

Feedback Report

Stoke Gifford – Phase 4A Waiting Restriction Review

Purpose of the report

The purpose of this report is to feedback the results from the recent consultation on the Phase 4A Stoke Gifford Waiting Restriction review.

Background

Funding has been secured to carry out an area wide waiting restriction review for the Stoke Gifford ward, and with the ward being quite a large area it has been decided to split the review into 3 phases, phase 4A, 4B and 4C. This particular consultation is focusing on phase 4A.

Following meetings and site visits with the local councillors and a review of requests that have been received over a period of time, it is proposed to introduce waiting restrictions to alleviate obstructive and inconsiderate parking on various roads within Stoke Gifford to improve safety and visibility for all road users and pedestrians.

Purpose of Scheme

The purpose of the scheme is to address the obstructive and inconsiderate parking on the identified roads and to accommodate additional parking provisions.

Proposed Scheme

The proposed scheme is to introduce double yellow lines to improve access and visibility on roads that have been identified and to convert existing advisory white keep clear lines to double yellow lines.

Additional parking provisions are also included within the review which consist of an increase of limited waiting for two existing on street bays from 2 hours to 4 hours to allow motorists to park for longer whilst visiting local businesses. It is also proposed to incorporate future provisions for electric vehicle charging points within the Traffic Regulation Order (TRO) for Parkway North Park & Ride site.

Drawing Reference

Drawing number T429-669-02 4A shows an overview of phase 4A, indicating each inset of where waiting restrictions are being proposed within the overall scheme boundary. Drawing number T429-669-03 4A inset 1 to 3 shows the existing arrangements and T429-669-04 4A insets 1 to 3 shows the existing and proposed waiting restrictions together.

The affected roads are scheduled below;

- Adelante Close
- County Way
- Halls Garden
- Star Avenue

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- Kings Drive
- Manor Place
- Riviera Way
- Voyager Close
- Simmonds View
- Bakers Ground
- Newbrick Road

Roads within this review where there are NO proposals, have not been listed above

Consultation

A public consultation was undertaken between 30th July 2019 and 30th August 2019. Letters advising of the consultation were delivered to properties who may be affected by the proposed restrictions that are being considered. A total of 43 colour notices were erected on available street furniture adjacent to each proposal site for members of the public to view.

Details of the proposals including a plan and statement of reasons were also entered onto the Councils website. Emails advising of the consultation were sent to the local councillors, parish council and emergency services, amongst other statutory stakeholders who were also invited to view the consultation.

Feedback from the Consultation

The drawings showing the proposed waiting restrictions on the online consultation was viewed a number of times, as outlined below;

- Inset 1 - viewed a total of 529 times.
- Inset 2 - viewed a total of 414 times.
- Inset 3 - viewed a total of 456 times.

There were 158 individuals and organisations who completed the questionnaire. Overall there was support for the proposals as a whole with 138 in favour, 19 against and 1 who didn't know. In addition, 2 other written responses were received where neither respondent had no objection to the proposals going forward.

The following section of this report will show a number of graphs that summarise the responses to the questionnaire. The first graph will show the overall support for the scheme as a whole. The additional graphs will show the overall responses received for each proposal throughout the individual inset plans 1 – 3.

The responses to the individual questions and inset plans are summarised on the following page:-

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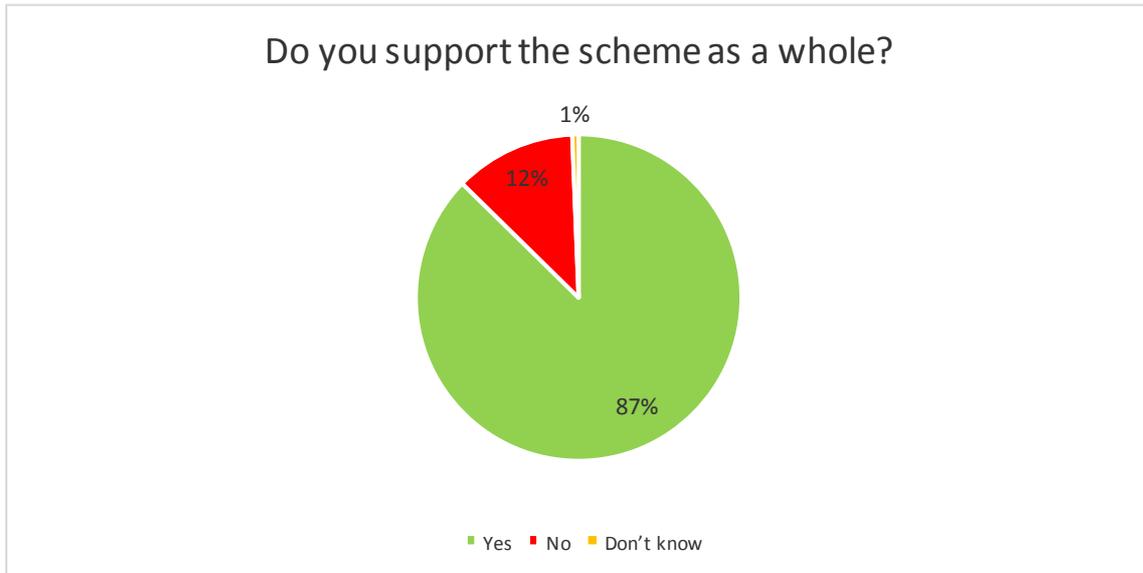
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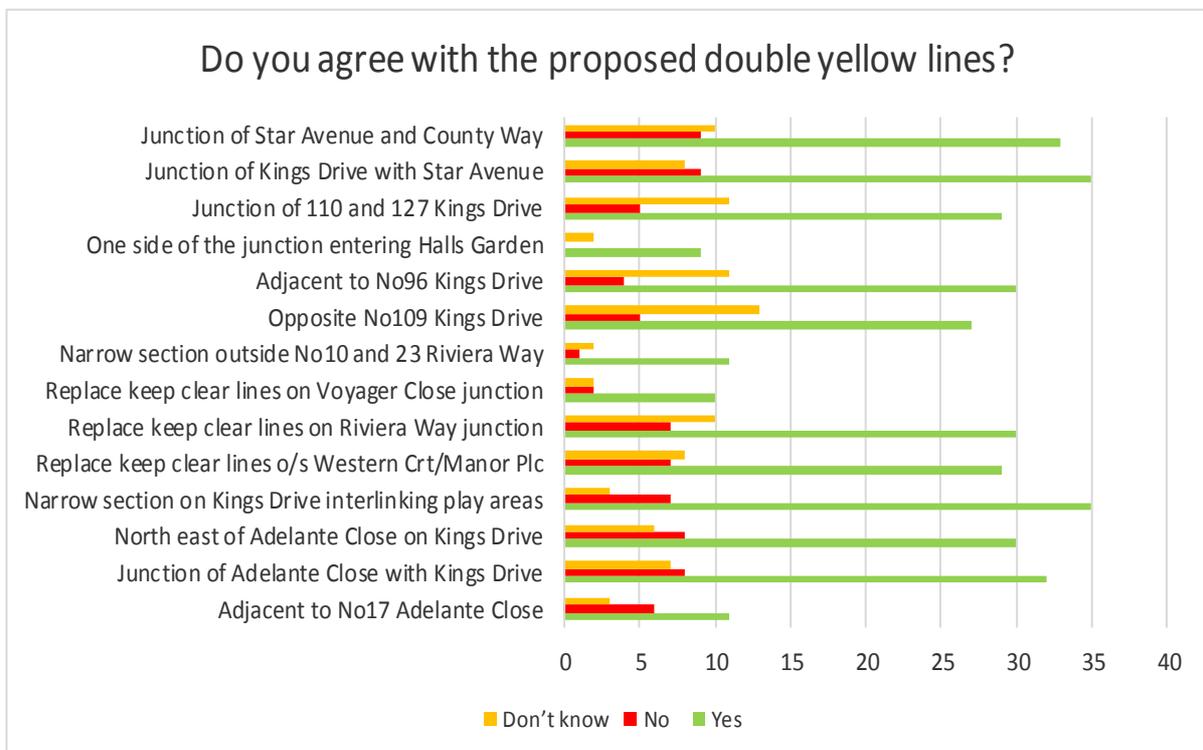
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Question 1:-

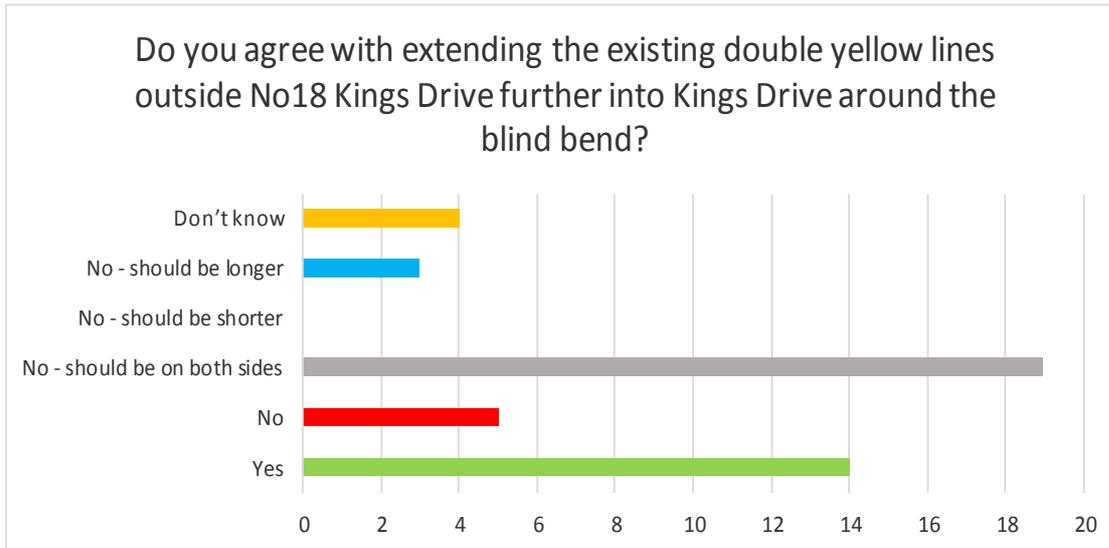


YES – 87% (138 No) NO – 12% (19 No) DON'T KNOW – 1% (1 No)

