

Feedback Report

Stoke Gifford – Phase 4B Waiting Restriction Review Second Consultation

Purpose of the report

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

Background

Following on from the initial phase 4B consultation that had been carried out, additional requests for waiting restrictions had been received at various sites contained within the scheme boundary of this particular review and therefore, this second consultation will focus on those identified sites.

The select few additional requests have also been sent to ward members for their information, advising that the additional proposed waiting restrictions are deemed appropriate for their intended purpose, to alleviate obstructive and inconsiderate parking and to improve safety and visibility for all road users and pedestrians.

Purpose of Scheme

The purpose of this second consultation is to consider the additional waiting restrictions that have been requested to address the obstructive and inconsiderate parking on the identified roads.

Proposed Scheme

The proposed scheme is to introduce double yellow lines to improve access and visibility on additional roads that have been identified throughout the initial phase 4B consultation.

Drawing Reference

Drawing number T429-669-08 4B insets 1 (plan 1 to 2), 2, 4 and 5 shows the existing arrangements and T429-669-09 4B insets 1 (plan 1 to 2), 2, 4 and 5 shows the existing and the additional proposed waiting restrictions together.

The affected roads are scheduled below;

- Balmoral Close
- Brins Close
- Buckingham Drive
- Chevening Close
- Elizabeth Crescent
- Knightwood Road
- Oxbarton
- Ratcliffe Drive
- Sandringham Road

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Consultation

A public consultation was undertaken between 4th May 2020 and 25th May 2020. Letters advising of the consultation were delivered to properties who may be affected by the proposed restrictions that are being considered. A total of 14 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

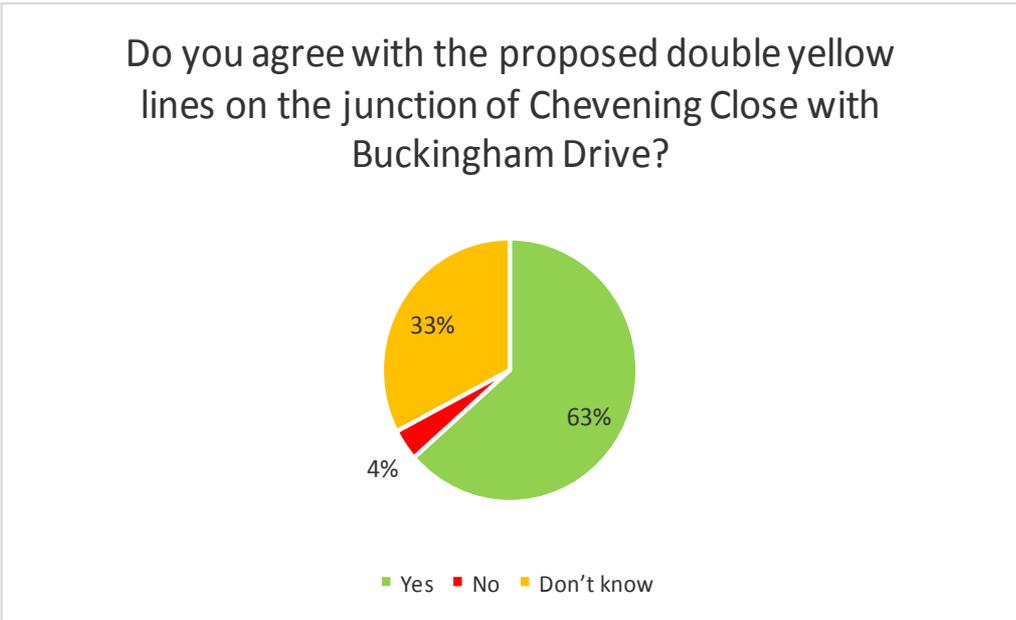
The drawings showing the proposed waiting restrictions on the online consultation was viewed a number of times, as outlined below;

- Inset 1, plan 1 of 2 - viewed a total of 258 times.
- Inset 1, plan 2 of 2 - viewed a total of 207 times.
- Inset 2 - viewed a total of 201 times.
- Inset 4 – viewed a total of 205 times.
- Inset 5 – viewed a total of 206 times.

There were 52 individuals and organisations who completed the questionnaire. The following section of this report will show a number of graphs that summarise the overall responses to each proposal contained within the questionnaire.

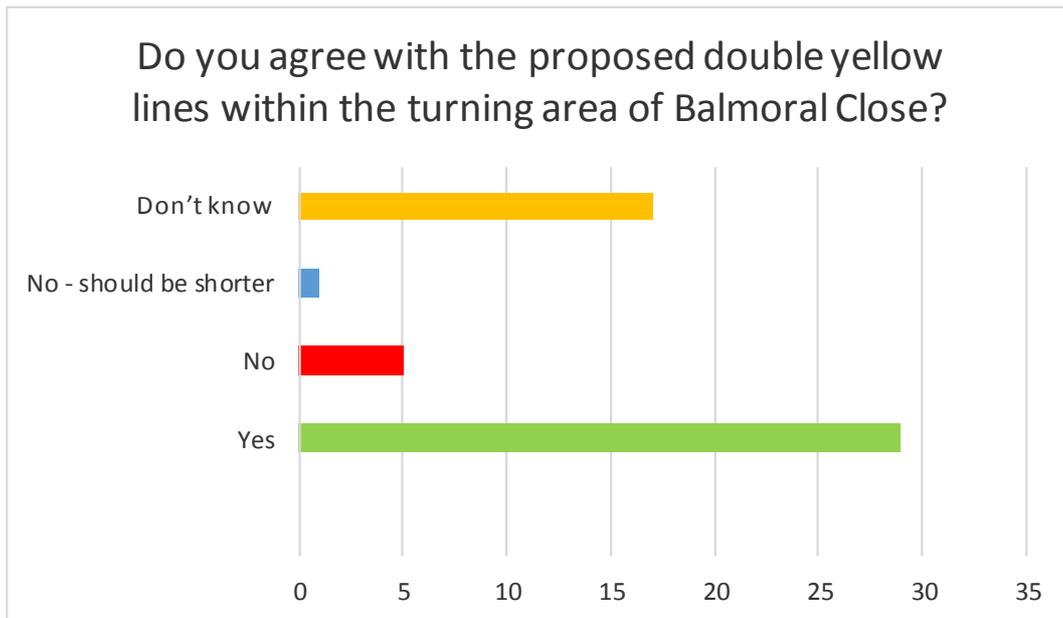
The responses to the individual questions and inset plans are summarised within the following section of the report:-

