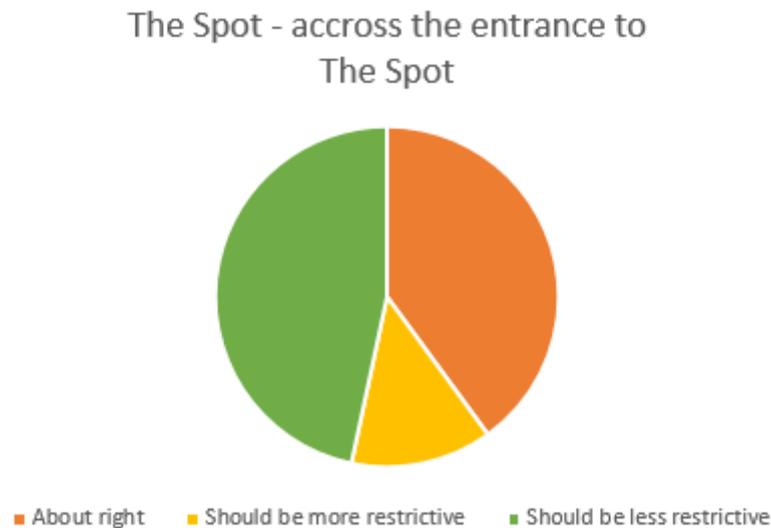
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Figure 14



Officer Comments – although over half of the responses to the questionnaire suggest the restrictions should be less restrictive at this junction, they are already the minimum extents required to ensure that the junction is kept clear from parked vehicles and to improve visibility and access. As such it is proposed to proceed to formal advert without any changes.

Figure 17



Officer Comments – although almost half of the responses to the questionnaire suggest the restrictions should be less restrictive at this junction, the proposed restrictions cover areas of the highway that at present are covered by advisory keep clear road markings, which have been installed to try and tackle problem parking. As such it is proposed to proceed to formal advert without any changes.

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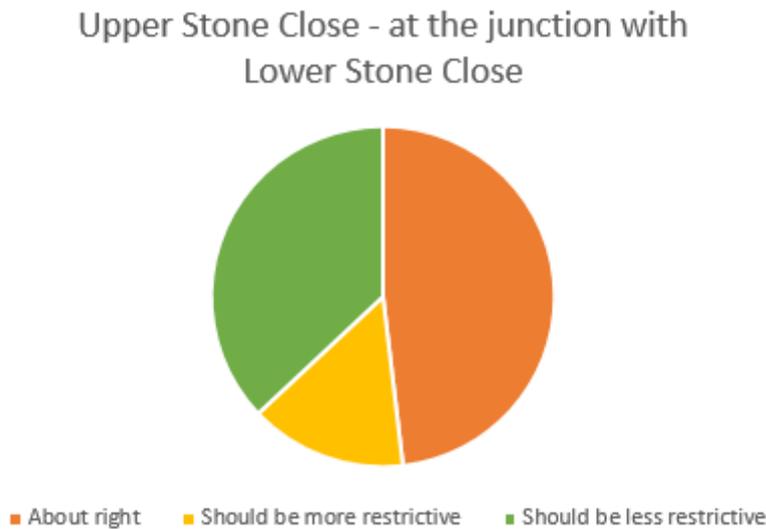
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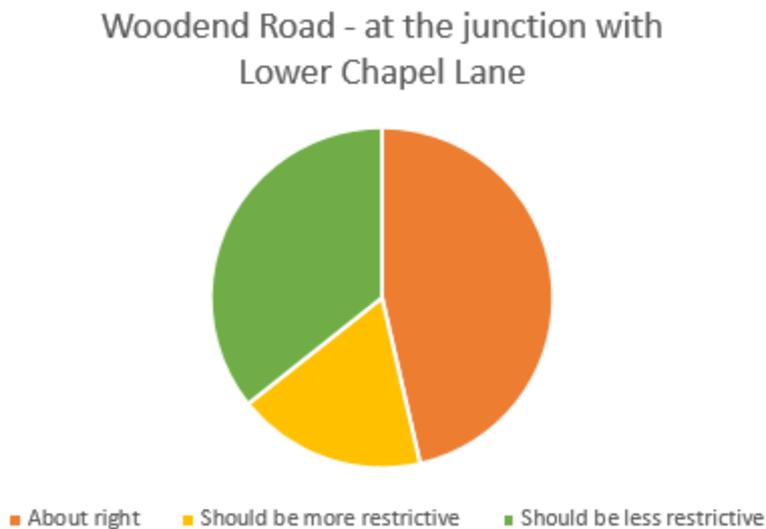
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Figure 18



Officer Comments – the majority of responses for this location feel the scheme is about right or should be more restrictive. Consideration needs to be given to the displacement of vehicles into neighbouring areas and as such it is not proposed to make these restrictions more extensive at this time. The proposed restrictions are at the minimum extents required to ensure that the junction is kept clear from parked vehicles and to improve visibility and access. As such it is proposed to proceed to formal advert without any changes.

Figure 19



Officer Comments – the majority of responses for this location feel the scheme is about right or should be more restrictive. Consideration needs to be given to the displacement of vehicles into neighbouring areas and as such it is not proposed to make these restrictions more extensive at this time. The proposed restrictions are at the minimum extents required to ensure that the junction is kept clear from parked vehicles and to improve visibility and access. As such it is proposed to proceed to formal advert without any changes.

