



Little Stoke Lane near Clay Lane and Station Road - Proposed waiting restrictions Feedback Report November 2014

Purpose of the report

This report is to feedback the results from the recent consultation on the proposal to introduce waiting restrictions in Little Stoke Lane near Clay Lane, Clay Lane and Station Road, Stoke Gifford. The report has the following sections:

- Background
- Feedback from the consultation
- Future programme

Background

Funding has been allocated to review existing parking in Little Stoke Lane near Clay Lane, Clay Lane and Station Road.

There have been a number of requests from local residents and businesses for waiting restrictions to tackle parked vehicles causing access and exit problems. The parking is generally associated with sporting events at weekends and Patchway Station. Discussions with the local Members and the Parish Council have also raised a number of issues.

A review of the existing situation has identified that the introduction of waiting restrictions could facilitate a better use of the available kerbside, and improve access and sight lines for motorists and pedestrians.

The purpose of Scheme is to improve traffic flow, improve junction sight lines at junctions and where pedestrians cross, increase available parking in areas where this is possible and improve access.

The proposed scheme will involve

- replacing existing advisory keep clear markings with no waiting at any time restrictions (double yellow lines) on sections of Station Road
- introducing no waiting at any time restrictions (double yellow lines) on sections of: Station Road, Clay Lane, Little Stoke Lane, and at junctions with Brockley Close, Tetbury Close and Gipsy Patch Lane
- introducing no stopping at any time (Bus Stop clearway) on Little Stoke Lane
- introducing limited waiting, 1 hour no return within 1 hour, Mon - Sat, 12pm – 2pm on sections of Station Road.

Feedback from consultation

Consultation material was forwarded to all frontages potentially affected by the proposed waiting restrictions and consultation notices were posted on lighting columns in the local vicinity. A total of 21 responses were received that are detailed in Appendix A along with Officer comments.

Future Programme

Following this consultation it has been decided to proceed with the formal advertising of the proposed scheme with the exception of the waiting restrictions at the junction of Little Stoke Lane/Brockley Close.

The next stage will be for South Gloucestershire Council to formally advertise the Traffic Regulation Order for this proposal. This will provide an opportunity for people to formally support or object to the proposed scheme.

Depending on the outcome of this advertisement period, it is anticipated that works will begin on site shortly after the Traffic Regulation Order has been signed and sealed. However, if objections are received during the advertising period South Gloucestershire Council will be required to take a report to the Planning, Transportation and Strategic Environment Committee for a decision on how to proceed.

APPENDIX A

Comments received at initial consultation stage	Officers comments
<p>This is not a smart idea. The proposed restrictions near the station and along station road will displace current commuters/parkers and they will seek out parking spots in local residential roads. I would expect this to definitely upset residents.</p> <p>Raises the issue of the collapsed footway on Station Road and asks when this is going to be repaired!!! Also requests an estimate of the number of remaining car parking spaces if the proposal goes ahead.</p>	<p>The waiting restrictions have been proposed to control parking along Station Road and remove parked vehicles from locations that are unsuitable.</p> <p>These measures will help to improve the flow of traffic along Station Road and still allow parking for approximately 20 - 25 vehicles in the vicinity of the station.</p> <p>Roads further away from the station will have areas where it is suitable to park without causing issues to residents or affecting the flow of traffic.</p> <p>The work to repair the damaged footway is currently out to tender. The complexity and cost of this repair work will require it to be spread over a number of years.</p>
<p>I along with the Parish Council have strongly supported the need for improvements to be made to the existing station on site parking arrangements which could and should be improved especially as we move to electrification and improvements to the rail infrastructure throughout this area.</p>	<p>Negotiations are currently taking place between South Gloucestershire Council and First Great Western with regard to temporarily extending the existing car park during proposed network infrastructure improvements. If this proceeds, the possibility of it becoming a permanent extension would be a matter for further negotiation.</p>
<p>I fully understand the request from residents for extra restrictions. One way to reduce congestion would be to increase dedicated parking spaces for Patchway Station. There are very few spaces there.</p>	<p>Negotiations are currently taking place between South Gloucestershire Council and First Great Western with regard to temporarily extending the existing car park during proposed network infrastructure improvements. If this proceeds, the possibility of it becoming a permanent extension would be a matter for further negotiation.</p>