Question 1 - Inset 1, plan 1 of 2:-

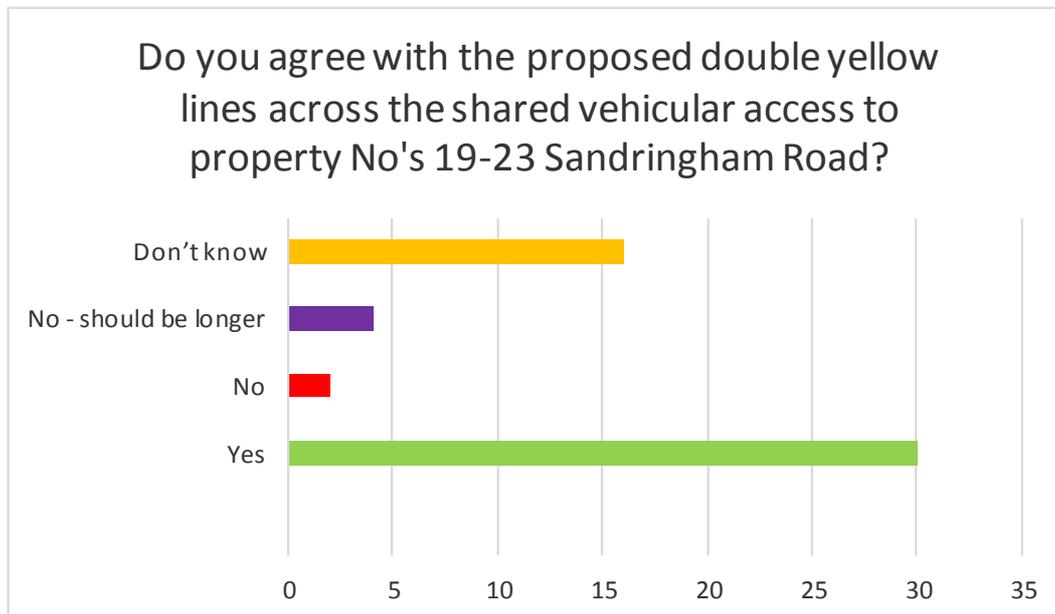


YES – 63% (33No) NO – 4% (2 No) DON'T KNOW – 33% (17No)