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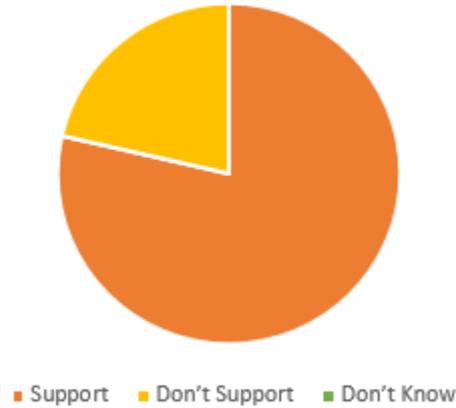
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Figure 20

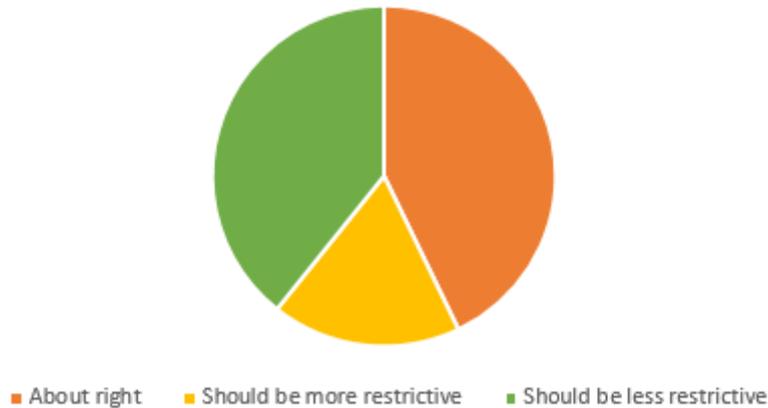
### Woodend Road - removal of SKC markings and installation of no waiting at any time



Officer Comments – the majority of responses for this location support the proposed amendments. As such it is proposed to proceed to formal advert without any changes

Figure 21

### Woodend Road - at the junction with Lower Stone Close



Officer Comments – although almost half of the responses to the questionnaire suggest the restrictions should be less restrictive at this junction, the restrictions in this area have been proposed to remove parking from close to this junction where it restricts visibility and affects access. These proposed restrictions also cover areas of the highway that at present are covered by advisory keep clear road markings, which have been installed to try and tackle problem parking. As such it is proposed to proceed to formal advert without any changes.

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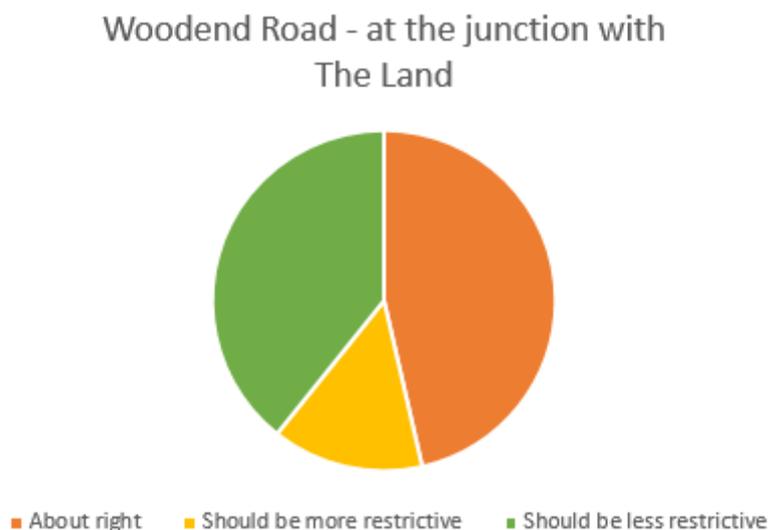
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Figure 22



Officer Comments – although almost half of the responses to the questionnaire suggest the restrictions should be less restrictive at this junction, they are already the minimum extents required to ensure that the junction is kept clear from parked vehicles and to improve visibility and access. As such it is proposed to proceed to formal advert without any changes.

The comments received as part of the consultation have now been reviewed. The comments/concerns received via the questionnaire are in appendix A.

### Future Programme

Following consideration of the responses received at consultation, along with the reasons for proposing the restrictions and in line with the Officer comments above it is proposed to proceed with the formal advertising of these measures without any further amendments.

Therefore, the following roads will be forwarded to the Councils legal team as proposed:

- Church Road
- Frampton End Road
- Hillside Close
- Lower Chapel Lane
- Lower Stone Close
- Meadow View
- The Causeway
- The Land
- The Spot
- Upper Stone Close
- Woodend Road

The Councils Legal Team will now draft a Traffic Regulation Order and advertise it for a period of 3 weeks, during this time notices will be placed in the local paper and on street in the effected roads. Details of the proposals will also be published on the Council's website, giving people an opportunity to formally object to or support the proposed scheme. It is anticipated that advertisement of the proposals will take place in early 2020.

Depending on the outcome of the advertisement, it is anticipated that works will commence on site shortly after the Traffic Regulation Order has been signed and sealed. However, if objections are

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received during the advertisement stage, the Council will be required to consider objections in a report before reaching a decision.

### **Additional Information and Councils Response**

1. Waiting restrictions in South Gloucestershire are generally well enforced and the enforcement team are able to target their resources to address problem areas.
2. Double yellow lines apply all the way to the back of the adopted highway including grass verges. Drivers who park on the verge behind double yellow lines will be ticketed.
3. Any suggestions for new schemes have to be submitted via the online Highways Investigation Request Form. Each suggested scheme requires the support of at least one local ward member and parish councillor on behalf of the parish council. In unparished areas, only the support of the local member is required. Once submitted, requests will be assessed for viability. All viable schemes will be entered onto the Local Transport Investigation List. Once a year all investigation list schemes will be scored and prioritised for investigation against the council's Joint Local Transport Plan goals. In any given year the 15 highest scoring prioritised schemes will be published in the council's Capital Program and fully investigated

There are three possible outcomes of each investigation:

1. A simple low cost affordable solution is identified and programmed for immediate implementation.
2. No scheme is recommended and the applicant(s) is informed no further action will be taken.
3. A more involved scheme is identified and entered as a priority scheme on the Local Transport Priority List

Please follow the link below for more details:

<http://www.southglos.gov.uk/transport-and-streets/streets/road-safety-traffic-schemes/local-transport-priority-list/>