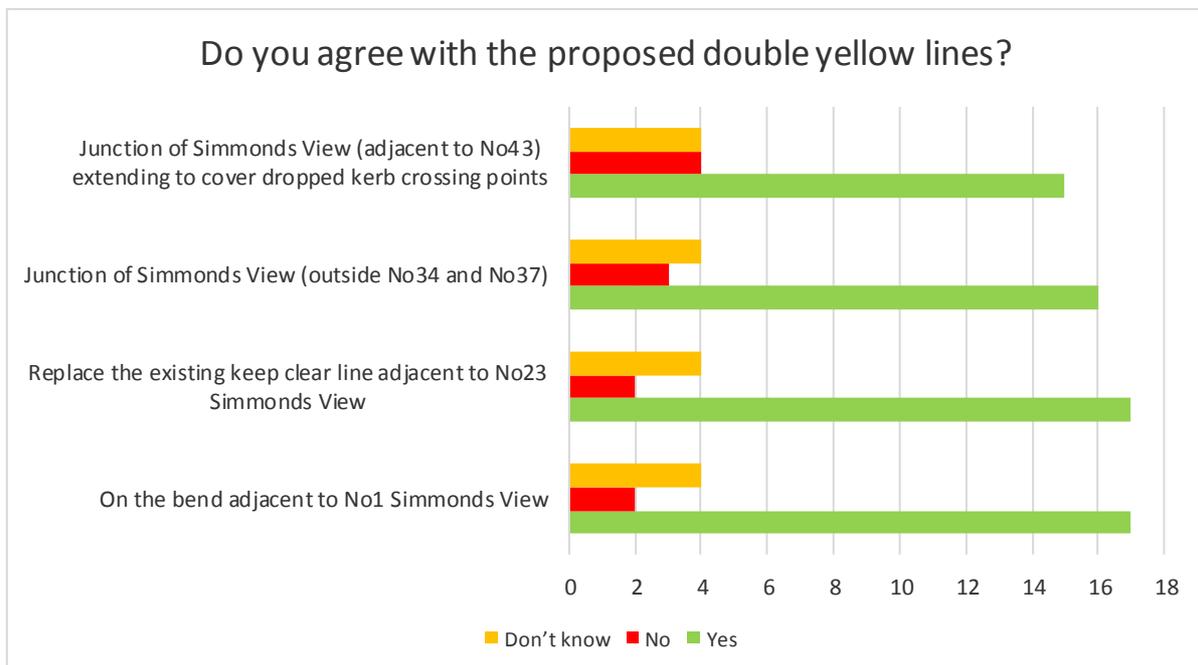
Inset 1:-



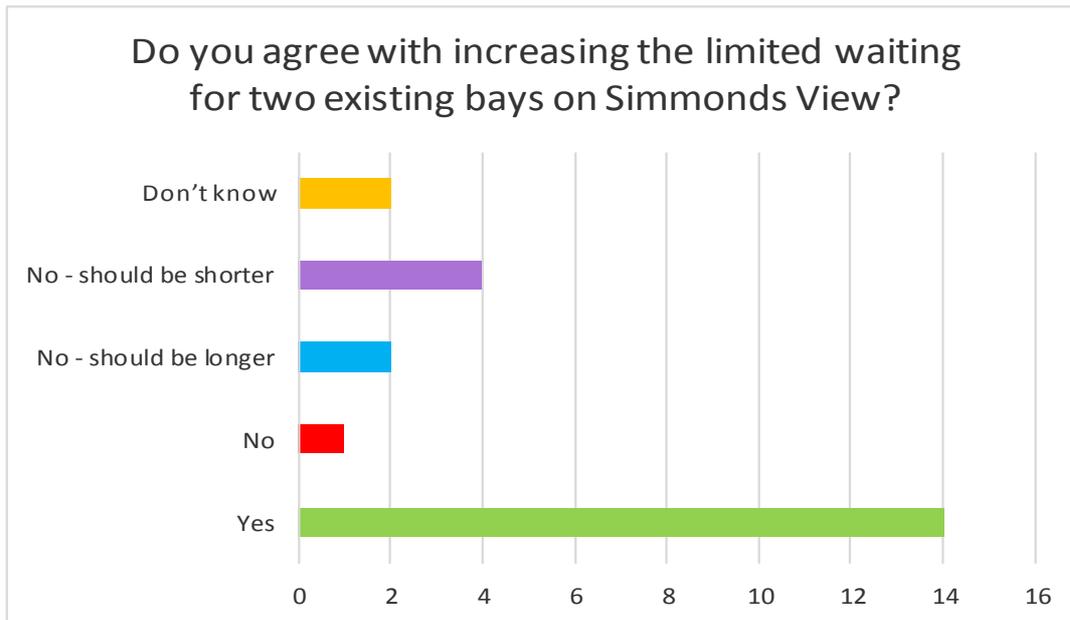
Inset 1, question 17:-



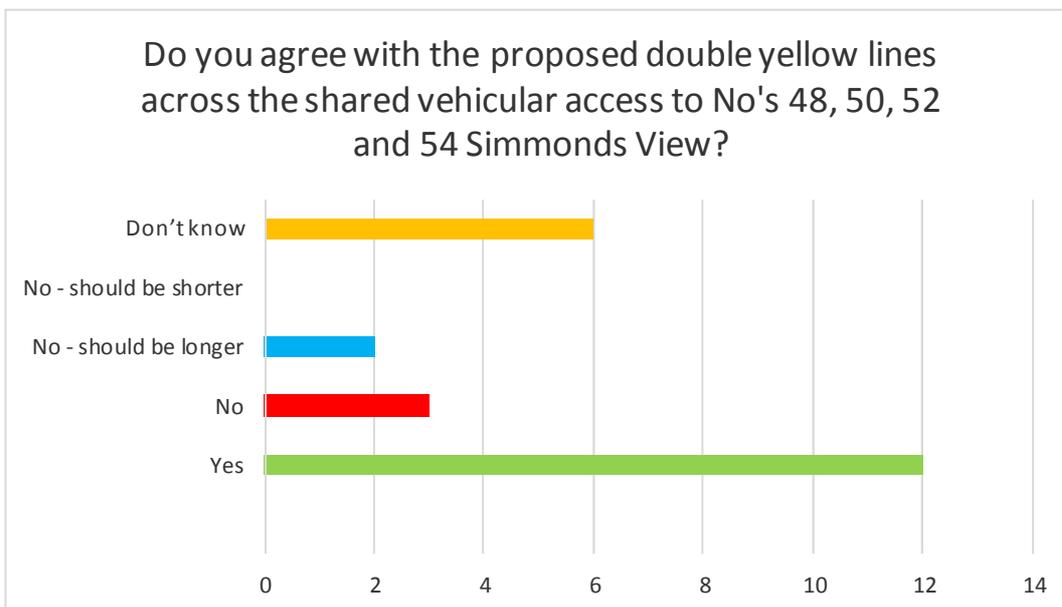
Inset 2:-



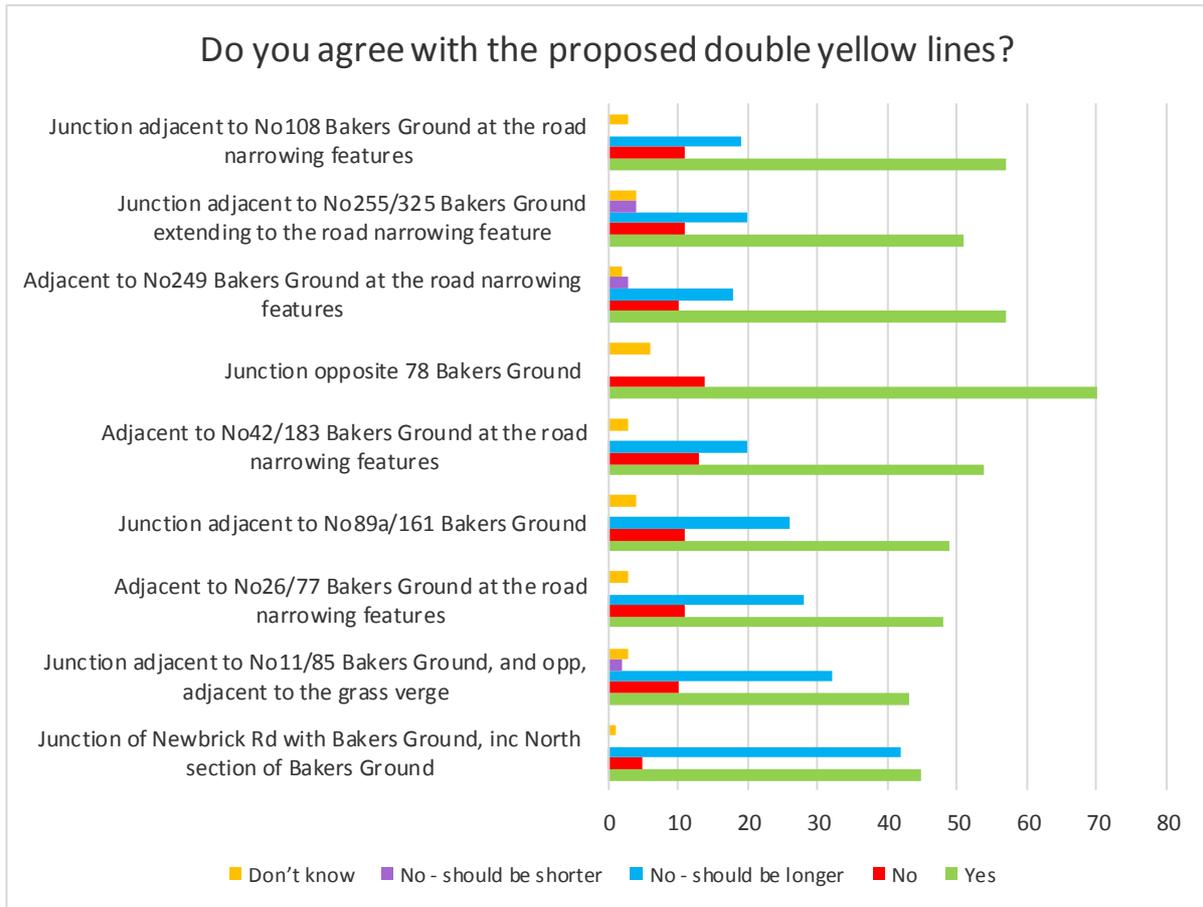
Inset 2, question 18:-



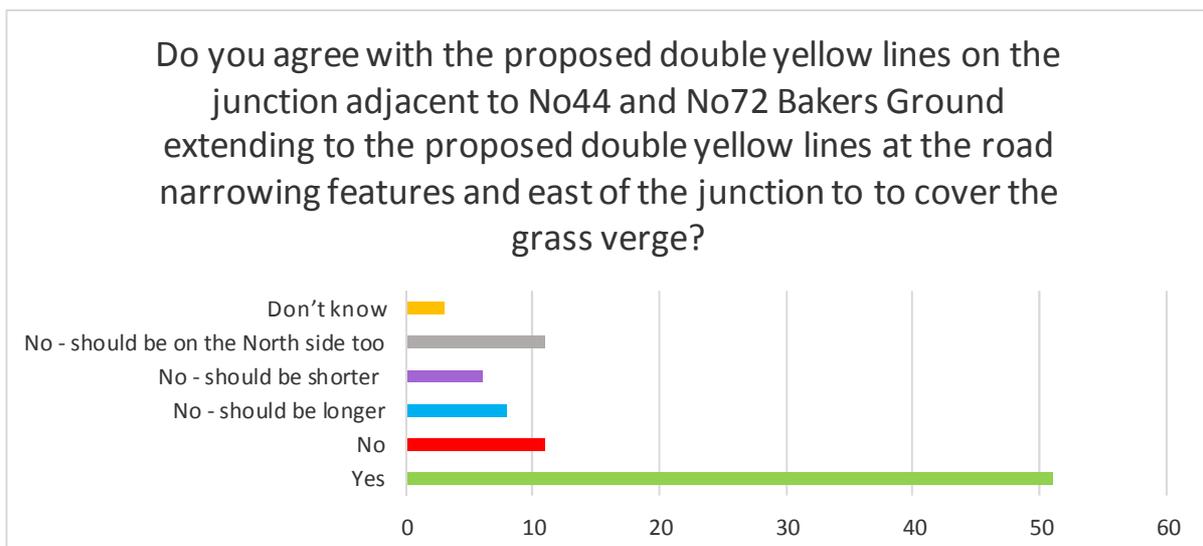
Inset 2, question 23:-



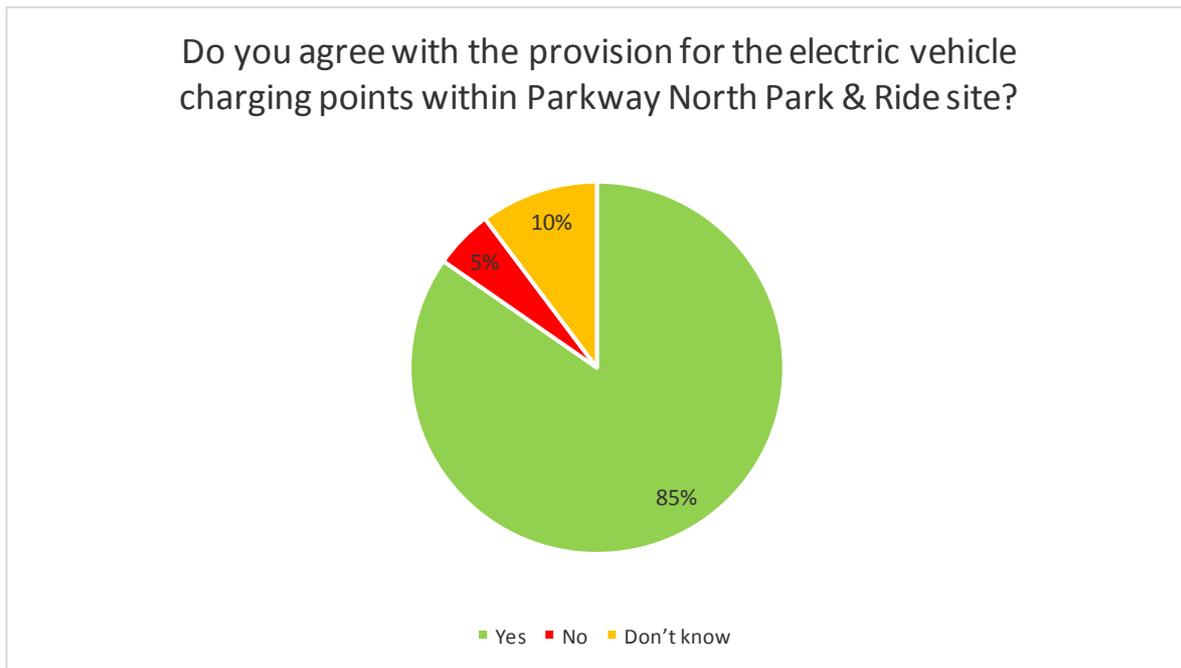
Inset 3:-



Inset 3, question 29:-



Question 34:-



YES – 85% (133 No) NO – 5% (8 No) DON'T KNOW – 10% (16 No)

Other comments

A list of comments and the engineer's response is provided in the questionnaire and written responses section below.

Future Programme

This consultation was carried out to inform local residents who may be affected by the proposed waiting restrictions throughout inset 1 - 3, ensuring that their comments and concerns are considered at an early stage.

In view of the support received for the proposal as a whole, it is recommended to continue and implement all of the proposed waiting restrictions throughout insets 1 – 3.

However, there will be an **amendment** made to two of the proposals to meet the responses to the alternative answers provided within the questionnaire. The site identified, with a description of the amendment being put forward to the legal advertisement stage is outlined below;

- Inset 1, question 17 – Proceed with extending the existing double yellow lines outside No18 and 20 Kings Drive, as proposed. However, following questionnaire responses, double yellow lines are to be included on the opposite side of the carriageway by extending the existing double yellow lines, continuing further into Kings Drive stopping adjacent to No43.
- Inset 3 – Proceed with the proposed double yellow lines adjacent to No42 and 183 Bakers Ground where there are road narrowing features, including the existing advisory keep clear lines. However, following questionnaire responses, a small section of carriageway will be left unrestricted outside No183 with the proposed

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double yellow lines north east of the road narrowing features, are to be extended up to the private drive access of No187.

There will also be **additional** proposals to be included to the overall phase 4A scheme following requests received by local residents/members of public who completed the questionnaire. The sites that have been identified are outlined below;

- Inset 1 – One side of Castle Court junction (adjacent to No1), extending into Kings Drive to link up with the proposed double yellow lines that stop outside No26.
- Inset 2 – On the junction adjacent to No 57 and 56 Simmonds View.
- Inset 3 – Across the shared vehicular access of 1, 3, 5, 7 and 9 Bakers Ground.
- Inset 3 – On the junction adjacent to No19 and 81 Bakers Ground.
- Inset 3 – On the junction adjacent to No95a and 143 Bakers Ground.
- Inset 3 – On the bend, directly outside No209 Bakers Ground.

The next stage will be for South Gloucestershire to formally advertise a Traffic Regulation Order for the proposed scheme. This involves the preparation of legal documents, placing notices in the local paper, at intervals throughout the extents of the proposed scheme and publishing details on the Councils website, giving people an opportunity to formally object to or support the proposed scheme.

Depending on the outcome of the advertisement, it is anticipated that the scheme will be introduced after the Traffic Regulation Order has been signed and sealed during 2020. However, if objections are received during the advertisement stage, South Gloucestershire Council will be required to report objections to the Director of Environment and Community Services for a decision on how to proceed.