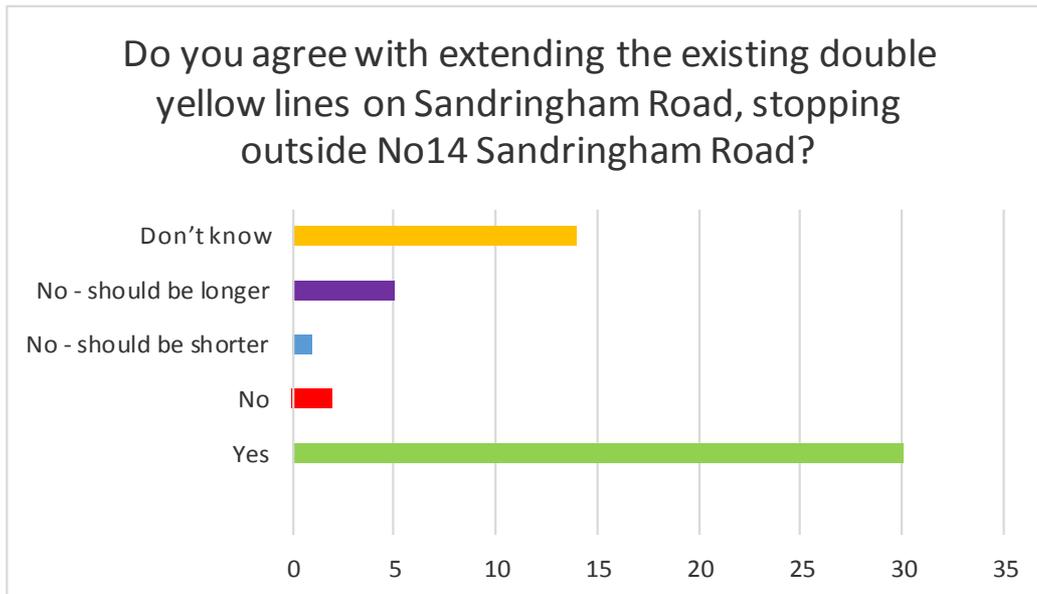
Question 2 - Inset 1, plan 1 of 2:-



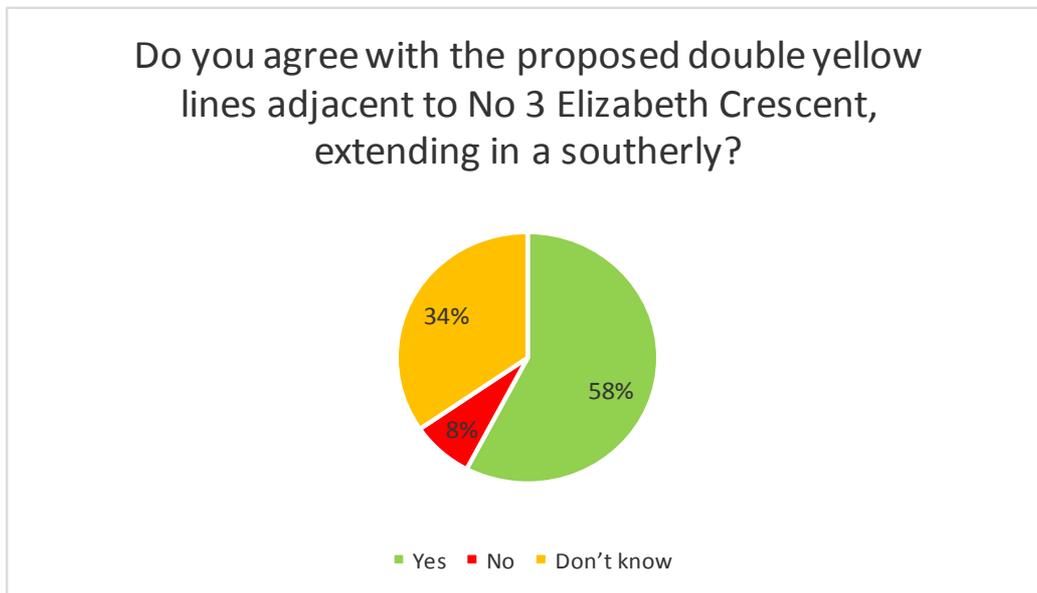
Question 3 – Inset 1, plan 1 of 2:-



Question 4 – Inset 1, plan 1 of 2:-

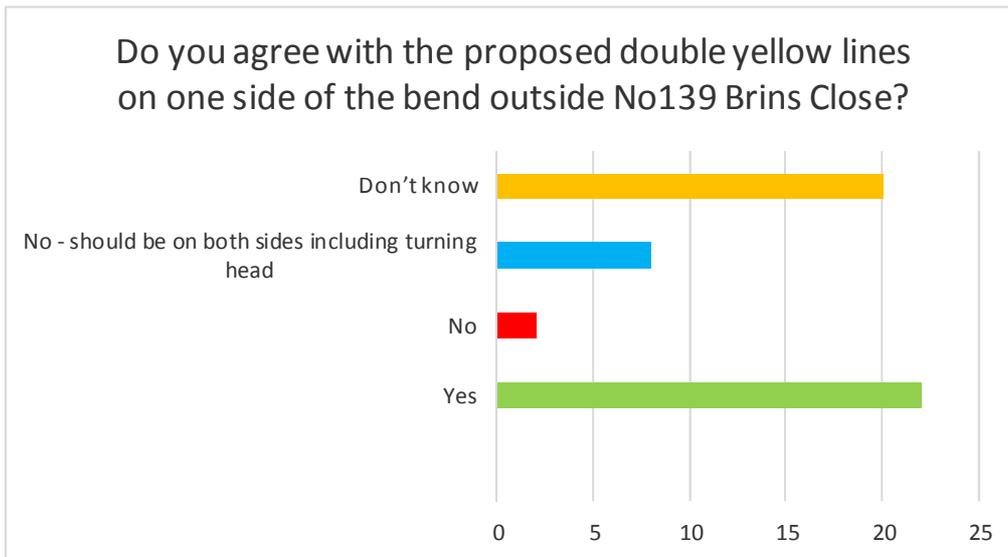


Question 5 – Inset 1, plan 2 of 2:-

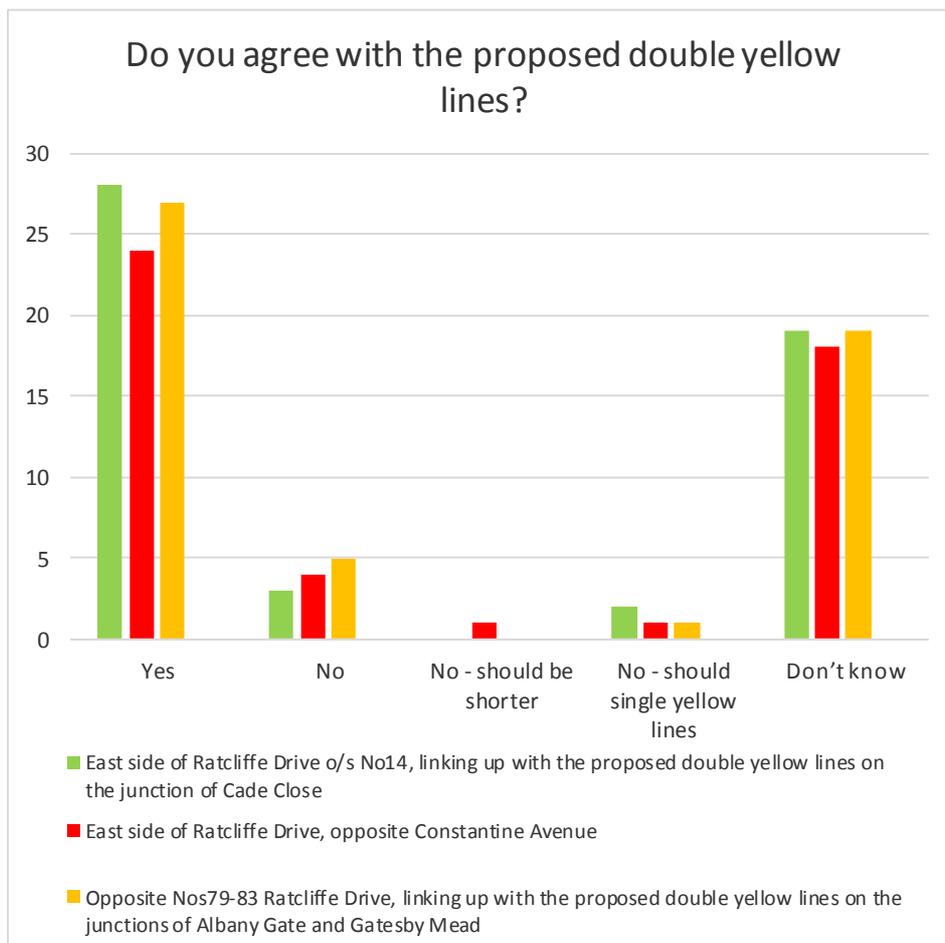


YES – 58% (30No) NO – 8% (4 No) DON'T KNOW – 34% (18No)

Question 6 – Inset 2:-



Question 7, 8 and 9 – Inset 4:-



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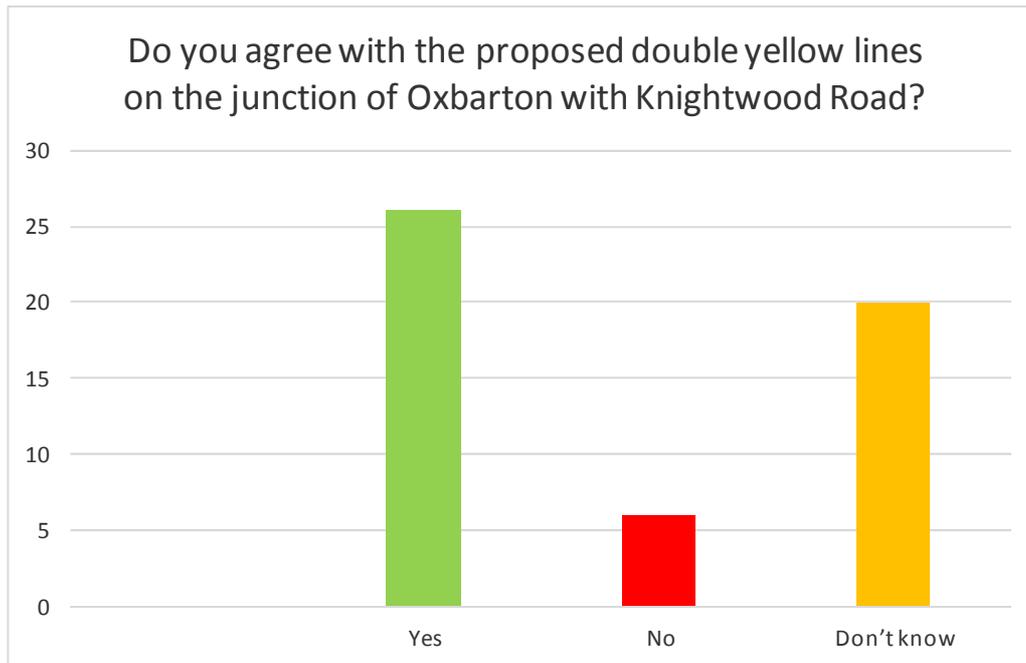
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Question 10 – Inset 5:-



Other comments

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

Future Programme

This second consultation was carried out to inform local residents who may be affected by the proposed waiting restrictions throughout inset 1 (plan 1 to 2), 2, 4 and 5, ensuring that their comments and concerns are considered at an early stage.