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## Appendix A

Comments received at Consultation via the online questionnaire	Officer's response
General Comments	
All the restrictions sound impressive, but Watermore Close is not mentioned and we are still getting people from the school parking all day!	Watermore Close is not within the boundary of this scheme. A future waiting restriction review is due to be undertaken for the wider Frampton Cotterell area in early 2020 and will include Watermore Close. A further informal consultation will be carried out at which time comments may be submitted for consideration.
Rather than have police speed traps on church Road, a location well away from schools, have wardens and beat patrols sorting out the school rush mess of cars on the pavements etc.	Thanks for your comments.
In principle I understand the need for the changes but the consultation does not provide an explanation as to the alternative waiting places for parents collecting and dropping off at school. The only option on the map appears to be outside the Cottage Day nursery which is already far too busy and poses a danger to those collecting and dropping off children at nursery. It is frustrating that the local authority did not build in a realistic traffic management proposal to deal with this issue in the new school plans. Instead it looks as if the problem will just be moved to different roads, still close to the school.	<p>Thanks for your comments.</p> <p>Consideration needs to be taken with regard to the displacement of vehicles when proposing any waiting restrictions. As such they have been kept to a minimum to remove parking from those areas of the highway where it is unsuitable to park without causing a danger by restricting visibility or by affecting the free movement of traffic and access.</p> <p>Although it is not possible to provide additional parking provision within the highway in this area, drivers are responsible for ensuring that they park in a location where it is safe and legal to do so.</p>
Parents need to take and fetch children from school so there will always be cars in an area where most work is commutable by car. The restrictions are too wide and therefore bound to be broken so without enforcement relatively difficult.	<p>Thanks for your comments.</p> <p>Consideration needs to be taken with regard to the displacement of vehicles when proposing any waiting restrictions. As such they have been kept to a minimum to remove parking from those areas of the highway where it is unsuitable to park without causing a danger by restricting visibility or by affecting the free movement of traffic and access.</p> <p>Although it is not possible to provide additional parking provision within the highway in this area, drivers are responsible for ensuring that they park in a location where it is safe and legal to do so.</p> <p>Please see additional information number 1 above with regard to enforcement.</p>
Whilst I support the proposals I am concerned that the school staff ( as there is not enough staff parking which I commented on before the school was built) will park all day in my road Watermore close. Parents already park to drop off and collect children making it chaos down our road. Where are people working/collecting from school going to park if all the restrictions are in place?	<p>Watermore Close is not within the boundary of this scheme. A future waiting restriction review is due to be undertaken for the wider Frampton Cotterell area in early 2020 and will include Watermore Close. A further informal consultation will be carried out at which time comments may be submitted for consideration.</p> <p>Although it is not possible to provide additional parking provision within the highway in this area, drivers are responsible for ensuring that they park in a location where it is safe and legal to do so.</p>

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<p>The proposals around the Watermore site are focused on adding more parking and waiting restrictions. The proposals do not include practical alternatives addressing the real need for arrangements to permit parents to drop off and pick up children at the school using cars. It is easy to ban something but managing the consequences and the impact on the public is the difficult part. The proposals fall short of this and in ignoring the practical problems faced by parents, the council are not doing their duty to residents.</p> <p>The whole site design has had opportunity to consider the practicalities faced by parents in delivering kids to school and picking them up afterwards but I have seen nothing that positively addresses this. The site design and waiting restriction reviews seem to have been conducted independently of one another when the sensible thing would have been to have considered the wider accessibility challenge as part of the impact of the new school on the community.</p> <p>Making life difficult for people is not part of the remit of the council.</p>	<p>Thanks for your comments.</p> <p>Consideration needs to be taken with regard to the displacement of vehicles when proposing any waiting restrictions. As such they have been kept to a minimum to remove parking from those areas of the highway where it is unsuitable to park without causing a danger by restricting visibility or by affecting the free movement of traffic and access.</p> <p>Although it is not possible to provide additional parking provision within the highway in this area, drivers are responsible for ensuring that they park in a location where it is safe and legal to do so.</p>
<p>Although I live near the school, I have to drop my children off at school and nursery and then head straight off to work so its not possible for me to walk. I do when I can. I also finish work just before school pick up time so I come straight from work to do school pick ups. I'm aware and support that changes need to be made but you have to be realistic, people need somewhere to park ! There is more than enough room to take away enough space from the watermore school site to accommodate several parking spaces for parents. By having a "lay-by" type parking area off of the main road (lower stone close) by the school would alleviate the problems caused to private driveways etc.</p>	<p>Thanks for your comments.</p>
<p>Also stop people parking on the pavements particularly next to junctions</p>	<p>Thanks for your comments.</p> <p>Please see additional information number 2 above with regard to how double yellow lines apply to the highway.</p>
<p>I Think this plan is well overdue</p>	<p>Thanks for your comments.</p>
<p>I support the changes overall as traffic is a chaos during school times causing dangerous situations for children and parents on foot nevermind the pollution from parents waiting in cars with engines running. I hope this will be policed otherwise changes will be wasted</p>	<p>Thanks for your comments.</p> <p>Please see additional information number 1 above with regard to enforcement.</p>
<p>The intent of these orders would be welcomed and would greatly improve traffic flow and residents convenience if installed and effectively enforced</p> <p>In addition, I feel the similar markings to those proposed at the junction of meadow view and lower stone close should also be installed at the junction at the Watermore close junction with meadow view as their is a risk that traffic may block this junction if other junctions are restricted... this is already a issue with cars parking around junction radiuses (photo attached as an example) and in the footway making access difficult for bin lorries, deliveries and potentially fire engines as well as pedestrians.</p> <p>On the junction with Watermore Close and meadow view and</p>	<p>Thanks for your comments.</p> <p>Please see additional information number 1 above with regard to enforcement.</p> <p>Watermore Close is not within the boundary of this scheme. A future waiting restriction review is due to be undertaken for the wider Frampton Cotterell area in early 2020 and will include Watermore Close. A further informal consultation will be carried out at which time comments may be submitted for consideration.</p> <p>Please see additional information number 2 above with regard to how double yellow lines apply to the highway.</p>