Additional Information and Council responses

1. It has been recommended to replace all advisory keep clear markings with double yellow lines. The introduction of double yellow lines are deemed more appropriate to ensure that the section of highway is kept clear at all times.
2. To your comments raised concerning the planning and design of new development sites, I can only advise that you contact PlanningLDF@southglos.gov.uk who may be able to provide you with further advice and understanding as to how the Local Development Framework policy is set out for South Gloucestershire communities. For queries relating to general approved planning applications, whether it be historical or for new housing developments, please contact PlanningSupport@southglos.gov.uk who can assist you with your enquiries.
3. The objectives of this review is to specifically address obstructive and inconsiderate parking, whereby only proposing waiting restrictions where it is deemed necessary, and to a minimum i.e. on junctions and narrow sections of roads to improve safety and visibility for all road users and pedestrians. The possible inclusion of waiting restrictions to be implemented at the identified sites within this review have been requested by residents/ general members of public.
4. Limitation of scope and budget means engineers cannot consider additional measures, including permit parking schemes within this review. However, a review of the Residents Parking Policy is about to commence and this may change the rules where the Council can consider introducing residents parking in the future. If you would like to request an investigation scheme for additional Traffic Management measures to be considered, a request would need to be submitted for a possible inclusion on the Local Transport Priority List to determine whether such request would be viable. The following page on the SGC public website explains the scheme prioritisation process and how to submit a request:<http://www.southglos.gov.uk/transport-and-streets/streets/road-safety-traffic-schemes/local-transport-priority-list/>

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5. Following a significant amount of support for the review as a whole, along with the majority support for each individual proposal, it has been recommended to proceed with all proposals as shown throughout inset plans 1 - 3.
6. As explained within the future programme section of this report, an amendment will be made at one site to meet the responses to the alternative answers provided within the questionnaire. Please refer to the description of the amendment being put forward to the legal advertisement stage for the identified site.
7. Concerning the car park at Parkway Station, I can only advise that any comments or suggestions of this nature would need to be directed to First Group who manage this car park. Additional comments concerning Parkway North Park & Ride site have been forwarded onto the Councils Parking Enforcement team for their information.
8. No previous requests had been received to consider waiting restrictions at the site to which you have identified, which is why it was not considered within the review.
9. The Councils Parking Enforcement team will be informed of all new restrictions that are implemented on the public highway. To report a vehicle that is illegally parked on new/existing restrictions, please email parklegally@southglos.gov.uk to make them aware of any illegal parking so that they can arrange for a Civil Enforcement Officer (CEO) to attend site and enforce the offending vehicle.
10. The area wide Stoke Gifford waiting restriction review has been split into 3 phases (4A, 4B and 4C) but still inclusive to one full review. This particular consultation is focussing on phase 4A where the remaining phases 4B and 4C are still at the prepare stage. Phase 4B will be the next area to be consulted on, with phase 4C to follow. Roads to which you have described will form part of the additional phases, where proposals will be considered to address obstructive and inconsiderate parking.
11. Concerning pavement parking or obstruction of a private driveway access, I would advise that you contact the police who are able to enforce clear obstruction of this nature. The Council does not have the powers to enforce pavement parking at the present time.
12. Additional sites where new double yellow lines have been requested, and are deemed appropriate, will be put forward to the legal advertisement stage of this review. The sites identified have been listed within the 'future programme' section of this report.
13. Consideration for no waiting between times (single yellow lines) and new limited waiting restrictions (2 hours, no return within 4 hours) had been considered on some roads within this review. However, it had been determined that such restrictions will have an adverse effect on residents and their visitors and therefore, these waiting restrictions will not be considered within this particular review.
14. Concerning damage to grass verges, please submit a report using the following page on the SGC public website; [Report it | South Gloucestershire Council](#)
15. Any new or existing local businesses that have been granted planning permission are not obligated to contribute to local community schemes that the Council wish to implement.

Questionnaire and written responses

Comments received at Consultation (Note comments have been reproduced as submitted so include all spelling and grammatical errors uncorrected)	Officer's response
<p>Whilst I agree with a lot of the proposals, the ones on the corner of Riviera Way and Voyager Close are just not merited. We have lived her for over 13 years and it isn't a problem and by placing double yellow lines here you will create parking issues for all residents. When the white advisory lines were painted down, we were advised it was really for the refuse collections and now people park considerably on those days to allow the collections through. There are areas on the</p>	<p>Thank you for your comments.</p> <p>Please see note 1 and 2 above that provides information that corresponds to your comments.</p>

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<p>estates where parking is horrendous and creates real pinch points where an emergency vehicle wouldn't get through, and would welcome seeing these areas tackled.</p> <p>However, the biggest issue dates back to when planning permission was given for the estate. The roads are far too narrow and the number of blind bends is ridiculous, More care and consideration MUST be used at the planning stages, rather than trying to fix issues years down the line that have a negative impact on residents. There is inadequate parking on the estate and this is not the fault of the homeowners! With the volume of homes about to be built locally, please bear this in mind for future developments. Make roads wide enough to accommodate emergency vehicles and ensure adequate parking for families. And blind bends are a recipe for disaster - whoever decided to agree to the number on the Kings Drive estate needs a lesson in safety on the roads.</p>	
<p>I live in halls gardens and the visibility trying to get into that road in a safe manor is not easy, this is a area where children play.</p>	<p>Thank you for your comments.</p>
<p>Double yellow lines should be continued and stretch longer around the whole estate. This is to ensure parking issues are not pushed further around Bakers Ground.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 above that provides information that corresponds to your comments.</p>
<p>I fully support the intent of the consultation; something needs to be done. I ride a motorcycle and the parking in/around Bakers Ground leaves me vulnerable to head on collision, with many near misses. My only concern about the proposed changes is that it might just move the parking problems further round Bakers Ground and into the off-shoot neighbourhoods around Bakers Ground.</p> <p>But thank you, I am very pleased that something is being done.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 above that provides information that corresponds to your comments.</p>
<p>Perhaps some consideration could be given to a residents' parking scheme in addition to the yellow lines, as many cars park on the Kings Drive estate and use the train/metro bus to avoid parking charges. This will only worsen with the opening of the new office park in the future.</p>	<p>Thank you for your comments.</p> <p>Please see note 4 above that provides information that corresponds to your comments.</p>
<p>This will cause chaos in the street leaving all residents no where to park which will further cause people to move houses due to lack of places to park there cars!</p>	<p>Your comments have been noted.</p>
<p>Whilst I agree that the measures are necessary I think there should be a residents parking scheme in place as a lot of families have older children who are living at home and have cars that have to be parked on the road.</p>	<p>Thank you for your comments.</p> <p>Please see note 4 above that provides information that corresponds to your comments.</p>
<p>It concerns me greatly that by not making the lines longer, we</p>	<p>Thank you for your comments.</p>

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<p>are simply pushing obstructive parking further into the recesses off Bakers Ground. We live at (<i>information removed for data protection purposes</i>) and people park everywhere. It's unacceptable.</p>	<p>Please see note 3 above that provides information that corresponds to your comments.</p>
<p>Residents, when they can, park sensibly and safely, leaving sufficient space on the corners of the roads (the areas where it is proposed that double yellow lines are painted). However, there is already very limited on-road parking on the estate (many households have two cars, the garages are too small for a standard family car, few houses have driveways) so when non-residents, i.e. station/bus commuters, park on the estate it is inevitable that the roads become clogged. If the proposed double yellow line are painted, it is essential that something is done about the non-resident parking so that residents can park, e.g. a free resident/approved visitor parking permit, with non-residents fined. If the double yellow line zones are enforced it is possible that sometimes residents would be unable to park legally anywhere on the estate - outside of the estate there is no nearby on road legal parking.</p>	<p>Thank you for your comments.</p> <p>Please see note 4 above that provides information that corresponds to your comments.</p>
<p>Yellow lines in a residential area are unsightly and generally there is not a big problem so I don't want to see them. However there is an issue with the entrance to Bakers Ground where cars are parking right on the corner making it awkward to enter and dangerous for children crossing so I do think they are needed on this one section.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 5 above that provides information that corresponds to your comments.</p>
<p>I disagree with the double yellow lines on Adelante Close opposite number 17 due to the lack of parking for residents, removing this space for parking will cause further problems on the street which is already difficult to park on at certain times.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 5 above that provides information that corresponds to your comments.</p>
<p>I agree in principle with the proposals as long as the Council are not just ,oving the issue elsewhere on the estate. For example people parking on Kings Drive who don't live here, walk to Parkway Train Station and the Metro bus. I have been complaining about this for a long time asking why we cannot have residents parking. If all these proposals are implemented without restrictions further up the estate being implemented all you will do is move the problem not actually deal with it for the long term,</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 4 above that provides information that corresponds to your comments.</p>
<p>As a cyclist through these areas, the road can often be obscured by parked vehicles. If this extension of the parking restriction makes the journey safer then I am in favour.</p>	<p>Thank you for your comments.</p>
<p>As much as I agree to apply parking restrictions around Bakers Ground - it is currently so dangerous turning into Bakers Ground as visibility is instructed by parked cars - I am concerned that by adding yellow lines this will just move those cats parking in these areas to other cup de sacs in Bakers Ground. I fear that this may just move the problem from one place to another?</p>	<p>Thank you for your comments.</p> <p>Please see note 3 above that provides information that corresponds to your comments.</p>

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<p>Residents won't get parking permits because I'm pretty sure more than 50% have garages or driveways. I cannot use my garage for my fairly large vehicle because I can't get out of the car once it's in the garage - there must be others in my situation. We already have enough problems with people parking in these roads to avoid paying station parking fees, so if you start painting yellow lines everywhere, genuine residents will have even more of a problem with parking. The answer is not yellow lines; it is for drivers to SLOW DOWN!</p>	<p>Thank you for your comments.</p> <p>Please see note 3 above that provides information that corresponds to your comments.</p>
<p>These restrictions are good in theory but then the double yellow line would stop me from parking my car in front of my house. I think there should be a resident only parking area or allocated parking space in front of my house for the my house only and the adjacent house. I don't want to lose the freedom of parking in front of my house since there is enough space.</p>	<p>Thank you for your comments.</p> <p>Please see note 4 above that provides information that corresponds to your comments.</p>
<p>Thank you for the Consultant Letter and opportunity to respond via this Questionnaire.</p> <p>I live at (<i>information removed for data protection purposes</i>) and would like the double yellow lines to extend further to Castle Court and if possible on both sides of the Kings Rive in this area.</p> <p>I attach numerous digital images to evidence the serious problem drivers, pedestrians, cyclists and residents around the 24, 26, 39, 41, 43 Kings Drive encounter due to the current and proposed road scheme made worse by the fact that non-residents park in this area to work in the adjacent business park and also catch the train at Parkway.</p> <p>Please could you reconsider extending the scheme as the current scheme will just displace the car parking I describe to right outside my property.</p>	<p>Thank you for your comments.</p> <p>Please see note 6 and 12 above that provides information that corresponds to your comments.</p>
<p>A sensible solution to stop poor and selfish parking.</p>	<p>Thank you for your comments.</p>
<p>My main concern is New Brick Road approaching Bakers Ground.</p> <p>i feel that Double Yellow Lines, or at least limited waiting should be implemented, both sides, from the day nursery / Trevelyan Walk to the start of Bakers Ground itself. If done, on BOTH sides of the road, and right up to the corners of Bakers Ground and beyond or plus existing suggested implementation.....</p> <p>This would ensure that:</p> <p>emergency vehicules could access Bakers Ground easily, without obstruction, as could refuse lorries etc.</p> <p>cars exiting or approaching Bakers Ground could do so on the correct side of the road.</p> <p>This would therefore reduce, but not eradicate the possibility of a collision.</p> <p>At present, due to parked cars on New Brick Road, at least one side, if not both, opposite 375 to 369, cars approaching the junction with Bakers Ground, usually at speed, due to the</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 5 and 13 above that provides information that corresponds to your comments.</p>

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<p>slight bend outside 375, they are on the "wrong side of the road". This causes problems with cars exiting their drives from these houses, and other cars existing Bakers Ground. i have raised this issue on many previous occasions and provided photos. (have not done so today due to data protection etc).</p> <p>Recently, cars have started parking on BOTH sides, and as this makes New Brick Rd very narrow, as you approach Bakers Ground. in addition, the cars on the right have been parked "up on the pavement", in an effort to provide enough room on New Brick Road for refuse trucks etc to drive through.</p>	
<p>Even with the proposed parking restrictions navigating around the Bakers Ground loop is always problematical- could we consider one way traffic around the loop ?</p>	<p>Thank you for your comments.</p> <p>Please see note 4 above that provides information that corresponds to your comments.</p>
<p>I agree with the parking restrictions. However what I would like to see is pressure being put on the owners of the parkway train station car park to consider reducing drastically or even removing parking fees for their car park. I would also like to see the council consider similar for the park and ride at Hunts Ground. The majority of on street parking in the area is people parking to use the trains or metro bus. I can understand why they park on the street rather than pay exorbitant parking fees. These motorists are being responsible in using public transport for the majority of their journey. They are already paying high fares to use public transport and its understandable why they don't want today for parking on top. Id like to see more people using public transport and reducing or removing the cost of parking would surely encourage this.</p>	<p>Thank you for your comments.</p> <p>Please see note 7 above that provides information that corresponds to your comments.</p>
<p>Please can no waiting & no parking be extended to County Way. We are off the main road and suffer from people parking their cars for day.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 8 above that provides information that corresponds to your comments.</p>
<p>Fully support this scheme. We've had delivery that have been unable to reach the house due to the on street parking, the delivery van wasn't large yet physically could not navigate up the road due to obstruction on the bends.</p>	<p>Thank you for your comments.</p>
<p>Your proposals will be a great improvement for visibility and safety.</p> <p>Whilst writing would it be possible to provide some signage within Bakers Ground to explain the numbering system and layout to visitors/delivery vehicles, etc. I would strongly recommend either 'access only' or 'no through road' signs be placed where appropriate as far too many large vehicles turn left into the first turning into Bakers Ground (leading to my house at number 79) and then have difficulty turning around</p>	<p>Thank you for your comments.</p> <p>Please see note 4 above that provides information that corresponds to your comments.</p>

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due to the narrow access road, especially if there are a fair few parked cars there also.	
The worry is the parking on Bakers Ground where you initially enter as it is all along a curve with poor visibility.	Your comments have been noted.
<p>My concern is that we are discouraging people to park in the Stoke Gifford area so they can make use of the good transport links to Bristol City Centre and national rail services. We should be encouraging this to prevent congestion in Bristol City Centre and getting people off motorways and onto trains</p> <p>I would much prefer if parking charges were reduced at Bristol Parkway, or free parking offered at the large car park (which is normally empty) on Hunts Ground Road. Since most people in the area aren't about during the day I don't think commuters and the like parking causes a big problem</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 7 above that provides information that corresponds to your comments.</p>
<p>Please also urgently add "children playing signage" at the entrance to Bakers Ground and at the mixed pedestrian/roadway leading to 58/60 bakers ground. Delivery drivers approach too fast and are perhaps unaware that there is a children's play area at the centre of bakers ground which kids approach by crossing roads. Parking restrictions at the very top of the mixed pedestrian/roadway approaching 58/60 bakers ground as cars park on the verges right at the junction forcing you into the middle of the road. I am not sure the DYL are long enough at the corner Bakers ground and Newbridge road as you will still be forced out into the other lane at the corner. Please consider the whole estate for a 20mph limit</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 4 and 5 above that provides information that corresponds to your comments.</p>
<p>The double lines could go further e.g. along kings drive down one side of the street to keep cars parking on one side only. Many of the cars parked on the road on Halls Garden are due to occupants not parking in their parking spaces- it would be beneficial to introduce visitor parking permits and more forceful regulation to stop this and/or encourage people with spare parking spaces to loan them to other occupants so the roads are clearer so there is better visibility.</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 4 and 5 above that provides information that corresponds to your comments.</p>
<p>Do not put double yellows in front of house 183, only put them in front of house 42 as no one parks in front of this house but they do in front of house 183. (this is my car parking spot I am basically begging you please do not get rid of it). Put the double yellows on house 183s side AFTER the obstruction in the road (closest to house 183s garage. Do NOT put double yellows next to house 44, maybe for 2 or 3 metres after at most but this is a valuable parking spot with little to no impact on people driving around the area.</p> <p>Alongside house 72 is fine - this is grass and no one parks there anyway.</p> <p>Parking round this section of Bakers Ground is fine please do not ruin it, there is going to be no parking for the houses by 183/42 if you do this. By 32/34 is already taken by people parking (which is fine). If you do this I'm having to walk from 183 all the way to 199/203 (where some cars are already</p>	<p>Thank you for your comments.</p> <p>Please see note 1, 3 and 6 above that provides information that corresponds to your comments.</p>