In view of the support received for each individual proposal contained within this consultation, it is recommended to continue and implement the majority of the proposed waiting restrictions contained within this second consultation, and include to the next stage of the review along with the proposals that have been recommended through the first phase 4B consultation.

However, one proposal will be removed from the scheme even though it had received support for the proposal to go ahead. The site identified, with a description on why the proposal is being **abandoned** from the overall review has been outlined below;

- **Balmoral Close** – Although there is a significant amount of support for this proposal to be implemented, it has been decided not to progress this proposal due to the proposed restrictions are generally extending to cover private accesses, where motorists aren't likely to park. It is also deemed that the minimal on street parking availability within the identified area would not cause access or obstruction issues to residents when they are expecting visitors.

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There will also be an **amendment** made to two of the proposals which reflect the comments received within the questionnaire responses. The sites identified, with a description of the amendment being put forward to the legal advertisement stage is outlined below;

- **Oxbarton** – Proceed with the proposed double yellow lines at the junction of Oxbarton with Knightwood Road. However, following requests to extend the proposed double yellow lines further into Oxbarton to cover the blind bend on both sides of the road, it is deemed appropriate and would meet the scheme objectives. This section of road is also quite narrow, where there are no frontages within this locality and therefore, would not impact on street parking for residents or their visitors.
- **Brins Close** – Proceed with the proposed double yellow lines on one side of the bend outside No.39. However, following comments received, it is deemed appropriate to propose double yellow lines on the opposite side of the road, including the turning head.

The next stage will be for South Gloucestershire to formally advertise a Traffic Regulation Order for all the proposals that have been recommended within the phase 4B review. The Councils Legal team will draft a Traffic Regulation Order and advertise the proposals for a period of 3 weeks and during this time notices will be placed in the local paper and erected on the affected roads where there are available street furniture. Details of the proposals will also be published on the Council’s website, providing an opportunity for residents/general members of public to formally object to or support the additional proposals for this review.

Depending on the outcome of the advertisement, it is anticipated that the scheme will be introduced during 2020/21 financial year after the Traffic Regulation Order has been signed and sealed. 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.

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>There are no parking issues within the turning circle in Balmoral Close. Putting in yellow lines will just mean visitors park outside number 2,3 and 12, 13 narrowing vehicle access to get into the cul de sac. Just a complete waste of tax payers money. Instead why not retarmac the pavement around the turning circle which is crumbling and even though reported to the council no acknowledgement was ever received.</p>	<p>Thank you for your comments.</p> <p>This particular proposal had been requested during the initial phase 4B review, and which is why it has been included within this second consultation.</p> <p>As explained within the ‘future programme’ section of this report, there will be one site removed from this second consultation and will not be put forward to overall scheme review. Please refer to the comments made, to understand why this proposal has been abandoned.</p> <p>To your comments made concerning resurfacing, I can only advise that you follow up your request by emailing the</p>

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	<p>councils Highway Maintenance team, via StreetCare@southglos.gov.uk so that they can review and provide you with an update accordingly.</p>
<p>I strongly object to the addition of restricted parking in Balmoral Close, this will directly affect me as this is and has been in the past a parking space, I am retired and this is where I park, it causes no obstruction to any visiting vehicles and feel that a household within the cul de sac may have a personal reason for requesting this, I note that no other yellow lines are being installed in any other cul de sac on this side of the estate so I feel we are being victimised, I would also like to know what negative effect this will have to the value and saleability of my property as I would not buy a house with yellow lines outside. If you are trying to stop parkway station parkers then no parkway station vehicles park in Balmoral Close.</p>	<p>Thank you for your comments.</p> <p>This particular proposal had been requested during the initial phase 4B review, and which is why it has now been included within this second consultation.</p> <p>As explained within the ‘future programme’ section of this report, there will be one site removed from the overall scheme review. Please refer to the comments made, to understand why this proposal has been abandoned.</p>
<p>Having lived in this property for 10+ years, we have seen how well used the gap in the double yellow lines directly opposite our property are used throughout the day, and they do not cause us any problems. Therefore, we do not oppose them remaining rather than the space being no parking. The biggest issue we witness is the lack of "policing" of the double yellow lines around the entire area, particularly from parents parking during school drop-off/pick-up and those using the shops and other services. Should less ability to park within the area be rolled out, on what we deem to be safe stretches of road, we can only envisage that there will be a rise in "illegal" parking by individuals, which could lead to a more hazardous road environment. Essentially opening up the road on both sides by not having parked cars will no doubt lead to increased speeds as visibility of pavements etc will be better leading to a false sense of security for drivers who already drive too quickly at this end of the road.</p>	<p>Thank you for your comments.</p> <p>Following a significant amount of support for the proposal that you’re referring to, it has been recommended to proceed and include this site to the next stage of the overall review.</p> <p>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.</p>
<p>I still think that Yellow lines should also be added to the junction of Samian Way Leading into Constantinne Ave, Definitely waiting restrictions as a minimum, school opening closing times essential, this would also restrict all day parking</p>	<p>Thank you for your comments.</p> <p>There was no clear request for waiting restrictions to be considered on the junction of Samian Way during the initial consultation, which is why a proposal was not included within this second consultation.</p>
<p>I currently live at (<i>information removed for data protection purposes</i>) and have had a double drive drop kerb put in due to parking costing me in total £8,000 iv noticed on the double yellows you have taken it to half of number 5 my neighbour so between that and my double drive there's not enough room for a car to park which I think I'm going to have trouble with people parking over it again.</p>	<p>Thank you for your comments.</p> <p>As explained within the ‘future programme’ section of this report, there will be one site removed from the overall scheme review. Please refer to the comments made, to understand why this proposal has been</p>