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<p>also at lower stone close and church road there is also an issue with vehicles parking on wide footways... I assume this would be restricted and enforced where double yellow lines are present as the cars parked on the footway not only damages the footway but cause a hazard to visually impaired, wheelchairs, prams and pushchairs and other pedestrians..</p>	
<p>1.The imposition of more restrictive road markings and the associated street signs are in general a waste of public money, since the current legal requirements for the obstruction of dropped kerbs are not being enforced, similarly parking prohibition within 15 metres of a junction is also ignored.</p> <p>2.During a normal school day over 50 vehicles will be parked along Lower Stone Close, some of which will be parked on the pavement at the northern of the road.</p> <p>3.Despite objections having been made at the planning stage for the new build Watermore School, there is still insufficient off road parking for the school staff on the current plans, and your scheme will do nothing to address this.</p> <p>4. Unnecessary parking restrictions extending outside school term and operating hours will restrict access to businesses when none is necessary.</p>	<p>Thanks for your comments.</p>
<p><b>Church Road</b></p>	
<p>There seems to be no provision for enough parking when both schools merge. We will have more cars not less and nowhere to park. Are the planners suggesting that people park down church road itself which would be very dangerous on such a busy road? Where do they suggest people park? Can the brockeridge centre car park be used to drop off kids?</p>	<p>Thanks for your comments.</p> <p>Consideration needs to be taken with regard to the displacement of vehicles when proposing any waiting restrictions. As such they have been kept to a minimum to remove parking from those areas of the highway where it is unsuitable to park without causing a danger by restricting visibility or by affecting the free movement of traffic and access.</p> <p>Although it is not possible to provide additional parking provision within the highway in this area, drivers are responsible for ensuring that they park in a location where it is safe and legal to do so.</p>
<p>The scheme in this area is long overdue, Parking in lower stone close and church road has been a safety issue for many years. With the advent of the new school and the increased traffic usage that it will bring, the proposals are more necessary now than ever before.</p>	<p>Thanks for your comments.</p>
<p>I would prevent parking/waiting anywhere on church road.</p>	<p>Thanks for your comments. We would not look to extend the lengths of the proposed restrictions along Church Lane as consideration needs to be given to the impact displaced parking would have on neighbouring areas as well as the impact on local residents in areas where parking is already limited.</p>
<p>The restrictions on parking on lower stone close at any time between upper stone close and church road are too restrictive. This will impact negatively on the businesses on Church road, which have limited parking and push a lot of school parking on to Church Road leading to traffic jams at busy periods, as one side of the carriageway will be blocked. With additional school parking on Church road (and potentially Frampton end lane) there needs to be a crossing point (central island) introduced on church road adjacent to Frampton End Lane. Crossing here can be very difficult already. Much more difficult than crossing Church road near Bridge Way, where the central island is essential for</p>	<p>Thanks for your comments.</p> <p>Please see additional information number 3 above with regard to request for a crossing point.</p>

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pedestrians.	
<b>Frampton End Road</b>	
<p>In principle there needs to be control of traffic around the new school which is located on a narrow, curved road. However from the proposed no parking at any time zones all around the school you are simply pushing the parking problems further into Frampton End Road as the nearest non restricted parking area. This is not reasonable to the residents of this road who have already had to deal with a massive increase of walkers, cyclists, joggers, rambles and human traffic since the road was blocked from through traffic. It would also be extremely dangerous to mix parents' cars and 4x4's driving in and out of Frampton End Road with the existing human traffic. I propose residents only parking zone all along Frampton End Road to avoid accidents here.</p>	<p>Thanks for your comments.</p> <p>Consideration needs to be taken with regard to the displacement of vehicles when proposing any waiting restrictions. As such they have been kept to a minimum to remove parking from those areas of the highway where it is unsuitable to park without causing a danger by restricting visibility or by affecting the free movement of traffic and access.</p> <p>Although it is not possible to provide additional parking provision within the highway in this area, drivers are responsible for ensuring that they park in a location where it is safe and legal to do so.</p> <p>Introducing residents parking is beyond the remit of this scheme and could not be considered on Frampton End Road as the Council policy is to only offer a permit scheme when "Normally, 50% of dwellings have no off street parking, i.e. a garage and/or driveway available for one or more vehicles".</p>
<b>Lower Stone Close</b>	
<p>I suggest that a village car park is constructed in the field belonging to Frampton End Farm at the junction with Church Road and Frampton End Road.</p> <p>There will be a vast increase in car movements with parents dropping off and picking up children at the new school. The necessary parking restrictions around Church Road and Lower Stone Close will increase chaos at school times.</p> <p>The use of cars is not going to reduce therefore the planners need to accept this and provide proper facilities in the village.</p>	<p>Thanks for your comments.</p> <p>Construction of a car park is beyond the remit of this scheme.</p>
<p>I am not sure why you want to protect access to the new houses with restrictions. (restrictions for parking on entrances and in front of drives is not usual).</p> <p>The proposed measures will not alleviate the congestion that already exists towards the south end of Lower Stone Close. If anything it will exacerbate the position.</p> <p>Why haven't you included provision for a 20 mph speed limit. Whilst not a panacea it is needed and relevant for safety. If a limit is required on a car- less road to Iron Acton then surely an area with 2 nurseries, 1 school and numerous retail outlets merits this.</p>	<p>Thanks for your comments</p> <p>Please see additional information number 3 above with regard to request for a 20mph speed limit and any associated traffic calming, which is beyond the remit of the scheme.</p>
<p>I believe the proposals should be more restrictive at the following junctions:</p> <ol style="list-style-type: none"> <li>1. Lower Stone Close / Church Road</li> <li>2. Lower Stone Close /Causeway</li> </ol> <p>Vehicles should be prevented from parking on the pavement at these junctions because they are creating an unnecessary risk/hazard to pedestrians and reduce road visibility/safety for motorists.</p>	<p>Thanks for your comments.</p> <p>Consideration needs to be taken with regard to the displacement of vehicles when proposing any waiting restrictions. As such they have been kept to a minimum to remove parking from those areas of the highway where it is unsuitable to park without causing a danger by restricting visibility or by affecting the free movement of traffic and access.</p> <p>Please see additional information number 2 above with regard to how double yellow lines apply to the highway.</p>