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<p>parked) I see no where else on the map where others will be forced to park as far away from my house as possible</p>	
<p>The parking problems in the area are the sole responsibility of the council. I will clarify, the council planning department granted planning for the development of the estate with little or no understanding of the family dynamics of families today. The old fashioned views that families are single car owners are outdated. Most families have 2 car and 3 if there are older children. Add in that some people have caravans and the average car length is circa 5 meters. These houses where not designed to accomated multiple cars families. The garages are not big enough for a modern car either, hence families have to park outside.</p>	<p>Your comments have been noted.</p> <p>Please see note 2 and 3 above that provides information that corresponds to your comments.</p>
<p>I agree that better access is needed, but there is insufficient parking space in the area as there is. Where will people park?</p>	<p>Your comments have been noted.</p> <p>Please see note 3 above that provides information that corresponds to your comments.</p>
<p>Although I don't live in the area , I visit it quite often to drop my son to Nursery and visit the local business. The access to the lane by no 23 does have visibility issues and double yellow lines would be a good solution.</p>	<p>Thank you for your comments.</p>
<p>The proposed double yellow lines adjacent to No17 Adelante Close is not large enough. The double yellow lines should cover a wider area to avoid collisions between pedestrians and cyclists. I fully support this proposal but hope that you mark off a large enough area to make this area safer than it currently is.</p> <p>The the existing double yellow lines outside number 18 and 20 Kings Drive must be extended to cover both sides of the road. This blind corner is extremely dangerous.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 6 above that provides information that corresponds to your comments.</p>
<p>VERY HELPFUL IF DOUBLE YELLOW LINES PUT AS PROPOSED AND ALSO IF A TRAFFIC WARDEN VISITED NOW TO TICKET SOME CARS PARKED IN DANGEROUS MANOR</p>	<p>Thank you for your comments.</p> <p>Please see note 9 above that provides information that corresponds to your comments.</p>
<p>There is a definite need for double yellow lines, but residents should not be penalised for the parking decisions of inconsiderate office staff. I would suggest a mixture of double yellow lines and limited stay / no return parking bays would be better, such as those outside St Michael's School on Ratcliffe Drive.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 13 above that provides information that corresponds to your comments.</p>
<p>I'm not sure how this proposal actually answers the consultation's own objective to "address the obstructive and inconsiderate parking".</p> <p>The parking in Bakers Ground has been a nightmare for all residents, I'm not clear how some random double yellow lines</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 5 and 7 above that provides information that corresponds to your comments.</p>

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actually resolve the causes? The introduction of yellow lines is helpful for the pinch points and visibility/safety but it doesn't solve the problem. People are parking in Bakers Ground as there is insufficient parking in the local office buildings, people park and catch the Metro bus, people park to cycle/walk over to Parkway station, and people park to use the children's play park.

I am hugely supportive of the Metro bus and use it myself, but if people are driving to use the service then surely this should be incorporated as a parking requirement into the overall South Glos Transport Strategy?

I recently had a company come to fit new doors but there was nowhere for them to park their van because of the number of abandoned parkers. How would the yellow lines resolve this?

Throughout the week I hear car horns blaring on the corner as cars parking push their way into oncoming traffic to look for spaces. I hear horns from vans unable to get into or out of Bakers Ground due to people obstructing.

The consultation says this consultation is for waiting restrictions, but it only shows sporadic double yellow lines? There is a car park near the station that no one uses, why can't people be pushed to use this through appropriate pricing and restricted time street parking in the same format that's in place the other side of Parkway station?

Whilst supportive something is finally being done about this issue, it doesn't go far enough. I hope the council listens to the feedback from residents, and doesn't think a few yellow lines will resolve the ongoing frustrations experienced here.

Regarding the "double yellow lines outside number 18 and 20 Kings Drive, which continues further into Kings Drive around the blind bend":

Nearly any time I drive on that road, there is oncoming traffic, resulting in someone having to backtrack alongside parked cars (if possible) or slip in a free space (if available) at the bend.

Furthermore, motorists (especially younger ones on motorcycles) are often driving at inappropriate speeds for the visibility and width of the (available, free) road. I am continuously baffled that there are not more accidents at this bend, especially since I had 3 near hits in the last 4 years myself in which the oncoming drivers have assumed no oncoming traffic (as a result I am driving at around 10mph through this section).

My suggestion would be to add double yellow lines on both sides and potentially speed bumps to ensure safe passage through this area. Alternatively, mirrors in front of #35 would increase the visibility through the bend. A booth to slip in (4-5m of double yellow lines) would also work.

Another consideration would be lorries (moving, delivery or

Thank you for your comments.

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<p>(council trash) collection) which also have a harder time there.</p> <p>Thank you.</p>	
<p>Turning point at the end of adelante close by the curved wall opposite 18 and 14 should not be blocked</p>	<p>Thank you for your comments.</p>
<p>I agree there is a problem with parking in Bakers Ground with regard to road safety. However, making more double yellow lines just moves the parking elsewhere and potentially causes problems for residents to find parking near their house and when they have visitors.</p> <p>Rather than moving the daily commuter parking around the estate, surely it would be a better idea to find a better solution of allowing them to use the parkway park and ride car park for a more reasonable charge (or free) so they don't block up local roads. This car park is rarely more than 10% full on weekdays so would easily accommodate all these troublesome parkers.</p> <p>The proposed double yellow lines between house 44 and 34 is not acceptable as that is where our visitors park when they come to our house. The cul de sac roadside between 44 and 72 is already full up with residents parking overnight. If this was taken up by commuter parking in the day, then it would cause unrest when residents returned with their cars and could not park near their house in the evening.</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 5 and 7 above that provides information that corresponds to your comments.</p>
<p>Great idea parking is difficult as many residents do not use their driveways or allocated spaces</p>	<p>Thank you for your comments.</p>
<p>The root cause of the parking issue in the neighbourhood is the extortionate fees charged to park at Parkway station (unregulated income for GWR) exasperated by the recent introduction of the metrobus service and the park and ride car park also being fairly expensive. Consideration needs to be given as to how to encourage people to use these car parks that are often half empty. More realistic and affordable prices would help.</p> <p>When one side of the carriageway around Bakers Ground has been filled with parked cars, it is not unusual for people to park half on the pavement on the opposite side, blocking the pavement and also leaving only a narrow gap in the road which emergency services, Fire Brigade in particular, would struggle to negotiate. This will only get worse as and when the proposals are implemented. I would counsel continuous double yellow lines on one side of the road in its entirety in addition to the improvements proposed.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 7 above that provides information that corresponds to your comments.</p>
<p>Since the Metro, the parking in the Bakers Ground area and the entrance to it has become a mess and dangerous. It is impossible to see on-coming traffic and it's often difficult to pass. People are parking with no consideration at all, that includes emergency vehicles, which wouldn't pass.</p> <p>Restrictions are required. But also it needs to be made sure the problem isn't just pushed further up to Bakers Ground.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 above that provides information that corresponds to your comments.</p>

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<p>I am very pleased that you propose double yellow lines on the bend in front of #1 Simmonds View. However, I think there is additional benefit from putting a dead end sign up by the post box at the rear of #1 Simmonds View - many satnav systems show there being a cut through straight through #27 to the rest of the estate and we get a large volume of traffic driving very fast up the road and then back down again when they realise there is no through road. This is very dangerous for the 20+ children who live in this cul-de-sac and often play on the road.</p>	<p>Thank you for your comments.</p> <p>Please see note 4 above that provides information that corresponds to your comments.</p>
<p>The scheme as proposed seems to be highly likely to have the effect of moving traffic for the railway station onto Rock Lane and Field Farm Close as they are within walking distance (sometimes shorter from locations shown on the proposed plans). Whilst I totally support the plans, there seems to be a danger of just moving the problem. There are already lots of problems with parking on corners and pavements in the aforementioned streets and the plans may well make the situation much worse. I strongly suggest that monitoring is put in place to assess the knock-on effect of the plans.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 10 above that provides information that corresponds to your comments.</p>
<p>Many commuters are using Bakers Ground and surrounding closes to park their cars on their way to work. Despite there being more than adequate parking spaces at Parkway rail station and the Stoke Gifford public car park (east of Parkway station), people instead choose to park their vehicles for free in and around Bakers Ground / Newbrick Road and walk the short distance to the rail station.</p> <p>This issue means that driving around Newbrick Road is increasingly dangerous as visibility is significantly reduced due to double parked cars.</p> <p>I support the parking restrictions during the day time.</p>	<p>Thank you for your comments.</p> <p>Please see note 5 above that provides information that corresponds to your comments.</p>
<p>Suggest entire eastern side of entrance to Bakers Ground (i.e. north of Trevelyan Walk) be double yellow. Cars already sometimes park both sides of the road here, restricting visibility and causing a dangerous bottleneck; once these restrictions are imposed this is more likely to happen.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 5 above that provides information that corresponds to your comments.</p>
<p>I live at number (<i>information removed for data protection purposes</i>) and my concern is where do visitors to our houses park if there are double yellow lines everywhere? I do not want double yellow lines outside my house as they look unsightly. I agree that there is a big problem with office workers in nearby business units parking down the road, aswell as people catching the metro bus at the Great Stoke bus stop and also the train from Parkway.</p> <p>My main concern is the Newbrick/Bakers Ground junction which is extremely hazardous. People park on bends and this severely reduces visibility to drivers coming in and out of Bakers Ground, therefore THIS HAS TO BE PRIORITY. I think it would be prudent to put double yellow lines here first and then re evaluate the rest of Bakers Ground over the next 6</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 5 above that provides information that corresponds to your comments.</p>

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<p>months to 1 year to see if this has solved the problem.</p>	
<p>Parking of computer cars has become a real issue. If the offices around Bakers Ground/Redbrick Road provided enough parking space the situation would be resolved. Maybe double yellow lines would be the answer with intermittent parking spaces for the residents to leave their cars overnight together with not waiting between the hours of 9am and 10am together with 2pm to 3pm combined with residents parking permits. I think this be a better idea maybe to encourage computer cars to use Council carpark adjacent the Nuffield Health centre - this cost the South glos taxpayer over a million pounds and, I judging by the amount of the cars that use, it I anticipate the debt is still outstanding. Other Councils use the above method to clear computer cars off the streets - It proved successful in other areas are so why don't you use it ? I also believe this would be the cost for a Traffic warden</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 4, 9 and 13 above that provides information that corresponds to your comments.</p>
<p>Apart from the major junctions in and around the estates, parking around junctions is not the main issue. The main issue is commuter parking for travelers from Parkway and Business parking for the businesses on the Bristol Parkway North office park. Most residents park sensibly - the business/commuter drivers do not. The proposed restrictions impact residents as much as the offenders.</p> <p>In my mind, the following measures are mandatory:</p> <ul style="list-style-type: none"> * reduction of charges for the Park-And-Ride Car Park on Hunts Ground Road to encourage commuters to use it. * the businesses on Bristol Parkway North include text similar to the following in their communication to visitors "There is restricted parking at our premises but there is adequate parking in the nearby residential areas"! This must be stopped <p>In addition i'd like to see the following</p> <ul style="list-style-type: none"> * introduction of residents parking measures across all three of the estates in this consultation (for example, introduction of Residents Only parking between 1pm and 2pm is sufficient to deter all-day parking) 	<p>Thank you for your comments.</p> <p>Please see note 4 and 7 above that provides information that corresponds to your comments.</p>
<p>My driveway is at the back of my house and is shared with a neighbour. The driveway is obscured from view either side due to walls. As a result, I reverse my car into my driveway as this means I can drive forwards from my driveway when leaving my property. However, in recent weeks there have been parked cars along the final section of Riviera Way which has meant access into and out of my driveway has been restricted. On one occasion, I was unable to reverse my vehicle on to my drive due to the number of parked cars. I would like to see as a minimum additional parking restrictions to those proposed along this part of Rivera Way in particular the small section of road opposite the entrance to my driveway. I have identified the sections of Rivera Way (on the planning drawing) where I think further parking restrictions should be considered in the supporting information section.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 8 above that provides information that corresponds to your comments.</p>
<p>Parking is already a nightmare with the proposed scheme it will just get worse. Part of the problem is the large number of rental houses which let every room out so a 5 bed house could</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 4 above that</p>

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<p>have 5 cars, what I would like to see is 2 free parking permits for residents. At least that way people won't just park there cars here all day and get the train from parkway. Or a free car park for residents as the problem is getting worse, I've even been fined for parking in the past but you need to park somewhere near your house.</p>	<p>provides information that corresponds to your comments.</p>
<p>We agree with double yellow lines on corners due to safety reasons most definitely the corner as you first enter Bakers Ground which is the main problem section. However we see with all the other yellow lines being implemented that the parking will just push further into Bakers Ground outside peoples houses encroaching driveways, blocking people etc. This is likely to just push further problems into Bakers Ground. To prevent this, I suggest single yellow lines are done throughout the road with just a restriction such as parking not allowed between 12 and 2pm. This only need be Mon to Fri as weekends are not an issue. However this will need to be policed. Is this likely to happen? This will stop the all day parking which if not done is likely to cause uproar amongst residents if the parking issue just pushes further into the estate.</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 5 and 13 above that provides information that corresponds to your comments.</p>
<p>All you seem to be proposing is double yellow lines? Have you considered time parking zones eg no parking between 10am and 2pm. The area around Bakers Ground(I cant speak for other areas) is clogged with train and metro bus commuters and users of the NHS facility locally. Other incentives should be used to encourage these users to park in better facilities. The area is family heavy, by putting yellow lines in on junctions you would actively be encouraging cars to speed round the corners (I live there, I watch them!) you have a duty of care to discourage this.</p> <p>By having parking time zones in the area you still allow local residents to use the road parking in the evening but discourage the commuters etc. And if you put yellow lines on one side all they will do is park on the other side which could lead to issues of parking over resident dropped curbs.</p> <p>The best solution is to a) find better, free parking solutions for commuters away from residential areas and b) timed parking zones.</p> <p>Yellow lines actually encourage speeding, encourage bad parking over driveways and puts local residence at a huge disadvantage.</p> <p>Please reconsider your options. Yellow lines, timed zones.....they've both got to be policed or what's the point? So go for the option that doesn't disadvantage locals and encourages others to use facilities. (I walk past the Bristol Parkway north Park and Ride ever day and there are never more than 25 cars using this white elephant of a space. Be smart. Use the space for a fit purpose.?!)</p> <p>Thank you.</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 4, 7 and 9 above that provides information that corresponds to your comments.</p>
<p>I visit simmonds view on a regular basis to see friends and I find that visibility concerning no23 is very poor, even with the current white advisory lines, as these are ignored. I believe the only way to ensure pedestrians using the lane are going to be</p>	<p>Thank you for your comments.</p>