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<p>Is there any chance it could go to the lamp post where my drive starts or past my drive (<i>information removed for data protection purposes</i>)</p>	<p>abandoned.</p>
<p>Arising from these further parking restrictions in Sandringham Rd and Buckingham Drive, I fear that commuter parking may be displaced to Britannia Crescent.</p>	<p>Thank you for your comments.</p> <p>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, visibility and access for all road users and pedestrians. Therefore, it is determined that displacement of parking will not significantly impact residents.</p>
<p>A lot of the roads where the proposals are suggested are cul de sacs and there are never enough parking spaces for the residents at present. Whilst recognising the need for more access, I feel the motorist is constantly being squeezed and parking is restrictive enough without any further yellow lines being placed.</p> <p>I also feel that the letter when it was sent should highlight the fact that yellow lines are at the core of the proposals rather than having to go on line - Not everyone has this facility and I feel that some people are being left out by the lack of information given on your letter.</p>	<p>Thank you for your comments.</p> <p>As explained within the statement of reasons, the purpose of this second consultation is to consider the additional waiting restrictions that have been requested throughout the initial phase 4B consultation.</p> <p>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, visibility and access for all road users and pedestrians.</p> <p>The consultation letter that is sent out to notify residents/members of public of the consultation provides sufficient information on how people can make comment and respond to the consultation. There is a link and QR code that directs people to the online consultation page, whilst also providing an alternative option for residents/members of public to request a paper copy of all information and questionnaire to complete.</p>
<p>Think double yellow lines opposite 79/83 Radcliffe drive , would cause parking to the opposite side , would be better to have a restriction between 9.00 and 3.30 of a hour which will tie in with school times and residence leaving and returning from work also visitors for residence .</p>	<p>Thank you for your comments.</p> <p>Following a significant amount of support for the proposal that you're referring to, it has been recommended to proceed with the proposed double yellow lines and include this site to the next stage of the overall review.</p>

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Inset 2.

This has been an ongoing issue with the residents at this specific location.

At (*information removed for data protection purposes*), if there are visitors to these addresses, there is often nowhere for them to park, owing to station parking. It is also a fact that the residents of (*information removed for data protection purposes*) cannot easily alight from their driveways owing to the station parking that is opposite. Some parking inconsiderately, away from the curb line, and on an angle. Others on the pavement, stopping local wheelchair users (there are 2 that live in the top of the cul-de-sac) and people with pushchairs, to move onto the road. This is an issue along the length of Brins Close.

By simply extending the double yellow lines from the corner of 39, and adding a no waiting restriction along the road to 37, would alleviate any issues of long term parking, sometimes for upwards of 2 weeks at a time.

Heated discussions between residents and station users have already occurred and this is potentially a flash point if it continues.

This message is left regularly on cars that continue to park on the street:

"Dear Car Owner/Driver,
Thank you for taking the time to read this.
There is a car park for the station and as a result of your parking here, you are impacting on our homes.
Our friends and families, some of which are old and infirm, have to park away from our houses as you have parked here.
Many properties are being redeveloped, and as a result of your vehicle being here, tradespeople are having to work around you, which takes time and in the long term costs us more money.
Some of us work from home and our clients cannot park.

This is a polite request to please park either in the car parks provided, or in a non-residential area where the impact on our residential area will be minimal.

Thank you"

It's unfair and impacting on our daily lives.
Please hear our concern and help us.
Thank you for your time.

The issues encountered on Ratcliffe drive are only caused by commuters parking their car for the day and then waking to parkway Station or parents driving their children to St Michaels and clogging up the road. The residents do not cause issues and everyone has a familiar parking space on the road. There have been no issues while in lockdown as no commuters or school traffic have been active. I believe perhaps a residents parking permit scheme would be better as it would remove 75% of the vehicles that usually cause the issues. It's not the

Thank you for your comments.

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, visibility and access for all road users and pedestrians.

Therefore, consideration to extend the proposed restrictions as per your request would not be appropriate in this instance. It is felt that this section of road is sufficient to retain available on street parking for resident's visitors.

However, an amendment has been made to this proposal, as outlined within the 'future programme' section of this report.

Concerning pavement parking or obstruction, including obstruction of private accesses, I would advise that you contact the police via their non-emergency number 101 or their website: www.avonandsomersetpolice.uk who are able to enforce clear obstruction of this nature. The Council does not have the powers to enforce pavement parking or obstruction of the highway.

Thank you for your comments.

Limitation of scope and budget means engineers cannot consider additional measures such as a residents parking scheme within this review. Suggestions such as this will also only be considered when 50% of dwellings have no off street parking, i.e. a garage and/or driveway

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<p>road that's the issue. It's the non residents use of it.</p>	<p>available for one or more vehicles as outlined within the current residents parking policy; https://www.southglos.gov.uk/documents/Residents-Parking-Policy.pdf However, a review of the Residents Parking Policy is currently being carried out and this may change the rules where the Council can consider introducing residents parking in the future.</p>
<p>Ratcliffe Drive waiting times should be 0830 to 1600</p>	<p>Thank you for your comments.</p> <p>Following a significant amount of support for the proposal that you're referring to, it has been recommended to proceed with the proposed double yellow lines and include this site to the next stage of the overall review.</p>
<p>I have never had a problem parking outside of the property and do not wish for double yellow lines or limited timed parking, as this will prevent us from parking outside of our own houses.</p> <p>I did not have a chance to protest about lines outside of my own property as I have been living out of the area. Please add a late objection if possible to lines being painted outside of <i>(information removed for data protection purposes)</i>. I do not want them there as need the road space for vehicles.</p> <p>Thank you</p>	<p>Thank you for your comments.</p> <p>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, visibility and access for all road users and pedestrians.</p> <p>To your comments concerning proposals that were consulted on during the initial consultation, unfortunately, this consultation has now closed and late comments will not be considered at this time.</p>
<p>Thanks for the opportunity to comment.</p> <p>I am surprised that our road, Holyrood Close is not included at all in the scheme, although we still have consistent access issues which I reported to the Council as well as to my local Councillor with photos of proof of consistent illegal parking where the road becomes narrow and the Council has drawn "white lines" already. Because the road is narrow over the stream, cars tend to park on the pavement ignoring the "white lines" drawn by the Council. This is an obstruction to pedestrians as well as traffic. There is a pedestrian footpath which continues on the other side of the road, so when cars are parked on the pavement over the "white line", no pedestrians or those on wheel chairs can go through. I can provide photos which Brian Allinson already has, to prove what I am reporting. I hope our concerns are heard and the Council takes into consideration our road, Holyrood Close as well in this scheme.</p> <p>Thanks,</p>	<p>Thank you for your comments.</p> <p>As explained within the statement of reasons, the purpose of this second consultation is to consider the additional waiting restrictions that had been requested throughout the initial phase 4B consultation.</p> <p>I can confirm that there is a proposal for Holyrood Close at the location to which you describe, and will be included to the next stage of the phase 4b review.</p>