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<p>Timed parking outside the shops should only coincide with school start and end times otherwise it will make it difficult for people to use shops, cafes and restaurant</p>	<p>Thanks for your comments. The proposed 2 hour limited waiting outside the shops should be sufficient time for customers accessing these facilities while also preventing all day parking in this area and increasing turnover of parking.</p>
<p>1. Re Q.3. The 'no parking at any time', on the north side of Church Road could be extended just beyond the junction of Lower Stone Close.</p> <p>2. Re Q.8. The unrestricted area between Church Road and Upper Stone Close should be for permit holders only, ie residents of numbers 29, 31, &amp; 35 who have no or very limited off road parking.</p> <p>3. Re Q.12. The waiting time at the shops could be 1 hour, which is more than enough for shopping at these local shops.</p>	<p>Thanks for your comments.</p> <p>Consideration needs to be taken with regard to the displacement of vehicles and the impact on local residents and their visitors when proposing any waiting restrictions. As such they have been kept to a minimum to remove parking from those areas of the highway where it is unsuitable to park without causing a danger by restricting visibility or by affecting the free movement of traffic and access.</p> <p>Introducing residents parking is beyond the remit of this scheme and could not be considered on Lower Stone Close as the Council policy is to only offer a permit scheme when "Normally, 50% of dwellings have no off street parking, i.e. a garage and/or driveway available for one or more vehicles".</p> <p>The responses to the consultation indicated a majority support for the proposed limited waiting times in this area as such we would not look to make them less restrictive at this time. If the scheme is introduced as advertised we will continue to monitor parking issues and if deemed necessary additional schemes or amendments could be considered in the future.</p>
<p>We are residents and the only area of free parking on Lower Stone Close is the area where my wife parks her car. If all areas are no waiting at any time then this will put great demand on this limited space (approx room for 5/6 cars) from employees in the Church Road shop/nursery complex, school staff and school parents. It is already almost impossible to find a space there. We would propose that a residents permit should be granted to us. The proposal currently does not give consideration to the large number of employees that park on Lower Stone Close from the nursery and shops on Church Road. Where will all these people park? Has any consideration been given to this? Is the staff car park at the new Watermore school large enough for all staff?</p> <p>It is unclear where it is proposed that parents will be able to drop of children to school as there is no area allocated? The proposals as they stand will just cause chaos.</p> <p>We disagree with no waiting at any time in the areas we have specified and propose that all these area should have limited waiting restrictions during school time only. At all other times there has never been a problem with parking on this road.</p>	<p>Thanks for your comments</p> <p>Introducing residents parking is beyond the remit of this scheme and could not be considered on Lower Stone Close as the Council policy is to only offer a permit scheme when "Normally, 50% of dwellings have no off street parking, i.e. a garage and/or driveway available for one or more vehicles".</p> <p>Consideration needs to be taken with regard to the displacement of vehicles when proposing any waiting restrictions. As such they have been kept to a minimum to remove parking from those areas of the highway where it is unsuitable to park without causing a danger by restricting visibility or by affecting the free movement of traffic and access.</p> <p>Although it is not possible to provide additional parking provision within the highway in this area, drivers are responsible for ensuring that they park in a location where it is safe and legal to do so.</p> <p>Having term time only restrictions is very difficult to manage as these can change from year to year. Traffic sign regulations do not allow us to use the words "Term time only" on signs.</p>
<p>As a resident near the school I support greater restrictions on the road around the school to a) keep traffic moving at drop off and collection times b) keep the access to school clear and safer c) reduce inconsiderate parking blocking access to school, shops and residential driveways.</p>	<p>Thanks for your comments</p> <p>Consideration needs to be taken with regard to the displacement of vehicles when proposing any waiting restrictions. As such they have been kept to a minimum to</p>

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<p>However, the limitations do not extend to my house which is directly opposite the One Shop, or for the whole of Lower Stone Close, therefore the very limited space left will become even more congested. I frequently have cars parked right up to my drive and opposite making it difficult and sometimes impossible to access my property. Consideration should be given to protecting the access to the existing properties on Lower Stone Close, not just the new proposed ones.</p> <p>The local businesses should be encouraged not to have deliveries made between 8.45 and 9.00 and between 3.15 and 3.30. This would ease congestion in the road.</p> <p>The proposals for limited parking outside the One Shop are nonsense, and totally unrelated to the new school proposals. Parents occupy all available spaces for 15-20 minutes in the morning and 15-20 minutes in the afternoon, preventing anyone from parking to use the shops. A 2 hr restriction will do nothing to alleviate this problem. At all other times of day there are always spaces available to shoppers.</p> <p>These restrictions will only encourage people who need to park longer than 2 hours to park on the limited road space on Lower Stone Close and surrounding roads, resulting in more obstructions in the road and obstructions to residents driveways, whilst there are spaces nearby sitting empty. This needs serious reconsideration in order to keep Lower Stone Close free of parked cars on the roadside and pavements all day long.</p>	<p>remove parking from those areas of the highway where it is unsuitable to park without causing a danger by restricting visibility or by affecting the free movement of traffic and access.</p> <p>Although it is not possible to provide additional parking provision within the highway in this area, drivers are responsible for ensuring that they park in a location where it is safe and legal to do so.</p> <p>The responses to the consultation indicated a majority support for the proposed limited waiting times in this area as such we would not look to make them less restrictive at this time. If the scheme is introduced as advertised we will continue to monitor parking issues and if deemed necessary additional schemes or amendments could be considered in the future.</p>
<p>The junction on lower stone close round the Chinese takeaway is dangerous even not at school pick up. Changes need to be made to reduce parked cars here and improve traffic flow and visibility for both cars and pedestrians</p>	<p>Thanks for your comments</p> <p>Consideration needs to be taken with regard to the displacement of vehicles when proposing any waiting restrictions. As such they have been kept to a minimum to remove parking from those areas of the highway where it is unsuitable to park without causing a danger by restricting visibility or by affecting the free movement of traffic and access.</p>
<p>Living on Lower Stone Close for many years the traffic problem has got worse over the years, it is not uncommon to be unable to get on or off drive at school times due to cars parking over the drive. also cars parking on pavement causing problems for cars trying to pull out of parking bays. We have seen a total stand still of traffic as no one can move road blocked. Cars parked in bays from 7:00 am till 18:00 most weekdays which means customers of the cafe , shops, end up parking on the pavement . HGV's making deliveries to shops parking on junctions and pavements most days Monday to Friday. One more point Lower Stone Close seem's to be a race track for speeding cars it's not uncommon to see vehicles travelling at 50 MPH with the work going on would it be a good time to have speed humps fitted to the road it just might save a life .</p>	<p>Thanks for your comments.</p> <p>Please see additional information number 3 above with regard to request for traffic calming which is beyond the remit of this scheme.</p>
<p><b>Meadow View</b></p>	
<p>I live on the road adjacent to the school, it's bad enough now during school term, parents park on our road, making the road narrow, they park outside of the school to drop off and pick up kids, slowing down the traffic, it will be worse when the two schools merged if e don't put restrictions.</p> <p>The school should have their designated pick up point inside the school ground, where they drive through and pick up their children and go. Or they can walk to school.</p>	<p>Thanks for your comments.</p>