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<p>safe if stringent parking restrictions such as double yellow lines are provided.</p>	
<p>My concern is that the yellow lines whilst needed, will just move the parked cars further down Bakers Ground. The cars appear, in my opinion, to be owned by staff at the various industrial/office units locally. I believe you should also consider other means of discouraging commuter parking.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 above that provides information that corresponds to your comments.</p>
<p>The area, particularly around Kings Drive, requires action like this to begin the work to address the widespread inconsiderate parking in Stoke Gifford. In my view the houses built around Kings Drive are too intensively built in the land available. Streets are too narrow and parking by commuters must make life a misery for immediate residents.</p>	<p>Your comments have been noted.</p>
<p>I would also like to see double yellow lines on the corner of Bakers Ground leading into houses 19-27. People park down the side of 19 Bakers Ground, which provides useful additional parking for the cul-de-sac, however, cars are often parked very close to the junction, which limits visibility when turning into or out of the street.</p> <p>I agree with the council's proposal, in general, however, my main concern is that cars will be forced to park outside our houses / in our cul-de-sac.</p>	<p>Thank you for your comments.</p> <p>Please see note 12 above that provides information that corresponds to your comments.</p>
<p>Q17 The double yellows are shown on the side no one parks anyway so situation would be unchanged. Restricting parking on the side they currently park would have people parking on the inside of the bend which is even more dangerous. Restricting parking on both sides would send another 6 or so cars and vans looking to park outside my house which is already crowded - I think the solution is to keep the bushes on the bend maintained to a low level so visibility on the bend is clear from both directions. Something does need to be done - people do drive too fast there.</p> <p>Thanks</p>	<p>Thank you for your comments.</p> <p>Please see note 6 above that provides information that corresponds to your comments.</p>
<p>There's no point painting lines if there's next to no enforcement. We are reaping the benefits of years of terrible planning decisions, including allocated parking spaces for residents which are apparently too far from their residences and too narrow. Roads which haven't been adopted remain a free-for-all. Even with these changes in place, bin trucks, fire appliances, and delivery vehicles will probably still struggle to access my property, and almost every junction will be hazardous at peak evening and morning times with everyone rushing. All businesses that people need to visit have allocated parking, do why the need to extend existing permitted parking durations? 2hours is plenty</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 5 and 9 above that provides information that corresponds to your comments.</p>
<p>The proposed double yellows, whilst helping things, are only really serving to enforce existing legal/Highway Code rules, eg don't park near a junction.</p> <p>Has the council considered the reasons for the daytime</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 4 above that provides information that corresponds to</p>

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<p>parking on Bakers Ground, especially on the corner with new brick road? If people still come to park for the metro bus there is a risk that the non residents parking gets pushed further into the estate and impacts the side streets and risks nasty confrontations.</p> <p>I agree with placing yellows at the physical road restriction sites, parking around those is particularly bad especially when cars are parked right up to the barrier.</p> <p>Further to the proposals there should be a 20mph speed limit placed on Bakers Ground, residents usually follow it anyway but delivery vans do speed around the estate.</p> <p>Finally, as there is a childrens playpark and green area next to new brick road and a nursery, I would like to see a few 'children playing' road signs warning drivers.</p>	<p>your comments.</p>
<p>We understand the benefits and interventions that are needed however residents are being punished by commuters who park in the neighbourhood and use valuable street space.</p> <p>There is a blind bend by the junction between Kings drive and grange close which has not been addressed.</p> <p>A parking permit scheme would be the best option limiting who can actually park on these streets at all times. It is unrealistic to have so much on street parking removed when we have a number of 4+ bedroom houses within the estate. There is a direct correlation between the growth of parkway station and inconsiderate parking as more and more people are avoiding paying for parking.</p> <p>It is unfair for residents to be unable to park outside their homes because we are being forced to park anywhere we can find as a result of non residents using the sensible parking spaces.</p> <p>We have not had any obstructions that prevent traffic flow outside Adelante Close so vehemently disagree with these proposals.</p>	<p>Thank you for your comments.</p> <p>Please see note 4, 5 and 8 above that provides information that corresponds to your comments.</p>
<p>I generally think introducing double yellow lines is a good idea to reduce traffic in specific areas however with the MoD having building 1300 and not enough parking my main concern is that where double yellow lines are added the parking problems will be pushed into the rest of the residential areas where there are already many homes with more cars than driveway space. I'd want to understand what is being done to mitigate this for example adding residents parking permits or single yellow parking restrictions for periods in the day so that residents are not affected.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 4 above that provides information that corresponds to your comments.</p>
<p>I live in Bakers Ground.</p> <p>I don't want yellow lines adding, but recognise that something needs to be done about cuckoo parking, whereby a daily influx</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 7 above that provides information that corresponds to</p>

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<p>of cars park inconsiderately on corners, on pavements, sticking out into the road, and impact access for refuse collection/deliveries. I have a 4-year-old and walk him to nursery daily, and this parking is a danger to my boy by both narrowing the effective pavement (nettles etc grow over half of the causeway, plus poorly parked vehicles make it difficult to walk) and causing physical obstruction, and is a general nuisance. I certainly realise they are legally entitled to park there, as there is currently no restriction.</p> <p>I believe that the problem is caused by overspill parking from the two businesses: NHS Health Education England and ISG in the Bristol Parkway North business park.</p> <p>I did wonder whether anything could be done by talking to these employers and asking them to appeal to their employees to show better responsibility to those people who live near their business. This could be asking them to use the (recently improved: bus T1, M1) public transport, or by asking them to use the large car park on Hunts Ground Road (which is virtually unused at present).</p> <p>Yellow lines would punish us all, but at least should take away the inconsiderate parking problem (if monitored sufficiently). I recognise that most of Bakers Ground does have off-street parking.</p>	<p>your comments.</p>
<p>As a resident of star avenue I have seen car numbers increase dramatically in the last year, and the cars are not from commuters using parkway. The users are persons using MOD housing which has been built of in the vicinity (I know of at least 3) which have been turned into houses of multiple occupancy. This has led to some houses having 5 cars, instead of 1 causing a large jump in cars. These cars are parked mon-fro in the same places, often in considerably as they cannot be used for cummuting to Abbey Wood, as they live too close. This problem will not be solved will yellow lines as they will continue to park inconsiderably, albeit in a smaller space. The solution to this problem is to limit the number of cars per household via a residents parking scheme, thus lowering the number of cars in the area. The houses were built for one car in the garages, which are too small for modern cars. Yellow lines will simply displace the issue to other parts of the estate and solve none of the problems, or lead to rising tensions within the estate.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 4 above that provides information that corresponds to your comments.</p>
<p>I totally agree with extra double lines on the corners of the roads as this makes it unsafe when going around the corners. My worry is it pushes the cars that park there further into different roads in Bakers Ground. Where will residents stand if cars park in front of drive ways blocking them if you are not at home? Would it not be better to make the Parkway park and ride cheaper and encourage them to park there.</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 7 and 11 above that provides information that corresponds to your comments.</p>
<p>As a resident on this stretch of road who has lived here for 20 years, I do not find cars that are parked impede visibility or access to my property. Parked cars probably have a beneficial</p>	<p>Thank you for your comments.</p> <p>Please see note 1 and 3 above that</p>

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<p>affect as they discourage moving cars from travelling at an inappropriate speed. The proposals are also inconsistent - why are double yellow lines deemed necessary outside No 23 Simmonds View and not outside No 15 Simmonds View?</p>	<p>provides information that corresponds to your comments.</p>
<p>I am concerned the proposed double yellow lines will simply push the 'daytime' parking into other residential parking areas, that are currently available. Will a FREE residents parking scheme be introduced to prevent non-residents from parking in the currently available residential parking spaces?</p>	<p>Thank you for your comments. Please see note 3 and 4 above that provides information that corresponds to your comments.</p>
<p>I dont think this will solve the problem. It will just push the problem into the estate. We did not have this problem before the car park and associated yellow line were installed pushing parking away from the station and into the estate.</p> <p>This caused loss of amenity for residents and this new scheme may even cause more loss. The Council needs to recognise that there are residents and their visitors (including carers) who need to park on the street. Plus delivery and trades people working in the properties.</p> <p>The only solution would be to allow lower cost all day parking in the Parkway North car park. I recognise that some councillors are opposed to this but might have a different view if they had double yellow lines and caars left on any remaining space around their homes.</p> <p>Sure low cost park and ride and (near) train station parking is the way to encorage the use of public transport, maintaining amenity, acheiving a win win for all parties.</p>	<p>Thank you for your comments. Please see note 3 and 7 above that provides information that corresponds to your comments.</p>
<p>I live at (<i>information removed for data protection purposes</i>), parking can already be challenging at time however people here always park respectfully and I rarely witness any parking at this point with the junction of Adelante Close and Kings Drive which causes an obstruction - save for loading or delivery vehicles which would be exempt from your scheme anyway.</p> <p>These are large houses, with a number of residents with vehicles. Your proposed yellow lines will take away spaces for around 7-8 vehicles (hard to tell from the diagrams but approx) these cars will still need to park somewhere and will then be parking further up the surround streets causing parking issues at these locations.</p> <p>To be honest I do not understand why you are looking to introduce yellow lines at this junction mentioned above, I've never witnessed an issue nor heard anyone complain. All you will be doing is causing further serious problems. I've been actively approached by my neighbours who are in a similar state of disbelief at these proposals and also confused as to who thinks they are necessary.</p> <p>In relation to parking as you reenter Kings Drive from the roundabout. This is tricky as cars parked on the left do cause a problem as often vehicles come round the bend too fast, however I recognise that the owners of these cars are</p>	<p>Thank you for your comments. Please see note 3, 5 and 6 above that provides information that corresponds to your comments.</p>

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<p>residents and clearly have no where else to park therefore it would not be reasonable to prevent them parking there - again this would push them to park further up the road causing more problems. As you come around the bend occasionally there are vehicles parked on the right (where you are proposing lines) but these don't cause any real problems.</p> <p>In summary - if you introduce these proposals outside 1 and 3 Adelante Close you will displace spaces for numerous resident's vehicles, this will cause them to find alternative parking and probably lead to complaints from other residents or create bottlenecks elsewhere which you will then have to spend further money trying to solve. I do not know where I will park my car if the changes are made.</p>	
<p>Whilst I think that the whole scheme Inset 1 (Kings Drive, etc.) is a really positive move forwards, I am particularly pleased with the proposals for double yellow lines around the "square" of Kings Drive (evens 96-116, odds 123-127) as they will make driving into, around and out of this section much safer. Particularly the proposed lines at the entrance to Halls Garden (up the side of 102 Kings Drive) are particularly positive as they will allow nearby residents to have full access to their drives, which are often currently partially blocked by other local residents, and will prevent removal vans, etc., having to get cars moved to be able to get into Halls Garden.</p>	<p>Thank you for your comments.</p>
<p>We are in general agreement with the waiting proposals; however we wish to raise three points.</p> <p>1. Further parking restrictions needed in Newbrick Road, outside nos. 369, 371, 373 Bakers Ground. Newbrick Road is the only vehicular access to and from more than 270 properties in Bakers Ground, and most of these are multi-vehicle homes. Consequently it is a busy section of road, compounded by delivery and works lorries frequently visiting properties and a large number of pedestrian parents and children heading to and from local schools. The tendency of commuters to park on the 'houses' (west) side of Newbrick Road as well as the established parking alongside the woods (east side) has led to dangerous road situations and some near misses, with drivers unwilling to concede right of way. If two wide vehicles park opposite each other, it can be difficult for another large vehicle (possibly emergency services) to squeeze through. Some form of restriction to deter anything longer than short-term visitors would make this stretch of road less dangerous.</p> <p>2. Lack of use of the Parkway North park and ride car park. This car park is very underused - on some working days there can be as few as ten cars in it. Yet at the same time local streets are overwhelmed by cars belonging to rail commuters and office workers. In addition, the success of the Metrobus service in encouraging commuters to leave their cars outside the city centre has definitely added to parking problems round here, as commuters park up from 7am and head for the Great</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 4, 7 and 8 above that provides information that corresponds to your comments.</p>

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Stoke Way bus stop. Any extra use that can be made of that car park, perhaps with schemes in partnership with local offices, would certainly help to thin out the daytime road parking.

3. Speed limit in Newbrick Road and Bakers Ground.
The difficult parking situation in these roads is worsened by the tendency of some drivers to try to speed around to their destination; this makes the parking problems more critical, and we frequently hear screeching tyres and much hooting of horns. There seems no possible reason in such a residential area to exceed 20mph, even in off-peak times; we feel that a 20mph speed limit with prominent signage would aid safety, and not be at all out of place.

With regards to the proposed inset 1, I agree that safety matters and the proposal seems a good idea but I feel the root cause of the outrageous parking has not been considered. I have occupied my address since the new builds were built 15 years ago, parking has always been an issue due to the bad design layout and with drivers who park on Kings Drive over long periods whilst travelling via Bristol Parkway train station, I don't think I have ever seen the new car park on Huntsground Road at full capacity. I quite often see people park in front of my house and walk off with their suitcases!

Recently the situation has worsened as I have noticed drivers leaving their cars on our streets whilst they catch the bus on the new Metro link, I have also witnessed drivers leaving their cars whilst going to work at the Bristol Parkway business parks.

I do not park in the suggested yellow line areas in fear that my car will get damaged, from my observations I believe residents/ visitors are parking on the corners as they have no other option as there are limited spaces!

If the yellow lines are put in place I feel it will be the local residents who will suffer as non-residents are leaving their cars during the week, when we return home from work there is nowhere to park.

I feel the best solution would be to introduce the yellow lines (as safety requirements) and to issue resident parking permits, this would not guarantee a parking space for residents but would mean commuters could not park in the residential areas and would then hopefully use the parking near parkway as it was intended for and maybe reduce the costs for the parking at Huntsground Rd park and ride car park.

I really do suggest that you look at the outcome as where will those cars parking on the soon to be yellow lines now park, this doesn't necessarily resolve the problem with where residents can park their cars.

I agree the parking is an issue and believe me I have been pretty patient with it over the last 15 years, I have never made

Thank you for your comments.