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<p>Please can you comply with GDPR. The last consultation you posted my address details with my responses - this is a breach of data protection. The council does appear to have a very poor/illegal approach to protecting the personal details of its residents.</p>	<p>Thank you for your comments.</p> <p>Please accept my sincere apologies for any errors where some personal details may not have been removed during the previous feedback report. Please rest assured that these errors have now been removed.</p>
<p>The plans to put double yellow lines on the corners of Chevening Close is an extremely good idea. People parking here make exiting and entering the close hazardous and difficult.</p> <p>It is increasingly common for commuters especially to dump their cars in these areas before walking to Parkway Station leaving the area hazardous all day and often all week.</p> <p>Also, people are parking on the pavement in these areas which makes it difficult for elderly folk and pushchairs to get by.</p> <p>This is an excellent proposal and the sooner it is done the better. Thank you.</p>	<p>Thank you for your comments.</p> <p>I would advise that you contact the police via their non-emergency number 101 or their website: www.avonandsomersetpolice.uk who are able to enforce clear obstruction of this nature. The Council does not have the powers to enforce pavement parking or obstruction of the highway.</p>
<p>I don't understand the logic to not put more widespread waiting restrictions on Brins Close. The road is often full with commuter cars accessing Parkway, making visibility much worse for pedestrians.</p>	<p>Thank you for your comments.</p> <p>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, visibility and access for all road users and pedestrians.</p> <p>The proposal contained within this second consultation for Brins Close, is deemed minimal and reflects the scheme objectives.</p>
<p>In Oxbarton I am of the view that the proposed waiting restrictions should be amended as follows:</p> <ol style="list-style-type: none"> 1) extend the double yellow lines on the left hand side as far as Knightwood Farm as this road is narrow & parked cars would restrict visibility when negotiating the bend in the road. 2) on the opposite side of the road there should be 'no waiting between times', single yellow lines between 08:00 & 18:00 for the same reason as above & there is quite a high volume of traffic using this road during the day but overnight parking could be allowed on one side of the bend. 3) there should be double yellow lines on both sides of the road, including the turning head, at the entrance to the Orchard to prevent restriction of view. 	<p>Thank you for your comments.</p> <p>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, visibility and access for all road users and pedestrians. Therefore, an extension to the proposed double yellow lines, with additional restrictions on the opposite side of this road will not be considered within this review.</p> <p>To your suggestion to include double yellow lines at the junction of The Orchard, I can confirm that no previous requests or concerns had been received to consider</p>

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	<p>this junction, and which is why it has not been included within this review.</p>
<p>I suggest that the proposal regarding Knightwood Road and Oxbarton is extended further into Oxbarton as far as the entrance to the path to the underpass to alleviate unreasonable parking on the bend of Oxbarton. This is a particular issue during school run times when some parents park in what I consider to be a selfish manner. It is a very tight bend, almost a blind bend, and parking frequently impairs visibility and requires drivers in either direction having to take to the incorrect side of the road,</p>	<p>Thank you for your comments.</p> <p>Please refer to the 'future programme' section of this report, where it explains that an amendment will be made to this particular proposal.</p>
<p>The existing double yellow lines at (<i>information removed for data protection purposes</i>) should be extended. Cars park very close to the end of the lines and often even over the end, partially blocking the driveway, especially at school times. This makes entry to end exit from my driveway difficult and my view is often obscured. This is a potential hazard when school children are crossing. Extending the double yellow line an extra metre each end beyond the existing should be considered.</p> <p>Thankyou</p>	<p>Thank you for your comments.</p> <p>As explained within the statement of reasons, the purpose of this second consultation is to only consider the additional waiting restrictions that had been requested throughout the initial phase 4B consultation.</p> <p>However, as your request is minimal and would not impact available on street parking, I will include a minor extension to the existing double yellow lines at either end of your driveway as requested.</p>
<p>Thanks for looking into this.</p> <p>I have complained several times about non resident parking blocking the road access before. I have lived here since the late eighties & seen a massive upturn in parking since the station parking became a pay to park. Most are reasonable but others park on pavements and sometimes park across access preventing anyone leaving or returning to their house. If no spaces or pavement is open they park on grass paths around the houses, this and pavement parking prevents your lads cutting the grass, collecting the rubbish, deliveries and even emergency workers passing due to the limited access let alone wheelchairs and prams using the paths. personally I would like to see it resident parking only but appreciate that costs as it has to be managed. Is it possible to be signed as resident only with a 4 hour max parking for non residents to deter commuters using it as a car park. It will also stop people using it as airport parking as some leave cars for a couple of weeks using the train and airport bus after parking up to save the airport parking charges. Also can the posts that rotted off in the nineties that prevented vehicle access to the grass paths adjacent to the railway line be replaced to prevent access to all but the council mowers.</p> <p>I agree with any attempt on preventing congestion but I am conscious every time this type of exercise is put in place it just moves it to a more ridiculous level by the sociopathic drivers who find even more problematic areas to use as parking spaces.</p> <p>I spent £2000 25 years ago to get planning and drop the kerb</p>	<p>Thank you for your comments.</p> <p>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, visibility and access for all road users and pedestrians.</p> <p>Consideration for limited waiting restrictions (i.e. 2 - 4 hours, no return within 4 - 6 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 exceeds the overall aim of this review. Therefore, this type of waiting restriction will not be considered at this time.</p> <p>To your concerns raised of vehicles parking and obstructing footways, I can only advise that you contact the police via their non-emergency number 101 or their website: www.avonandsomersetpolice.uk who are able to enforce clear obstruction</p>