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The Causeway	
<p>It would also be good if the pavement on the right when you turn from the causeway to lower stone close was not used for parking (e.g. by the garage) - this makes it very difficult coming out of the causeway to turn right.</p>	<p>Thanks for your comments.</p>
<p>As a resident on one of the affected roads I support the scheme but do not feel it goes far enough in restricting dangerous and anti-social parking. I have personally written to the school to report dangerous parking which on one occasion nearly lead to an accident after a child ran out between badly parked cars on lower stone close. I have also been regularly stuck in gridlock on the same road because of a lack of adherence to restrictions. The main problem however is not the restrictions in place but their enforcement. The worst offenders by far are those who work at the Garage who daily ignore parking restrictions - including parking entirely on pavements - making the junction between lower stone close and the causeway dangerous by un-sighting drivers. Stronger restrictions should be in place given the garage have no capacity to park customer's vehicles other than by clogging the surrounding roads.</p>	<p>Thanks for your comments.</p> <p>Consideration needs to be taken with regard to the displacement of vehicles when proposing any waiting restrictions. As such they have been kept to a minimum to remove parking from those areas of the highway where it is unsuitable to park without causing a danger by restricting visibility or by affecting the free movement of traffic and access.</p>
<p>The situation around these roads is an utter nightmare and I support any scheme to prevent cars parking in dangerous places around where I live. A major culprit here is also the garage who use the causeway, lower stone close and wood end road as an extended car park. They park their vehicles all along these three roads and use the large pavement between the causeway and lodestone close as a parking space for three vehicles which include huge vans at times- this means it can be impossible to see around the junction if you want to pull out of the causeway onto lower stone close.</p> <p>As far as watermore goes, parents need to be encouraged to leave their cars at home and walk where possible. I am Worried that by creating one huge site that this will concentrate the parking issue even further. Church road could now be a nightmare too.</p> <p>Anything to keep parked cars away from the surrounding roads gets my vote!</p>	<p>Thanks for your comments.</p> <p>Consideration needs to be taken with regard to the displacement of vehicles when proposing any waiting restrictions. As such they have been kept to a minimum to remove parking from those areas of the highway where it is unsuitable to park without causing a danger by restricting visibility or by affecting the free movement of traffic and access.</p>
<p>No waiting at any time outside of my house will make living almost impossible. I won't even be able to get in or out of my drive as I can't stop to open/shut the gates.</p>	<p>Thanks for your comments.</p> <p>Double yellow lines would not prevent parking for a short period of time while in the process of opening/closing access gates, as is the case for stopping to allow passengers to board or alight from the vehicle.</p>
<p>There are some white lines that are present on the causeway that shouldn't be there any more as the previous homeowners have since passed on therefore this questionnaire needs to be re-evaluated as they shouldn't be there in the first place let alone replaced. Therefore this questionnaire is in favour of the plans going ahead rather than not.</p>	<p>Thanks for your comments.</p> <p>The comment relates to an area currently covered by an advisory keep clear road marking where it is proposed to install double yellow lines.</p> <p>The proposed restrictions will prevent parking on both sides of the carriageway in this area that would restrict the free movement of traffic in this area between junctions. As such it is proposed to proceed with the formal advertising without further amendments.</p>
<p>the junction between the causeway and woodend road has white lines there currently that shouldn't be there. So they need to be removed and not replaced. I feel that you're only trying to punish local businesses as these lines will be put outside only the businesses. It's a shame that you have to limit their productivity</p>	<p>Thanks for your comments.</p> <p>The comment relates to an area currently covered by an advisory keep clear road marking where it is proposed to install double yellow lines.</p>

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<p>even when they keep people in employment and pay thousands yearly in business tax and are proven useful to the community.</p>	<p>The proposed restrictions will prevent parking on both sides of the carriageway in this area that would restrict the free movement of traffic in this area between junctions. As such it is proposed to proceed with the formal advertising without further amendments.</p>
<p><b>The Land</b></p>	
<p>I feel the garage contributes massively to the parking. It's chaotic, and dangerous. They park their own cars and customers cars wherever they can. Also park on the pavement</p>	<p>Thanks for your comments.</p>
<p><b>Upper Stone Close</b></p>	
<p>The Proposals around parking are to be welcomed but do not go far enough. Already we have teachers and staff parking in Upper Stone Close and continually blocking the road and drives. This will only worsen once the schools are merged and the proposed parking restrictions are put in place. Upper Stone Close is a tight road as it stands and the ability to enter and exit properties drives needs to be controlled by additional parking restrictions to ensure that residents are able to enter and exit their own properties. Additionally the current haphazard parking in the road by teachers and staff often means that larger cars and vans cannot always navigate the road due to small gaps being left between opposing cars.</p>	<p>Thanks for your comments.</p> <p>Consideration needs to be taken with regard to the displacement of vehicles when proposing any waiting restrictions. As such they have been kept to a minimum to remove parking from those areas of the highway where it is unsuitable to park without causing a danger by restricting visibility or by affecting the free movement of traffic and access.</p> <p>We would not look to propose any additional extents of restrictions at this time but will continue to monitor the situation if the restrictions are introduced and could consider additional schemes in the future if deemed necessary.</p>
<p>While I think restriction are needed, my worry is that the restrictions will just move the problem to Upper Stone Close. Not long ago the refuse collection was not made because of access. Also I am concerned about emergency access by fire and ambulance. This road is very busy with both pedestrians who walk in the road due to parked vehicles and vehicles parked on the pavements.</p>	<p>Thanks for your comments.</p> <p>Consideration needs to be taken with regard to the displacement of vehicles when proposing any waiting restrictions. As such they have been kept to a minimum to remove parking from those areas of the highway where it is unsuitable to park without causing a danger by restricting visibility or by affecting the free movement of traffic and access.</p>
<p>Whilst agreeing in principle to the proposed changes we feel that traffic will be pushed into Upper Stone Close which is a narrow cul de sac and closest available street parking to the school. We have no objections to short timed parking for dropping and collecting school children, provided drives are not blocked but feel there will be a temptation for staff to leave their cars for the whole day as there will be insufficient parking for all staff on site.</p>	<p>Thanks for your comments.</p> <p>Consideration needs to be taken with regard to the displacement of vehicles when proposing any waiting restrictions. As such they have been kept to a minimum to remove parking from those areas of the highway where it is unsuitable to park without causing a danger by restricting visibility or by affecting the free movement of traffic and access.</p> <p>We would not look to propose any additional extents of restrictions at this time but will continue to monitor the situation if the restrictions are introduced and could consider additional schemes in the future if deemed necessary.</p>
<p>The restrictions whilst welcome will only serve to push cars further into roads such as Upper Stone Close more than they are already. Consideration should be made to extend the lines further up the road except for residents during drop off and pick up times. All junctions and roads within a reasonable distance of the school should be considered. Access to driveways in Upper Stone Close suffer in the same manner as Lower Stone Close. Double yellow lines would be more appropriate at all junctions</p>	<p>Thanks for your comments.</p> <p>Consideration needs to be taken with regard to the displacement of vehicles when proposing any waiting restrictions. As such they have been kept to a minimum to remove parking from those areas of the highway where it is unsuitable to park without causing a danger by restricting visibility or by affecting the free movement of</p>