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<p>an official statement like this but feel quite strongly in thinking that the residents are suffering because of people who do not live in the area!</p> <p>I would appreciate it if someone could please respond to my comments as this needs to be thoroughly investigated.</p>	
<p>Combining double yellow lines with limited time parking bays / parking permits would be a better option so residents are not penalised because of non residential parking ie near by office workers/train users</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 4 and 13 above that provides information that corresponds to your comments.</p>
<p>In the interim period, is there a way we can increase the presence of Traffic Wardens or Police to target the vehicles currently parking on the pavements and damaging the kerb stones in the process, particularly opposite 116 Kings Drive and between 123 and 96 Kings Drive. I also feel it would be beneficial to extend the Double Yellow lines between 96 and 94 Kings Drive as the Road narrows and makes passing very difficult. Finally, it may have come to your attention during site visits that the land adjoining 52 Kings Drive is being illegally used to park vehicles, how will the proposed Yellow lines deter this? Once, all the lines and in place how will the enforcement work?</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 8, 9 and 11 above that provides information that corresponds to your comments.</p>
<p>Could we also request yellow lines on the corner of our property (map and photos attached) as this is causing us considerable distress with cars parking on this corner therefore lorises coming very close to the corner of our house as there is no pavement. We also have to try and walk round this corner to access our drive (I am disabled with Parkinson's).</p> <p>Many thanks</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 8 above that provides information that corresponds to your comments.</p>
<p>I agree that visibility is needed at junctions, especially near the play areas and where the road narrows and that parked cars are currently causing obstruction to road users. However, this will not be helpful if cars belonging to commuters simply park further along the road. I think parking costs at Parkway North park and ride should be either reduced or abolished altogether to encourage safe parking and greater use of sustainable transport (trains and metro bus etc) without negatively impacting local housing.</p>	<p>Thank you for your comments.</p> <p>Please see note 7 above that provides information that corresponds to your comments.</p>
<p>As no pavements are provided in Voyager Close I feel double yellow lines should be provided on the bend outside no 11 as cars park on the corner making pedestrians walk in the road they cannot see traffic until last minute.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 8 above that provides information that corresponds to your comments.</p>
<p>Bakers ground is clogged every day with commuters. This needs to be done asap</p>	<p>Thank you for your comments.</p>
<p>Please extend the proposed double yellow lines past No. 74 Kings Drive to No. 60 Kings Drive (junction with Western</p>	<p>Thank you for your comments.</p>

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<p>Court) as this will hopefully stop those who consistently park partly on the pavement blocking it for pedestrians.</p>	<p>Please see note 3, 8 and 11 above that provides information that corresponds to your comments.</p>
<p>As a home owner in Bakers Ground for over 20 years the increasing number of parked cars over recent months has become a real concern and why I would support the restrictions. However by introducing No waiting/double yellow lines as proposed in some areas only, this will encourage car owners to park in the remaining non restricted spaces, including the frontage of my house and immediate neighbour. This would be totally unacceptable and as our front living room windows look directly onto the road our view would be permanently blocked by cars/vans etc. A number of areas currently proposed for double yellow lines don't directly impact on the view of house owners and would be better suited for unrestricted parking. In any event I DO NOT want cars parking in front of my house and would therefore prefer that the double yellow lines are extended accordingly (as per my response to Question 29 inset 3) These are serious concerns and I welcome the opportunity to be heard and to discuss these issues in more detail.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 6 above that provides information that corresponds to your comments.</p>
<p>Q18 There is no reason to extend the parking time here, 2 hours should be more than sufficient to pick up a takeaway.</p>	<p>Your comments have been noted.</p>
<p>There is a problem with parking in Stoke Gifford, but I think it is largely of the council's own making. By restricting parking or putting down double yellow lines in some areas, it has just pushed the problem further out, and this scheme, though well-intentioned, will also just move the parking problems to other bits of road. Commuters are not going to disappear, and many are not wealthy, so I think it would be more useful to have affordable parking options available, for example, the Park & Ride should be considerably cheaper than it is, and pressure should be put on the owners of Bristol Parkway station to make their parking less expensive. Additionally, there are some roads which do not need double yellow lines, e.g. Hunts Ground Road and Trevelyan Walk (which could easily be made one-way). Removing these lines would allow people to park where they are not a hindrance to others.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 7 above that provides information that corresponds to your comments.</p>
<p>as you turn left into Bakers Ground from newbrick road there should be yellow lines all the way up on the left hand side of the road and before the road narrowing point opposite 26 Bakers ground, at the moment this part of bakers ground is very dangerous as you quite often meet on coming cars coming in the opposite direction and you have to reverse back a long way to let the other drivers come through, there is very poor visibility of oncoming traffic it is also very dangerous for pedestrians trying to cross this part of Bakers ground because of the cars parked all day long from the surrounding businesses</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 5 above that provides information that corresponds to your comments.</p>
<p>Kings Drive entrance blind corner, cars parked on left hand side, not sure why the proposed double Yellow lines are on the</p>	<p>Thank you for your comments.</p>

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<p>Right of the road. They should be on the Left continuing where they stop to go around the corner. Car users will simply keep on parking where they park now. or even better put Yellow lines on both sides. White junction markings are also required for the junction first left as you drive onto Kings Drive, road users do not give way to vehicles and the other 3 Exits on the main roundabout opposite the start of Kings Drive.</p>	<p>Please see note 5 and 6 above that provides information that corresponds to your comments.</p>
<p>I support the scheme but due to the restrictions the inconsiderate parking will move further into Bakers Ground. Restrictions should also apply at:</p> <ol style="list-style-type: none"> 1. Junction at 19,59,61,81,83 2. Curve 90 degree bend in the road at 93a 3. Junction at 95a,119,143 <p>Addressing this now would prevent future obstructive and inconsiderate parking and also preclude a future further review.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 12 above that provides information that corresponds to your comments.</p>
<p>Visibility of oncoming cars is impossible when turning left into Bakers Ground (opposite number 2) all the way around to number 85. If you proceed whilst passing parked cars here on coming cars cannot see you until they enter the same lane. This causes one car to have to reverse, and therefore an opportunity for conflict, as well as making one car reverse between parked cars in area where there is a children's park and open space and therefore means children may be crossing between those parked cars.</p> <p>I would the proposed lines that currently end opposite number 4 are extended to join the proposed lines outside number 11 to be continuous. Whether that means you would then need to extend the lines on the opposite side (between numbers 4 & 10) I would leave to the experts to decide but this are is a real hazard at present and an accident waiting to happen.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 5 above that provides information that corresponds to your comments.</p>
<p>This action is long overdue. It has become dangerous during weekdays and working hours to drive into Bakers Ground due to the irresponsible parking on Newbrick Road and the corner of Bakers Ground forcing cars coming in to Bakers Ground to drive on the wrong side of the road towards oncoming traffic without any view of the oncoming traffic. We are constantly reversing again with little view to let others pass.</p> <p>There is often children walking to school and it is so dangerous. Clearly employees of local businesses or rail users do not consider anything other than parking and walk away from their car with no concern for what they are causing. It is getting worse and worse and they are now parking everywhere possible all the way round Bakers Ground and its just so dangerous especially on the bend and also in front of the play area as it means you have to turn right and immediately drive on the wrong side of the road.</p>	<p>Thank you for your comments.</p>
<p>Turning left into Bakers Ground, the entire road past the narrowing after the first junction on the left is constantly narrowed all day due to parking by workers at the nearby offices having run out of their own spaces and too mean to pay for the virtually empty car park closer to Parkway Station. It</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 11 and 13 above that provides information that corresponds to your comments.</p>

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<p>has been getting progressively worse, all that your yellow lines will do is have them drive further around Bakers Ground to park their cars, it will not solve the worst aspects of the problem. Why not consider a Monday to Friday restriction for the whole of Bakers Ground limiting the parking to, say, 2 hours with no return in 2 hours, this should make it too much trouble for most of those currently causing the problem. Perhaps whatever the fee is to park in the virtually unused car park could be reduced as an incentive to use it, surely more revenue would be achieved by having somebody using it, even at a reduced fee.</p> <p>Could I also ask for information on the councils stance on the current habit of parking half on the pavements, both restricting pedestrian access and possibly damaging the pavements, not built to support vehicles?</p>	
<p>I disagreed on 2 points:</p> <p>1, the length of the proposed double yellow lines at the junction of Newbrick Road and Bakers Ground. These lines MUST extend to the entire length of Newbrick Road. Commuters regularly park here for onward travel from the Metro or Bristol Parkway station and this has to stop; the road is unpassable for two way traffic on week days and this will continue unless the lines are extended.</p> <p>I was disappointed that this proposal didn't include a review of parking charges in either Parkway Station or the Parkway North car park; the latter of which is virtually always empty. Surely if the car park rates were more reasonable this would encourage people to park in designated areas rather than residential areas.</p> <p>A gym membership is cheaper than monthly parking charges (you should see how many commuters take advantage of this by parking at Nuffield Gym'). Surely if you reduced parking charges this would help reduce the issue, as it is you have an empty car park which isn't making you any money; drop the charges and you should automatically reduce street parking and make the council some cash (and save my taxes).</p> <p>Sounds like a win win to me (and cheaper to implement and control).</p> <p>2, the proposed double yellow lines opposite 78 Bakers Ground. These are not required as nobody parks here. However I accept that the new yellow lines would mean that this would not likely be the case.</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 7 and 8 above that provides information that corresponds to your comments.</p>
<p>Although this has become necessary because of individuals being extremely inconsiderate, I wonder whether warnings could have been given first? To try and stop the issue.</p> <p>The timescales are disappointing, as I read this the earliest this will happen is April 2020 and the latest March 2021.</p> <p>I am convinced the main problem are the office blocks nearby, which suggests the companies/organisations involved do not have enough spaces to accommodate their staff, should they contribute to the cost of the changes?</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 15 above that provides information that corresponds to your comments.</p>

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<p>I believe that double yellow lines as proposed will improve visibility and access around Bakers Ground however, it will not address the issue of the commuters who use parkway train station but park in our street all day. The yellow lines will just mean they park even further into the street causing parking problems and delivery van obstructions for the residents.</p>	<p>Your comments have been noted.</p>
<p>I agree in principle to the idea, but think that there needs to be more double yellow lines as it will make visibility and passing easier</p>	<p>Thank you for your comments.</p>
<p>1) All junctions on the Bakers Ground loop should have double yellow lines across from them so on the plan adjacent to 32, 185, 78, 96. Currently cars are parked here causing problems with vehicles approaching from three directions into this road space 2) Many of the issues here could be alleviated with the introduction of a one way system around the Bakers Ground loop which would make maneuvering around parked cars much safer in the knowledge that there is no oncoming traffic.</p>	<p>Thank you for your comments. Please see note 3 and 4 above that provides information that corresponds to your comments.</p>
<p>Firstly. On the junction of Newbrick road and Bakers ground, I think the Double yellow lines should extend to and replace the white line currently there. This would ensure that when driving a right turn into Bakers ground from Newbrick road, that one can actually be on the correct side of the road. Currently cars parking there means that one might enter Bakers ground on the wrong side of the road and therefore blinded by the bend in the road to see what may be coming the opposite way. This may be the proposal for the length of the yellow lines, but it is not clear from the plan that it is the case.</p> <p>Secondly, Whilst it has improved recently, there have been previous complaints to the council about parking on a narrow corner adjacent to 237 Bakers Ground. There were also previous complaints about antisocial behaviour relating to parking and damaging the grass verge there by one of the neighbours. It remains the case that if cars are parked on either the inside of the bend, or on the outside of the bend /grass verge, it creates a visibility problem for anyone approaching the bend and the residents in the corner coming in and out of the driveway.</p> <p>There have been several close incidents where a vehicle has come around the corner blinded by parking and/ or on the wrong side of the road due to parking as well as bin lorries having to drive over the grass verge. As the council are planning to put double yellow lines on the corner entrance to this cul-de-sac, It would be welcomed to add a short double yellow line on the internal corner and a longer one on the outside of the corner mentioned. I have uploaded your proposed plan for Inset 3 with my own annotation to highlight the corner mentioned. I should be grateful if you would consider this as a potential amendment to the proposals.</p>	<p>Thank you for your comments. Please see note 1, 12 and 14 above that provides information that corresponds to your comments.</p>
<p>There is one road in and out of Bakers Ground, namely Newbrick Road. While I agree with the scheme as set out I</p>	<p>Thank you for your comments.</p>

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<p>think there are consequences of implementation that will cause further problems if not addressed within the scheme. The reasoning behind the scheme are, in the main, caused by commuters avoiding parking charges at Parkway Station. This is evidenced by the lack of cars at weekends. As it stands Newbrick Road (at the Bakers Ground end) is reduced to a single track when parking is along one side. Recently cars have been seen parking on both sides of that road (by parking partially on the pavement). By reducing the areas that cars can park this will only encourage inconsiderate parking on those roads without any restrictions. Under the proposed scheme that would include Newbrick Road. So as not to inconvenience legitimate local residents my suggestion is to restrict parking on weekdays between set hours, thus allowing free passage along the access/exit to Bakers Ground. This could usefully be extended to the immediate left and right at the t-junction onto Bakers Ground. The inevitable and unfortunate problem will be to push the commuters further into the estate. There is no easy answer. However, I do think that as the only road in and out at least Newbrick Road should be reconsidered. There is a fundamental issue within the greater Phase 4A area that inadequate provision for residents cars to get off the road (see attached photo) already causes problems for pedestrians and most especially those who are vulnerable - the young, those with mobility issues, poor eyesight, mothers having to push prams into the road, etc. If more cars are parked partially on pavements this will be exacerbated throughout the Phase 4A area.</p>	<p>Please see note 3, 5 and 13 above that provides information that corresponds to your comments.</p>
<p>The access into Kings Drive following the road around the blind bend in front of the paly area need to be double yellow on both sides. Not many, if any residents park there as it mostly used by commuters using Bristol Parkway. The alternative to yellow lines is restrictive waiting either of which I would be in favour of, but left as it won't make any difference to what is there now.</p>	<p>Thank you for your comments. Please see note 6 above that provides information that corresponds to your comments.</p>
<p>I do agree with the scheme however this will only push the problem into areas outside people's housing. We are creating a drive way outside our house in the next few weeks. Currently, anybody can park along the grassed area of our front garden, once this is turned into a drive way if anyone can still park outside our house where the original grass area was they will be blocking our access to our drive way.</p>	<p>Thank you for your comments. Please see note 3 and 11 above that provides information that corresponds to your comments.</p>
<p>Fully support proposal - inconsiderate parking on corners of Simmonds View have made crossing dangerous for pedestrians and obstructed visibility for motorists. Especially dangerous at collection and drop-off times for the local nurseries and schools.</p>	<p>Thank you for your comments.</p>
<p>I agree with the new parking restrictions within the estate, however I feel New double yellow lines will still be parked on, similarly to the double yellow lines that already exist within the estate. Unfortunately more road markings will simply move the cars</p>	<p>Thank you for your comments. Please see note 3 and 9 above that provides information that corresponds to your comments.</p>