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<p>and install a drive as access to my garage was normally blocked (and still is) only to now have trouble getting in and out due to antisocial parking. Sorry for the rant but it can be frustrating.</p>	<p>of this nature. The Council does not have the powers to enforce pavement parking or obstruction of the highway.</p> <p>Limitation of scope and budget means engineers cannot consider additional measures such as a residents parking scheme within this review. Suggestions such as this will also only be considered when 50% of dwellings have no off street parking, i.e. a garage and/or driveway available for one or more vehicles as outlined within the current residents parking policy; https://www.southglos.gov.uk/documents/Residents-Parking-Policy.pdf However, a review of the Residents Parking Policy is currently being carried out and this may change the rules where the Council can consider introducing residents parking in the future.</p> <p>To your request to replace existing bollards, I would advise that you send a direct request to the councils Highway Maintenance team via StreetCare@southglos.gov.uk so that the Highway Inspector for the area can review and pass to the appropriate team for action to prioritise accordingly.</p>
<p>The proposed yellow lines on the corners of the junction of Chevening Close and Buckingham Drive is a very sensible idea. At the moment parking on these corner areas makes driving in and out of Chevening Close considerably more dangerous than it should be because of reduced visibility. This is especially so with the number of cyclists using this area at rush hour times.</p>	<p>Thank you for your comments.</p>
<p>In my opinion, new yellow lines in Elizabeth Crescent may: Limit options for residents and their visitors to park legally; Do nothing to reduce parking by station users and other non residents; Lead to increased speed of vehicles passing 1-6 Elizabeth Crescent, because when cars are parked on both sides of the road the 'chicane effect' tends to reduce speeds very significantly; Potentially reduce the safety of pedestrians and playing children, especially those emerging from the pedestrian path adjacent to numbers 4 & 5, as a result of increased vehicle speeds; Increase noise as a result of increased vehicle speeds.</p>	<p>Thank you for your comments.</p> <p>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, visibility and access for all road users and pedestrians.</p> <p>It is deemed that this particular proposal reflects the scheme objectives, whilst still providing on street parking on either side of this road. It is also felt that the 'staggered' parking arrangement will create some form of traffic calming, and ultimately reduce the concerns of vehicle speeds on this short section of road.</p>

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<p>With respect to the proposed double yellow lines within the turning area of Balmoral Close. It should be noted that dropped kerb areas also exist halfway across No. 3 and across the whole of No. 4 (i.e. these are not shown on the current plans). This would mean that under the proposed scheme, cars could only park in front of the right side of No. 2 / left side of No. 3 plus in front of No. 12. With 2 cars parked in that way (i.e. as could very often be the case thanks to the proposed reduced parking elsewhere in Balmoral Close), this would produce the following consequences:</p> <ul style="list-style-type: none"> - it would be impossible for large emergency service vehicles to access most houses. - a car parked on the driveway of No. 12 could not easily reverse out because there is not enough "swing room". <p>It is therefore suggested that, in addition to the current proposal, either:</p> <ul style="list-style-type: none"> - the scheme be extended to include the aforementioned areas (i.e. thereby making the whole of Balmoral Close, "No Waiting") or - make one of the aforementioned areas "No Waiting". 	<p>Thank you for your comments.</p> <p>Just to confirm that when preparing plans for waiting restriction reviews, private driveway accesses/dropped kerbs don't necessarily need to be illustrated unless they are likely to be affected by proposals such as double yellow lines. Therefore, as there are no proposals being consulted on at the locations to which you describe, it was deemed not necessary to show this particular dropped kerb.</p> <p>As explained within the 'future programme' section of this report, there will be one site removed from the overall scheme review. Please refer to the comments made, to understand why this proposal has been abandoned.</p>
<p>I do not want double yellow lines in Chevening Close as it will be outside of my property.</p>	<p>Thank you for your comments.</p> <p>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, visibility and access for all road users and pedestrians.</p> <p>Therefore, as this proposal meets the scheme objectives and having received a significant amount of support for the proposal to be implemented, it has been recommended to proceed with the proposed double yellow lines and include this site to the next stage of the overall review.</p>
<p>I live in Oxbarton and fully support the proposals for double yellow lines on the corners of the junction of Oxbarton with Knightwood Road.</p> <p>Despite Knightwood Road being closed to vehicles turning left off the junction with the B4057 there are still instances of motorists turning into the closed junction. Double yellow lines will give motorists coming out of Oxbarton and turning left or right, better visibility to see such offenders as well as pedal cyclists approaching from the left.</p> <p>Double yellow lines on the right exiting Oxbarton will offer drivers a better opportunity to see cars approaching from the right which were previously hidden behind parked vehicles, including vans. It will also give motorists turning left into Oxbarton from Knightwood Road better visibility of cars from Oxbarton approaching the junction on the wrong side of the</p>	<p>Thank you for your comments.</p>

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<p>road due to their being forced to overtake cars parked on the roadside in Oxbarton between the green area and No1 Oxbarton.</p>	
<p>I basically agree with the addition of yellow lines at the junction of Chevening Close and Buckingham Drive as I recently had a delivery lorry that was unable to get into Chevening Close because of bad parking on these corners.</p> <p>As regards the rest of the additional proposals, I am fairly indifferent as they do not have any real impact on me.</p> <p>The proposals for additional parking restrictions need to be considered in conjunction with the original proposals as the proposed yellow lines at the junction of Chevening Close and Buckingham Drive are likely to push more cars to park in the T-head of Chevening Close. I would suggest the original proposal for Chevening Close should be slightly modified as shown in the attached diagram.</p> <p>This provides access protection for the SW corner of the T-head which was previously absent. It maintains protection for the 7 houses accessed by the SE corner whilst freeing up the space in the NE corner where no restriction is necessary. It basically replaces the KEEP CLEAR signs that were in these 2 corners prior to the road resurfacing with yellow lines which are more easily enforced whilst maintaining the existing 2 parking spaces in the T-head which do not cause any problem. This essentially maintains the status quo for the T-head but with the stronger enforceability of yellow lines.</p> <p>If the original proposals are not modified as above then the additional proposals give extra weight to the need for protecting the 7 houses in the SE corner as originally proposed. Substantial weight should be given to the SE corner due to the sheer number of houses (7) and cars (10+) that share access through this single point.</p> <p>Leaving the T-head with no restrictions would not only cause access problems but also make it very difficult for large delivery wagons and bin lorries to turn round where they currently reverse into the protected corners.</p>	<p>Thank you for your comments.</p> <p>As explained within the statement of reasons, the purpose of this second consultation is to consider the additional waiting restrictions that had been requested throughout the initial phase 4B consultation.</p> <p>I can confirm that the majority of proposals contained within the initial consultation, including a proposal on both sides of the turning area of Chevening Close, have been put forward to the next stage of the phase 4b review, as explained within the original feedback report.</p>
<p>I do not disagree with the principle of double yellow lines on the junction of knighthood road and Oxbarton, on the contrary I agree that there needs to be these yellow lines, however I believe that these have not gone far enough back into Oxbarton. This is a dangerous blind bend for vehicles coming out of Oxbarton and I believe the lines should be extended back to the footpath/ underpass access to huckley way in Order to give full visibility to vehicles in both directions</p>	<p>Thank you for your comments.</p> <p>Please refer to the 'future programme' section of this report, where it explains that an amendment will be made to this particular proposal.</p>
<p>The proposal to put a complete ban on parking near the junction of Oxbarton and Knightwood Road seems to be an</p>	<p>Thank you for your comments.</p>