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<p>around the school especially at Lower Stone/Upper Stone and Church Roads</p>	<p>traffic and access.</p> <p>We would not look to propose any additional extents of restrictions at this time but will continue to monitor the situation if the restrictions are introduced and could consider additional schemes in the future if deemed necessary.</p> <p>It is proposed as part of this scheme to introduce double yellow lines at the junctions mentioned.</p>
<p>The proposals will just move the problem. Upper Stone Close is already used as a car park by teachers and visitors from the present school, let alone an enlarged one. Some leave their cars all day long. It is a narrow road and residents often have difficulties accessing their own driveways. Creating these restrictions, especially outside a busy Food shop will just move those vehicles further up Upper Stone Close. There are also problems with parked cars when Refuse collections are carried out. Making Upper Stone Close a residents only parking area would be a more sensible option. Whatever course is implemented will be totally pointless unless enforced with active policing from traffic wardens.</p>	<p>Thanks for your comments.</p> <p>Consideration needs to be taken with regard to the displacement of vehicles when proposing any waiting restrictions. As such they have been kept to a minimum to remove parking from those areas of the highway where it is unsuitable to park without causing a danger by restricting visibility or by affecting the free movement of traffic and access.</p> <p>We would not look to propose any additional extents of restrictions at this time but will continue to monitor the situation if the restrictions are introduced and could consider additional schemes in the future if deemed necessary.</p> <p>Introducing residents parking is beyond the remit of this scheme and could not be considered on Upper Stone Close as the Council policy is to only offer a permit scheme when "Normally, 50% of dwellings have no off street parking, i.e. a garage and/or driveway available for one or more vehicles". Please see additional information number 1 above with regard to enforcement.</p>
<p>Firstly, we feel there should be no parking anywhere near the junction of Upper Stone Close and Lower Stone Close. For the last year, the problems around this junction due to parking have been extremely dangerous for pedestrians (often children) and vehicles trying to pull out of Upper Stone Close.</p> <p>We are concerned that the restrictions do not extend more into Upper Stone Close. Upper Stone Close is extremely narrow and we feel that as there are no limitations placed on parking in Upper Stone Close, more traffic will be using and parking along this quiet residential road.</p> <p>People leave their cars either side of driveways (often overhanging the driveway entrance) or park opposite the entrance to a driveway. Due the road being very narrow, this can make it impossible to turn into residential driveways. We are concerned that with all the additional parking restrictions around Watermore School, we will see more vehicles trying to park in Upper Stone Close, particularly at busy times when children are being taken to and collected from school. When cars cannot find a space, this causes dangerous amounts of vehicles trying to turn round whilst children are walking by as it is a no through road.</p> <p>Could there be some form of restricted parking put in place along Upper Stone Close, particularly at busy times of school drop off in the morning (8:15 - 9:15am) and collection in the afternoon (2:30 - 4pm).</p>	<p>Thanks for your comments.</p> <p>Consideration needs to be taken with regard to the displacement of vehicles when proposing any waiting restrictions. As such they have been kept to a minimum to remove parking from those areas of the highway where it is unsuitable to park without causing a danger by restricting visibility or by affecting the free movement of traffic and access.</p> <p>We would not look to propose any additional extents of restrictions at this time but will continue to monitor the situation if the restrictions are introduced and could consider additional schemes in the future if deemed necessary.</p>