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<p>within the estate to other areas causing further blockages and inconveniences. The simple fact is there is not enough parking within the estate for the number of cars here.</p> <p>Although the prescribed scheme will provide better access at corners, cars will simply be moved into the already overloaded roads of the estate, meaning larger vehicles (refuse collection, ambulances, fire services for example) will simply have no way of getting through.</p>	
<p>Please consider extending double yellow lines on both sides of the narrow part of Kings Drive between 137 and County Way. Cars block visibility when you are turning left into Kings Drive from the roundabout. Cars also partially block the road, and passing traffic drives down my side of the road on the footpath using the dropped kerbs. I spend many evenings having cars speeding past about 18 inches from my sofa, beeping their horns.</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 5 and 8 above that provides information that corresponds to your comments.</p>
<p>Painting yellow lines, to prevent parking, would indeed increase visibility - but this would be of more benefit to drivers than pedestrians. It may allow/ encourage them to drive faster, increasing the risk to residents/ pedestrians/ cyclists.</p> <p>To improve safety/ visibility for pedestrians, put in suitable crossings - specifically near the Bakers Ground/Newbrick Road junction (maybe also zebra crossings at the Bakers Ground road narrowing points).</p> <p>The issue with on street parking on Bakers Ground is that it appears to be used by employees of local businesses (with offices located off Newbrick Rd). I have also seen people parking in Bakers Ground and walking towards Bristol Parkway station, leaving their car from Monday to Friday. Perhaps a total non-resident vehicle restriction at Trevelyan Walk would be appropriate - if on street parking cannot be controlled in an area with majority off street parking.</p> <p>Non-resident drivers are less conscious of pedestrians in the area - they are more concerned about parking (without charge) or are not in the habit of using more environmentally friendly transport methods. Perhaps bus route expansion and fare subsidies, or reduced parking charges on Hunts Ground Rd BS34 8XX, would help.</p>	<p>Thank you for your comments.</p> <p>Please see note 4 above that provides information that corresponds to your comments.</p>
<p>The drawing you have used for this scheme is factually wrong, missing significant detail, such as drop kerbs or landscaping that would affect the use of a kerbed area for car parking. With specific reference to question 28, you have not allowed for parking by home owners who already use road side parking to park near their homes. If you add the blanket yellow lines as set-out in point question 28, the parking for residents or visitors to residents will be removed and specifically cause issues for disabled visitors who will need to walk or be wheel chaired excessive distances.</p> <p>I believe you need to retain parking within this proposed yellow lined area.</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 6 and 13 above that provides information that corresponds to your comments.</p>

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<p>Also local residents will just move their cars The current white advisory lines were poorly added originally and actually force parked cars to be closer to road narrowing feature than they need to be.</p> <p>By adding blanket yellow lines in this area will make situation worse for residents</p> <p>I have attached a copy of your map showing missing items:- Drop Kerbs in Blue Landscaping that stops parking - access car from both sides in green Parking already optimised by local residents in purple.</p> <p>The main issue with parking in Bakers Ground is related to question 24. It is caused by people working in the local offices, using our road for car parking. The area on map highlighted in pink is where the main issue is. If you add double yellow lines, these workers will try and park further into Bakers Ground. Maybe a better plan is to also have limited time parking Monday to Friday between 9 and 5pm in areas close to question 24 is discussing.</p> <p>As I have lived in Bakers Ground since the houses were first built, I believe I am well qualified to answer these questions and provide a well balanced solution.</p>	
<p>Putting more double yellow lines will only move the parking problem towards the cul de sac part of Simmonds View (from the turning just before the nursery into the non through road part of Simmonds View). Non residents already leave vehicles in this area for extended periods without consideration for long term home owners. Why can't Simmonds View - from the park area to the cul de sac area be made 'residents only parking'. There is a certain area of Simmonds View which has long term home owners & is a cul de sac/no through road. Double yellow lines are an eye sore & will make the inconsiderate parkers simply change where they park - making the parking problem worse for different home owners, without actually solving any problem at all. Most residents (typically the home owners are considerate with their or their visitors parking). More double yellow lines will create a further problem, that is unacceptable for long terms home owners.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 4 above that provides information that corresponds to your comments.</p>
<p>1) What this double yellow line scheme does not address is WHY commuters use Bakers Ground (and surrounding areas) to park in. The issue I believe is the cost of parking. The charges are such that it is worth parking and walking. The station and nearby car parks are never full. Why then aren't they used? The cost of parking should be included with the ticket or car park charges drastically reduced to solve.</p> <p>2) Why is public money being used to clear up an issue caused by another business making money. Why isn't the station, train and rail companies taking financial responsibility for their customers. I am sure the new M1 Metrobus also has some responsibility in the increased parking so this company should also be approached to pay. The public purse should not be used for this!</p> <p>3) I live in Bakers ground and do not want double yellows</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 4 and 7 above that provides information that corresponds to your comments.</p>

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<p>spoiling the look of Bakers Ground. Parking could be enforced with a camera logging who is coming into Bakers Ground and staying ant this would have no visual impact. This is not the only restrictive parking scheme that could be in place with no visual impact.</p> <p>4) I am concerned that the areas that do not have double yellows will have increased competition especially from no 72 to 64 and the opposite side. I am concerned I will come home to find a strange car blocking access to my property or even (as has happen to other people I know) actually parked on the driveway. The resident has no right to move and the police do not want to get involved unless you try and move the strange car in which case you get prosecuted!</p> <p>5) I am concerned in the increased number of "officials" in the form of private parking wardens issuing tickets on commission. I am concerned this will lead to general increase in foot traffic which allows for opportunistic crime and door to door selling.</p> <p>6) Double yellows everywhere do not allow for families who have grandparents and other overnight visitors or families with children who now have to drive to work or to university or indeed for those people who cannot afford a property with off street parking.</p> <p>7) I am not in favour of a residents parking permit scheme as visitors passes are hard to get and although not charged initially usually get embroiled in "admin" charges as the scheme matures. Any restrictive parking scheme must be free to residents and visitors in perpetuity.</p> <p>8) Although I don't support double yellows on aesthetic grounds near my home, any double yellow scheme must also come with a guaranteed long term maintenance budget so any markings that are applied are maintained rather than become faded and scruffy.</p> <p>9) There is no environmental impact study shown in this proposal. I am sure the people that park badly in Bakers Ground do so because they have to go to work and feel this is the best solution. If their parking is disallowed in Bakers Ground then they will simply move to another area. Many commuters will walk a long way to save many £100's a month in parking. There is no study here saying where this problem will be moved on to. This scheme may create a worse issue elsewhere leading South Glos Council to have to address a problem it has caused itself! How can anyone approve of this scheme when the consequences of where the problem is being moved to and it's impact there are unknown?</p>	
<p>Having lived in the Stoke Gifford area for c10 years the parking and more widely the visibility / safety of pedestrians has become progressively worse. As a result I support the scheme as a whole.</p> <p>The current white advisory lines where put in place to improve safety, but unfortunately have made no difference. This is due to the fact they are merely advisory and as such are not enforced.</p> <p>Specifically in Simmonds View the corners outside numbers 23 and 1 are prime examples of the issue. With multiple on-going</p>	<p>Thank you for your comments.</p> <p>Please see note 1 and 5 above that provides information that corresponds to your comments.</p>

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<p>near misses, without these proposed changes, safety will continue to be compromised. More pressing with the viability and access to the walking path (outside 23) which is heavily used by parents and their children as a method to get to a St Michaels school, people are put in avoidable and unnecessary danger when cars are parked on the advisory lines blocking visibility. It is currently only by good fortune that to date there has not been a serious yet avoidable accident at this location. Whilst I understand there may budget restrictions, this specific location should be prioritised due high public safety issue that will be mitigated as a result of the proposed changes.</p>	
<p>I am of the opinion that adding yellow lines to the junctions is generally a good thing, however feel it will push the non-resident parking problem further into the estate and nothing in the proposals will actually resolve the issue.</p> <p>Local businesses in Parkway North, users of the Metrobus and Parkway users have all been seen using Bakers Ground as a car park. All of these user groups could use the Park & Ride if South Glos make it attractive enough to use! (Preferably free!)</p> <p>I would rather see the whole of Bakers Ground have a parking limitation applied Mon-Fri with a 30 min limit between 11-12 (or similar) as has been done successfully in North Road, Stoke Gifford to mitigate inconsiderate parking from Parkway users.</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 7 and 13 above that provides information that corresponds to your comments.</p>
<p>I would a further area covered, the corner in Halls Garden on the right, as the pavement is always parked on and dangerously obstructs the view around the corner. The corner closest to the word 'Halls' on the proposal.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 8 above that provides information that corresponds to your comments.</p>
<p>Double yellow lines other than entry to Bakers Ground will severely affect residents that have visitors or need to park their cars on the road for legitimate reasons. Main issue is obstruction on entry to Bakers Ground caused by commuters to parkway using during week days. Single yellow lines with time restrictions such as in Stoke Gifford village would be more than adequate possibly combined with residents parking permits. I think it limits parking to 1 hour between 1 and 3pm Monday to Fridays.</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 4 and 13 above that provides information that corresponds to your comments.</p>
<p>I agree entirely with the proposal, its actually dangerous on occasions to drive from Newbrick Road to Bakers Ground. Whilst drivers don't use the park and ride amazes me as a number do go to the station. I am delighted that you have finally listened, we should have the same scheme as that in the other half of the village near the rail bridge and the Beaufort arms.</p> <p>Delighted you are thinking of the local residents to make the area safer and reduce frustration I know I share with neighbours.</p> <p>In Appreciation</p>	<p>Thank you for your comments.</p> <p>Please see note 10 above that provides information that corresponds to your comments.</p>
<p>I agree with the changes in parking restrictions as it is becoming increasingly difficult to negotiate the road around</p>	<p>Thank you for your comments.</p>

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<p>Bakers Ground with people constantly parking on corners and bends. Installing double yellow lines is much needed to stop people parking during the day who belong to local businesses and people making their way to Parkway Station.</p> <p>I would also appreciate if you would please consider installing Double Yellow lines between (<i>information removed for data protection purposes</i>) and would be grateful if you could please respond on whether this is possible or not. I believe my neighbour (<i>information removed for data protection purposes</i>) is also requesting this. Thank you</p>	<p>Please see note 6 above that provides information that corresponds to your comments.</p>
<p>I feel that the double yellow lines will not fully produce the required solution to parking in this area. This will only push the parking problem further into the roads within Bakers Ground. Could consideration be given to making Trevelyan Walk one way, with no entry from the dual carriageway, and removing the double yellow lines on one side of the road. This will provide parking for numerous vehicles and will not affect residential parking, assuming that on street parking is required for local businesses and bus/train services.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 4 above that provides information that corresponds to your comments.</p>
<p>Whilst we agree that these changes need to be made, we don't feel that it goes far enough. By adding the double yellow lines it will make the corners safer, but force the people who currently park there (and then walk to the station to avoid paying the parking fee) further up the road towards numbers 53,55, 56 and 57 and the remainder of the cul-de-sac. In our opinion to stop people parking for the station, it would make more sense for single yellow lines with time restrictions (Monday - Friday only) as they have in other roads nearby or resident only parking.</p> <p>We already experience neighbours from 7-8 houses away parking opposite as they have too many vehicles to park on their drive.</p> <p>I attach a photo which show the inconsiderate way that some people park.</p>	<p>Thank you for your comments.</p> <p>Please see note 12 and 13 above that provides information that corresponds to your comments.</p>
<p>I have nerly been knocked of my motorbike on numerous ocadios as you come in to bakers ground as cars are always parked on the left hand corner and you have no visibility at all, cars come around that corner as if it was a racing track. these double yelow lines need to be much biger in order to safely see around and to see oncoming traffic.</p> <p>the road i live on needs double yelow lins also as people park there cars and vANS ON THIS CORNER AND AGIN NO VISABILTY TO ON COMING TRAFIC AND YOU ARE LUCKY IF YOU CAN DRIVE UPTO YOUR HOUSE</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 5 above that provides information that corresponds to your comments.</p>
<p>I am concerned that double yellow lines instead of resident parking permits will increase parking problems as many of the houses are multi occupantcy rentals with 5 or more cars per property</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 4 above that provides information that corresponds to your comments.</p>
<p>I am writing to ask that you look more closely at your review. You have focussed on the main arteries of Bakers Ground in</p>	<p>Thank you for your comments.</p>

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<p>your diagram but have ignored access to cul de sacs and properties such as the one where I live which has five properties on it (House numbers 1, 3, 5, 7 and 9 Bakers Ground).</p> <p>Currently parking is both dangerous and inconvenient to residents, pedestrians, passing motorists and service vehicles.</p> <p>Parking is so close to the entrance to our access that pulling out into the road is dangerous. Visibility is seriously restricted. It is often impossible to enter or exit because of angles created by cars parked too closely. This leads to cars mounting pavements on the opposite side in extreme circumstances.</p> <p>Children and pedestrians use the cul de sac and pavements frequently and the lack of visibility and bottlenecking will one day lead to an accident - regardless of any rights this will be as a direct cause of this parking and the limited proposals made so far in this review.</p> <p>Inconvenience is caused as dustbin lorries, ambulances, delivery vehicles and large private vehicles cannot enter. This will increasingly lead to safeguarding issues and accidents as tradespeople try and cope with the obstructions.</p> <p>We are being denied the access we have had to our properties for 20 years due to the failure to enforce sufficient car parking facilities to cater for the Parkway railway station and local businesses.</p> <p>In our view there should be two things enforced as soon as possible.</p> <p>1) Yellow lines for two car lengths either side of our and other entrances to ensure good visibility and ensure a turning circle sufficient to enter and exit without danger of mounting either pavement to perform ridiculous manoeuvres.</p> <p>2) No parking during the hours of 8.00 to 6.00 enforced by wheel clamping.</p> <p>These measures should be clearly marked and re-enforced by letters being left on windscreens of cars for a period prior to introduction. A residents reporting helpline should be introduced to report vehicles abusing the system as this will make enforcement a mutual obligation and reduce council costs.</p> <p>The measures should be applicable to all - even residents and visitors.</p>	<p>Please see note 3, 9, 12 and 13 above that provides information that corresponds to your comments.</p>
<p>I feel the new restrictions on parking should be extended to 1 Castle Court jct with Kings Drive, this corner is often obstructed causing many near misses a week. In general the restrictions are welcome but cause concern it pay cause commuters to park adjacent too the wall between 25 and 34 Castle Court as this occasionally happens already and has</p>	<p>Thank you for your comments.</p> <p>Please see note 12 above that provides information that corresponds to your comments.</p>