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<p>unnecessary solution to no known problem. It is very rare for any cars to park in the areas proposed for restriction and, on the rare occasions when they do, they cause no nuisance.</p> <p>A possible consequence of the proposed restriction will be to cause cars to park on the South side of Knightwood Road and this has been the source of numerous problems in the past. When a vehicle is parked to the South side of Knightwood Road it causes a blind exit from (<i>information removed for data protection purposes</i>) driveway and this has led to near collisions with the numerous cyclists who travel SW along Knightwood Road. They move to the right having to pass the parked vehicles on the wrong side of the road thereby putting them in a blind spot of a vehicle leaving my property and turning right.</p> <p>There is also a similar risk to vehicles leaving The Orchard and turning left in a SW direction then having to move immediately to the wrong side of the road to pass a parked vehicle. This puts them at risk of a head on collision with vehicles leaving Oxbarton in a NE direction or vehicles travelling along Knightwood Road.</p> <p>The truth is, cars rarely park on either side of Knightwood Road near the junction with Oxbarton and so any problems attributable to parked cars are rare. Creating no waiting areas at the junction of Oxbarton with Knightwood Road would therefore solve no known problem currently but it could well create a new problem with potentially serious consequences.</p> <p>In summary, it is an unnecessary expense with no clear benefit.</p>	<p>This particular proposal had been requested during the initial phase 4B review, and which is why it has been included within this second consultation.</p> <p>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, visibility and access for all road users and pedestrians.</p> <p>Therefore, as this proposal meets the scheme objectives and having received a significant amount of support for the proposal to be implemented, it has been recommended to proceed with the proposed double yellow lines and include this site to the next stage of the overall review.</p>
<p>Proposed changes on Elizabeth Crescent will make the road safer.</p>	<p>Thank you for your comments.</p>
<p>Please ensure the yellow lines are put in place on Elizabeth Crescent. Having been a resident in that area for the past 5 years the parking is dangerous. In particular it stops access to emergency vehicles such as a fire engine to over 20 houses.</p> <p>In addition, it regularly has cars parked on the curb which blocks the pavement and cycle path.</p> <p>Also, there has been an increase in the use of the cycle path for parking of mopeds and other vehicles outside (<i>information removed for data protection purposes</i>) for the past 3 years which blocks the path for those with child pushchairs or adult wheelchairs. Forcing them to use soft verges of residents gardens to get by. Please ensure the occupants of (<i>information removed for data protection purposes</i>) are reminded of the rules of parking motorized vehicles on cycle path.</p>	<p>Thank you for your comments.</p> <p>Following a significant amount of support for the proposal that you're referring to, it has been recommended to proceed and include this site to the next stage of the overall review.</p> <p>Concerning pavement parking or obstruction, including obstruction of private accesses, I would advise that you contact the police via their non-emergency number 101 or their website: www.avonandsomersetpolice.uk who are able to enforce clear obstruction of this nature. The Council does not have the powers to enforce pavement parking or obstruction of the highway.</p>
<p>I am concerned that the double yellows along Ratcliffe Drive will lead to commuters on their way to Parkway Station parking inside Belmont Drive and Lamord Gate as well as other</p>	<p>Thank you for your comments.</p> <p>The objectives of this review is to</p>

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<p>surrounding cul de sacs.</p>	<p>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, visibility and access for all road users and pedestrians.</p> <p>Following a significant amount of support for the proposal that you're referring to, it has been recommended to proceed with the proposed double yellow lines and include this site to the next stage of the overall review.</p>
<p>At present, there is frequently parking on the street on the left hand carriageway as you approach the junction of Oxbarton with Knightwood Road (area A marked on the attached plan). The effect of this is that drivers exiting Oxbarton have to move to the wrong side of the road on what is a severely blind bend. Drivers entering Oxbarton are also blind sided by the corner, creating a significant hazard of a head to head collision. I would suggest that there should be double yellow lines in the area I have marked A (where people currently park) and complementary lines on the opposite side of the road (area marked B), to avoid people parking there if there are double yellow lines at A.</p> <p>This 'high risk area' is further affected by the footpath exit I have marked because people frequently choose to cross diagonally from the end of the footpath to the opposing pavement, effectively bringing them onto the wrong side of the carriageway and into the path of vehicles entering Oxbarton.</p>	<p>Thank you for your comments.</p> <p>Please refer to the 'future programme' section of this report, where it explains that an amendment will be made to this particular proposal.</p>
<p>The proposed changes for Ratcliffe Drive are excellent and in my opinion will improve road safety along that part of Ratcliffe Drive immeasurably. Many thanks for the proposal it looks excellent.</p>	<p>Thank you for your comments.</p>
<p>Some of the residents of Balmoral Close park their Vehicles on the road outside of their property as they do not have space within the boundary of their property to park (for example second car is parked on the road) my concern is by placing yellow lines outside of these properties the residents of Balmoral Close may have to park in Sandringham Road this will make it even more difficult for the residents of Sandringham Road Opposite the junction of Balmoral Close to park we already have a high volume of vehicles parking along this part of Sandringham Road for the Parkway Railway Station this is Seven Days a Week, Many of these Railway Parker's are parked for a Week & sometimes up to Three Weeks in Sandringham Road, Some of the Residents of both York Close & Lancaster Close also park in Sandringham Road which ads to the issues caused by the Railway Parker's, additionally Thrifty Vehicle Rentals Pathway have started to use Sandringham Road as a Business Car Park to store Vehicles that are Not on hire again adding to the parking issue in Sandringham Road.</p>	<p>Thank you for your comments.</p> <p>As explained within the 'future programme' section of this report, there will be one site removed from this second consultation and will not be put forward to overall scheme review. Please refer to the comments made, to understand why this proposal has been abandoned.</p>

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My concerns are that you are not solving the parking problems in Stoke Gifford, just moving them to other roads close to Parkway Station.

Commuters park in the nearby roads to avoid paying parking costs at the detriment of local families who sometimes need to park to go to the local shops and drop off school children.

Before lockdown, we regularly had commuters parking their cars outside our house for several days at a time. This causes poor visibility for residents reversing from their drives and difficulty for services vehicles to access our street, often needing them to park on the pavements.

The easy solution to this is to put restricted parking signs in these streets as there already is in North Road.

I also feel that before any recommendations are put in place there should be a public meeting to allow local people to have their concerns answered.

Thank you for your comments.

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, visibility and access for all road users and pedestrians.

Consideration for limited waiting restrictions, similar to what is currently present on North Road (i.e. 2 - 4 hours, no return within 4 - 6 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 exceeds the overall aim of this review. Therefore, this type of waiting restriction will not be considered at this time.

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