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<p>As a whole anything to protect the children from mindless and selfish parking, pavement driving, and aggressive driving is supported, there are however several areas that require more thought:</p> <p>Lack of school staff and visitor parking will force on street parking</p> <p>Observation and discussion with SGC staff was that Transport surveys were largely done when weather was good not giving a true account</p> <p>Upper stone close will become dangerous with cars dropping, turning, and parking. With my reckoning there are just enough parking spaces on upper stone to compensate for the lack of parking within the school, thus Monday to Friday will be a permanent car park for home owners</p> <p>A point previously made; the brockeridge community centre on Woodend road has a badly designed restricted car park, can the front fence be removed, car park opened to the community (but restricted to 30mins unless permitted by the various classes) as a drop and walk zone, and BC classes be put back until after 09:30 school starting time. Currently the people running classes have run ins with pedestrians and local community who wish to use it. It is however a community car park and should be used as one.</p> <p>Finally another point made previously, can an American style drop off zone not be included at the entrance to the school? One way in and out and drop kids at the door forcing a quicker turn around of pupils and cars.</p>	<p>Thanks for your comments.</p> <p>Consideration needs to be taken with regard to the displacement of vehicles when proposing any waiting restrictions. As such they have been kept to a minimum to remove parking from those areas of the highway where it is unsuitable to park without causing a danger by restricting visibility or by affecting the free movement of traffic and access.</p> <p>We would not look to propose any additional extents of restrictions at this time but will continue to monitor the situation if the restrictions are introduced and could consider additional schemes in the future if deemed necessary.</p> <p>We would be unable to investigate amendments to the local Community Centre car park as part of this scheme but residents could raise this issue directly.</p>
<p><b>Woodend Road</b></p>	
<p>Our Driveway is often blocked by parked cars dropping off at school or pre school. I can only see this getting worse, the parking problem is just being pushed into surrounding residential streets.</p> <p>Parking on the pavement has become acceptable and pedestrians are given little consideration.</p>	<p>Thanks for your comments.</p> <p>Consideration needs to be taken with regard to the displacement of vehicles when proposing any waiting restrictions. As such they have been kept to a minimum to remove parking from those areas of the highway where it is unsuitable to park without causing a danger by restricting visibility or by affecting the free movement of traffic and access.</p> <p>Obstruction of the footway in areas not covered by waiting restrictions would be a matter for the Police who have the power to tackle this.</p>
<p>The junctions around Woodend/Lower Stone Close and the Land have white lines to deter parking, however this is ignored and vehicles are being parked at the Frampton Garage at all parts of the day, making it a dangerous junction for motorists and pedestrians alike.</p> <p>Vehicles are parking on the pavement outside of England Carpentry on Lower Stone Close, mounting the kerb to park (the full car on the pavement not just straddling the kerb).</p>	<p>Thanks for your comments.</p> <p>It is proposed to replace areas of existing advisory keep clear road marking with no waiting at any time restrictions.</p>
<p>I think the areas of no parking at any time around the junction of the Causeway, Lower Stone Close and Wooded Rd should cover a larger area as it is very dangerous at peak times and I have witnessed several near misses. The added number of cars for</p>	<p>Thanks for your comments.</p> <p>Consideration needs to be taken with regard to the displacement of vehicles when proposing any waiting</p>

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<p>the garage does not help matters. When you add school traffic it is awful. The proposals will definitely help but if a wider area was subject to then it would help.</p>	<p>restrictions. As such they have been kept to a minimum to remove parking from those areas of the highway where it is unsuitable to park without causing a danger by restricting visibility or by affecting the free movement of traffic and access.</p> <p>We would not look to propose any additional extents of restrictions at this time but will continue to monitor the situation if the restrictions are introduced and could consider additional schemes in the future if deemed necessary.</p>
<p>I believe the safety of the children should be paramount. Cars should be very restricted in this area. Parking needs to be stopped from 8am until 5.30 pm. The parking around Frampton garage needs to be stopped. This is a complicated junction which is being made very dangerous by this ever increasing business the planner have failed to protect the residential nature of this area the increasing business is a danger to pedestrian and road users alike. The only way to improve the situation is to positively restrict parking with double yellow enforceable line extending 100 m in all direction from the frontages of this business.</p>	<p>Thanks for your comments.</p> <p>Consideration needs to be taken with regard to the displacement of vehicles when proposing any waiting restrictions. As such they have been kept to a minimum to remove parking from those areas of the highway where it is unsuitable to park without causing a danger by restricting visibility or by affecting the free movement of traffic and access.</p> <p>We would not look to propose any additional extents of restrictions at this time but will continue to monitor the situation if the restrictions are introduced and could consider additional schemes in the future if deemed necessary.</p>
<p>A principle issue with Woodend Road at present is the way that the Garage utilise the road like their car park for customer cars. This is despite the fact they have an off road area to the rear of their premises which could be used for car parking. The current proposals have not addressed this whatsoever and should be considered. I certainly support this proposal as it will make the roads safer, particularly for children and more vulnerable people in the community. It is only a matter of time until a serious accident occurs on Woodend Road. The amount of parked cars currently restricts the ability for cars to move freely on the road and also impairs visibility of pedestrians and motorists.</p>	<p>Thanks for your comments.</p> <p>Consideration needs to be taken with regard to the displacement of vehicles when proposing any waiting restrictions. As such they have been kept to a minimum to remove parking from those areas of the highway where it is unsuitable to park without causing a danger by restricting visibility or by affecting the free movement of traffic and access.</p> <p>We would not look to propose any additional extents of restrictions at this time but will continue to monitor the situation if the restrictions are introduced and could consider additional schemes in the future if deemed necessary.</p>
<p>I believe that as the planned restrictions are being put in place to stop school traffic/parking from affecting our village all restrictions should only apply during school hours ie 8am -6pm. This would stop the problem with school traffic but allow local businesses and local people to use the extra parking evenings and weekends, which is vital for all small businesses. All the restrictions around Brockridge school are not needed at all, as this will no longer be a school in a matter of months and seems a huge waste of taxpayers money. If these restrictions have anything to do with the garage (stopping them from parking cars outside and around their own property) all these restrictions will do is make them park all the cars/vans further away, ie the causeway and Woodend road this seems very unfair on residents of these roads.</p>	<p>Thanks for your comments.</p> <p>Consideration needs to be taken with regard to the displacement of vehicles when proposing any waiting restrictions. As such they have been kept to a minimum to remove parking from those areas of the highway where it is unsuitable to park at any time without causing a danger by restricting visibility or by affecting the free movement of traffic and access.</p>
<p>You are ONLY trying to punish local businesses. These businesses all provide services to elderly people and the disabled, who may find it difficult to walk therefore have the luxury to park nearby which you are trying to take away.</p>	<p>Thanks for your comments</p>

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I don't think you should put the lines there because it will affect the businesses. I find it difficult to walk and need to park either directly outside or near them as I use them regularly. Why would you even try to reduce that?

Thanks for your comments

Consideration needs to be taken with regard to the displacement of vehicles and the impact on local residents and their visitors when proposing any waiting restrictions. As such they have been kept to a minimum to remove parking from those areas of the highway where it is unsuitable to park at any time without causing a danger by restricting visibility or by affecting the free movement of traffic and access

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