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caused refuse trucks to miss our court due to obstructions	
<p>Whilst we welcome the efforts to control parking in this area, our concern is that this scheme may have the effect of pushing the existing parking problem further into Bakers Ground and so have a further detrimental impact on residents.</p>	<p>Your comments have been noted.</p>
<p>I find it absolutely amazing that the council gives planning permission for housing estates without adequate parking. We have lived in Kings Drive since 2002 and the parking has got worse and worse. The idea of building family houses with drive through parking is quite frankly laughable. As families grow they need space for bikes, garden equipment and lots of other family equipment. This combined with tiny gardens means that things have to be stored in what is supposed to be a parking space. Also as children grow up and get their own cars, the availability of spaces gets less and less. The other major factor is HMOs. The house opposite us has converted the loft into two extra bedrooms, and the parking space into a kitchen extension. All this has been approved by the council. Renting out all these bedrooms, leads to at least 7 cars being parked on the road. Can you please respond with how the council is dealing with this (I won't hold my breath). Another house just up the road is also rented out room by room and this house has actually taken open public land and fenced it off, but again the council does absolutely nothing. Can you please explain why the council has given planning permission for all the new homes in the surrounding area, when you clearly do not address the issues that currently exist. Surely every house should have 2 off road parking spaces in front of it. How can people possibly contemplate getting electric cars if they are not able to charge them. Currently the only way would be to run extension leads all over the payments. Paying over £200 a month council tax is quite frankly a joke. Will the council ever take responsibility for the carnage it has created, or will it simply keep giving permission for homes without any consideration for the people taking out huge mortgages for homes without parking.</p> <p>Please do not tell me I should be using public transport. I work in Stonehouse, Stroud, and need to be in work by 5.45am. If you can find an alternative to my car, then please let me know. On a final note, last summer I had a number of councillors round to discuss the current issues. Two of them parked their cars completely blocking the pavements in the areas that you plan to put double yellow lines. Why is it ok for them to park there, but not residents who have been badly let down by their local council?</p>	<p>Thank you for your comments.</p> <p>Please see note 2, 3 and 11 above that provides information that corresponds to your comments.</p>
<p>Concerned that yellow lines will force drivers to park further into the housing estate causing difficulties for residents. This could be overcome by use of residents permits. The under used park and ride could be used by non residents for parking.</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 4 and 7 above that provides information that corresponds to your comments.</p>
<p>The stretch of Newbrick Road opposite house nos 375 - 369 - 367 is also heavily parked from c08.00 until 18.00 on week days and this makes it extremely difficult to drive safely and</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 5 above that</p>

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<p>pass oncoming traffic. It also makes visibility around corners very dangerous. I would therefore like to see the proposed double yellow lines extended on the left hand side of the road (ie the side adjacent to the open green area) from the T Junction of Bakers Ground and Newbrick Road to bring them as far as house no 375. This area is simply being used as a free car park for commuters catching buses or trains.</p>	<p>provides information that corresponds to your comments.</p>
<p>In answer to Q3, I do not agree with double lines. Parking in the street is limited and allowing cars to park there provides overflow at peak times such as weekends and evenings. The cycle path is mainly used between 7-9am and 4-6pm weekdays so I would suggest a parking restriction at those times.</p> <p>In answer to Q17, visibility is restricted so the introduction of double yellow lines would allow cars to pass easily.</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 5 and 6 above that provides information that corresponds to your comments.</p>
<p>The yellow lines on the junction of Newbrick Road and Bakers Ground would solve the problem of obstruction for pedestrians crossing the road, but it does not solve the issue of local workers and commuters clogging up our road. There needs to also be a restriction in place, for a limited number of hours parked in between hours of 9am - 5pm. Local residents and their visitors will then be able to come and go more easily. The current situation makes it so difficult for any guests or service vehicles to access any property in our road.</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 5 and 13 above that provides information that corresponds to your comments.</p>
<p>The proposed double yellow lines in front of Nos 1 and 3 Adelante close at the bend at the junction of Kings drive and Adelante close are unnecessary. The proposed double yellow lines in front of No 63 kings Drive are also unnecessary. The proposed double yellow lines on the bend (outside No2 Adelante Close) will resolve the problem - at present the problem disappears when nobody parks there. These (proposed) yellow lines should be extended slightly in each direction.</p> <p>The junction at Kings drive and Castle court (near Grange Close) is a bad area with cars parked all around the bends. Some yellow lines will be desirable at this junction.</p> <p>The first bend after entering Kings drive (right hand bend) has too many cars parked on the left hand side. The proposed double yellow lines on the right cover a region in which cars do not currently park. This is the worst of the areas because people drive at ridiculous speeds around the blind bend.</p> <p>Contributing factors to the problem:</p> <p>The portion of green area on the bend at the junction of Kings drive and Adelante Close (outside No2 Adelante Close) is unsightly and takes up space that could be used to enable large vehicles to turn more easily. People will drive even faster around the bend at the junction of Kings drive and Adelante Close if this is opened up to the extent indicated in the proposal.</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 6 and 8 above that provides information that corresponds to your comments.</p>

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<p>It seems that at every uncontrolled junction people think that they have right of way and therefore do not have to slow and check what else is travelling 'across' them.</p> <p>Commuters leave there cars parked in these roads (sometimes all week)</p> <p>Driveways often too small - we moved our gates back in order to extend the driveway.</p> <p>Although the proposals may resolve some of the issues there will possible concomitant effects: The parking problem will be exacerbated - e.g. where will the people park who have double yellow lines outside their house? (Some of the affected houses have regular infant and/or elderly visitors). No2 Kings Drive has access to parking around the back whereas No 63 and Nos 1 and 3 Adelante Close do not have such access. People will park across our drive more often.</p> <p>We have lived at this address since our house was built and are aware of any significant issue. We would be happy to meet with a council representative { outside our house } in order to demonstrate the issues in more detail. I spoke to Kelly by telephone last week and she seemed very reasonable.</p>	
<p>The parking in and around Bakers Ground has become terrible over the last 2 years. My only concern with the new restrictions is that it will move the current parking situation deeper into the estate where there is no parking restriction. Would it also be beneficial to have no return waiting times of say 2 hours like there is on Rock Lane in Stoke Gifford?</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 5 and 13 above that provides information that corresponds to your comments.</p>
<p>I would prefer a similar scheme to the otherside of Parkway where parking is restricted between the hours of 12md and 2pm to 30 mins. This to apply in most of the area under consultation, but not all.</p> <p>If you are going to implement the yellow lines (which is better than the current situation) then I would suggest that they are extended in Bakers Ground (perhaps not full doubles but limited time parking say no parking from 8am to 5pm) between houses numbered 2 to the back of number 8 as people park on this side too sometimes, including on the pavement. This causes an obstruction particularly for large delivery vehicles and I believe this issue would increase with the new proposals.</p> <p>The same applies to Newbrick Road where parking on the side opposite the houses (next to the green space) is not an issue (providing the corner is clear) but there is nothing currently proposed to stop people parking on both sides of the road (between houses 367 and 375) (which has happened in the past) and again I believe will increase if the double lines are added. People parking on this side would also reduce visibility for the home owners when exiting their drives. Again, I would suggest limited parking, say not between 8am and 5pm, rather</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 5 and 13 above that provides information that corresponds to your comments.</p>

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<p>than no parking.</p> <p>Outside these hours there is usually plenty of space for vehicles to park on the opposite side of the road in both of the above areas.</p>	
<p>The parking around the circle of Bakers Ground makes driving dangerous as the circular shape of the road limits vision and passing oncoming traffic is impossible if there are parked cars. Vision at where smaller roads join the main circle is also very difficult, and the yellow lines suggested are rather short. Finally there are several pathways crossing the area and with the play area in the centre small children are moving around the area and there needs to be clear visibility of them crossing roads.</p>	<p>Your comments have been noted.</p>
<p>I am honestly not sure what the purpose of this scheme is, the only people you are impacting by these changes are the residents.</p> <p>Residents park in some of these areas, and the non-residents that are parking, will just be forced further into the street which impacts the other residents of the street.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 above that provides information that corresponds to your comments.</p>
<p>Thank you for undertaking this consultation. Access for fire engines and ambulances has been a concern since the houses were first built in 2002/3. I look forward to seeing the new parking restrictions being instigated.</p> <p>Please ensure that the new restrictions are properly enforced - especially on the narrow section of Kings Drive where the footpath either side of the carriageway interlinks the play areas (next to 52 Kings Drive). Cars and commercial vehicles have been regularly parked in this location and the grassed public open area is a mess. Please can this grass be reinstated?</p> <p>Please repair damage to the grass verge on the junction of Adelante Close/Kings Drive which was caused by HGVs over running the kerb.</p> <p>Please repair kerb on corner next to 127 Kings Drive which has been damaged by HGVs over running the kerb and vehicles mounting the kerb to park on the footway.</p> <p>Is there anything that could be done to tidy up the grass verge along the footway on Adelante Close? Cars regularly obstruct the footway and park partially on the grass which is very rutted. A sturdy low wooden rail/fence or "dragons teeth" wooden posts may be a cost effective solution that would allow the grass to recover.</p> <p>When the highway asset is maintained, please would SGC ensure use of like for like materials? I appreciate that Council budgets are stretched by social care demands etc but it would be a crying shame if loose block paving is replaced with tarmac patches or kerb stones replaced with cheaper non-matching substitutions to save a small amount of money.</p>	<p>Thank you for your comments.</p> <p>Please see note 4, 9 and 14 above that provides information that corresponds to your comments.</p>

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<p>I agree that action needs to be taken to address the parking along Newbrick Road into Bakers Ground. I feel the yellow lines should extend further round into Bakers Ground on the left hand side towards house no.11.</p> <p>I don't agree with double yellow lines on the other junctions around Bakers Ground. Where we live we would be particularly affected as on both sides of junction and no where for visitors to park. Although it is a deterrent, it doesn't permanently resolve the issue, just moves it elsewhere.</p> <p>The commuters currently parking in affected areas will seek alternative free parking further round the roads, or even outside people's houses or on driveways. They are parking here as it is a free option to go and use Metrobus or Parkway station. The real issue is cost of parking at the station which is prohibitive and also 'Park and ride' site developed but rarely used. This site should be inscentivised for commuters to avoid them parking in residential areas affected.</p>	<p>Thank you for your comments.</p> <p>Please see note 3, 5 and 7 above that provides information that corresponds to your comments.</p>
<p>I think the double yellow lines should be longer as a safety measure - there are too many cars parked on the roads creating a blind spot especially for cars coming from an opposite direction.</p>	<p>Thank you for your comments.</p> <p>Please see note 3 and 5 above that provides information that corresponds to your comments.</p>
<p><u>Paper Questionnaire Submissions:</u></p> <p><u>FURTHER EXPLANATION OF QUESTION 1 PAGE 2,</u> <u>ENTRANCE TO KINGS DRIVE FROM HUNTS GROUND RD. THE EXTENSION</u> <u>OF DOUBLE YELLOW LINES ON THE RT HAND SIDE WILL DO NOTHING</u> <u>ON IT'S OWN. NO CARS EVER PARK HERE, THEY CANT BECAUSE</u> <u>OF DESIGNATED CARS PARKED ON OTHER SIDE THIS IS A SINGLE FILE</u> <u>RD. FROM THE PARKED CARS ARE THEN PARKED AROUND THE BEND</u> <u>1/2 ON PAVEMENT. THEN FROM NO 26 ON THE OTHER SIDE CARS</u> <u>ARE PARKED 1/2 WAY ON PAVEMENT. THIS MEANS SINGLE FILE 2</u> <u>WAY TRAFFIC RIGHT BACK TO STARTS OF PARKED CARS, THIS MEANS</u> <u>CARS CANNOT KNOW A CAR IS COMING, UNTIL THEY MEET ON</u> <u>THE BEND. THIS MEANS, VERY OFTEN 1 CAR HAS TO REVERSE, MAYBE,</u> <u>4/5 LENGTHS. SOMETIMES, THEY DONT AGREE WHO SHOULD REVERSE.</u> <u>MOST RESIDENTS, NOT ALL OR SOME TRADESMEN, BASICALLY STOP PRIOR</u> <u>TO THE CORNER & THEN PROCEED VERY, VERY SLOWLY. IF THE 7' HEDGE</u> <u>HAS KEPT AT, SAY, 3' YOU WOULD SEE CARS SOONER.</u> <u>IF IT WAS A 2 WAY STREET ON A MAIN RD & WORKMEN WERE</u> <u>WORKING ON 1 SIDE THEY WOULD HAVE TEMPORARY TRAFFIC LIGHTS</u> <u>THIS HAS A BLIND RB HAND BEND YOU CANNOT ALLOW THIS TO</u> <u>CONTINUE. YOUR PROPOSAL DOES NOT CHANGE ANYTHING BECAUSE</u> <u>YOU ARE JUST EXTENDING DOUBLE YELLOW LINES WHERE PEOPLE</u> <u>CANNOT & DO NOT PARK.</u></p>	<p>Thank you for your comments.</p> <p>Please see note 6 above that provides information that corresponds to your comments.</p>
	<p>Thank you for your comments.</p> <p>Please see note 3, 5 and 8 above that provides information that corresponds to your comments.</p>

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Prohibiting parking directly outside
11a Kings (as illustrated) in pic
1 & 2 & 3 will in no way improve

safety & visibility but will cause
extreme inconvenience as we are
unable to (a) access our rear
garage pic (4) or our garage which
is opposite 38 star Ave pic (5)
and will only add to an already
heavily congested parking situation.
Also recycling vehicles do not pass
the front of our house

I DO NOT CONSIDER THIS "PHASE 4A WAITING
RESTRICTION REVIEW" HAS GONE FAR ENOUGH.
IT DOES NOT TAKE INTO ACCOUNT THE EVER
INCREASING MONDAY TO FRIDAY PARKING
THROUGHOUT BAKERS GROUND AND NEW BRICK
ROAD BY LOCAL OFFICE WORKERS AND THOSE USING
BRISTOL PARKWAY STATION,

WHY NOT DECREASE THE CHARGES AT THE
COUNCIL CAR PARK IN HUNTS GROUND ROAD,
INCLUDING DISCOUNTED SEASON TICKETS FOR
THE LOCAL OFFICE WORKERS. THIS COULD
INCREASE THE REVENUE FOR THE COUNCIL
FROM A CAR PARK THAT ONLY HAS VERY LIMITED
USAGE AT PRESENT.

OR PERHAPS LOOK AT INTRODUCING A
'PERMIT HOLDERS PARKING ONLY' SCHEME
FOR RESIDENTS AND THEIR VISITORS.

Thank you for your comments.

Please see note 3, 4 and 7 above that
provides information that corresponds to
your comments.

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