<p>I agree that at certain times of day or on particular days of the week there can be the issues stated, but I think implementing some of the proposals will just push the problem somewhere else.</p> <p>Concerned about commuters simply being moved to neighbouring residential streets and concerned about introducing waiting restrictions outside the waste centre as people need to wait here at busy times, will they not be allowed to?</p>	<p>The waiting restrictions have been proposed to control parking along Station Road and remove parked vehicles from locations that are unsuitable.</p> <p>These measures will help to improve the flow of traffic along Station Road and still allow parking for approximately 20 - 25 vehicles in the vicinity of the station.</p> <p>Roads further away from the station will have areas where it is suitable to park without causing issues to residents or affecting the flow of traffic.</p>
<p>Whilst it is true that there are generally vehicles parked between the station and the bridge before the refuse site, a significant number of them are associated with either the business itself or employees of the builders yard and taxi company so if the businesses are concerned about parking then it is within their own control to address to a large extent.</p> <p>The government are trying to encourage sport and commuting by train so why are we trying to make this more difficult?</p> <p>To conclude if there is no alternative parking available to maintain the passenger usage of the station and for sports people to peruse their hobbies then I have no objection to the proposal.</p> <p>However I do feel that any funding available would be better directed to imposing a weight restriction on Station Road and carrying out remedial work to the subsidence area on the footpath</p>	<p>The waiting restrictions have been proposed in locations that have been identified by local residents, businesses, Parish Council and the local Members as suffering from problems caused by parked vehicles.</p> <p>The waiting restrictions have been proposed to control parking along Station Road and remove parked vehicles from locations that are unsuitable.</p> <p>There is an existing 7.5 Tonne environmental weight limit in place on Station Road which, as with all environmental weight limits has an exemption for access.</p> <p>The work to repair the damaged footway is currently out to tender. The complexity and cost of this repair work will require it to be spread over a number of years.</p>

<p>I am writing to place my objections. I am a user of Patchway Station on weekdays and sometimes need to drive and park at the station. These proposals would discourage use of the station and where people need to drive to the station, will force people to park on surrounding residential roads.</p> <p>Having used the station for 18 months since moving to the area, I have never noticed a problem with the way people park. Cars are parked in the few spaces provided and then down one side of the road leaving ample room for the road to be usable without obstruction.</p> <p>The major obstruction on station road is the subsided footway. If as you say the proposal is mainly to tackle weekend sport parking why not limit the restrictions to weekends only.</p>	<p>These measures will help to improve the flow of traffic along Station Road and still allow parking for approximately 20 - 25 vehicles in the vicinity of the station.</p> <p>The proposed restrictions aim to control the parking along one side of Station Road in the vicinity of the station, introducing suitable breaks in the row of parked vehicles to allow vehicles to pull in and avoid oncoming traffic.</p> <p>The work to repair the damaged footway is currently out to tender. The complexity and cost of this repair work will require it to be spread over a number of years.</p>
<p>I am writing to register my objections to the DYL along station road, specifically around Patchway train station. I feel that this proposal is discouraging commuters from using public transport to get to/from work.</p> <p>The current car park is inadequate and full by 8am. The removal of available parking spaces along the road side will result in commuters and other rail users parking in surrounding residential areas.</p> <p>Are there any plans to expand the current car park if the parking on the road is removed?</p> <p>As no houses border station road I feel that the DYL are unnecessary on both sides of the road. I understand that parking restrictions may be necessary</p>	<p>The waiting restrictions have been proposed to control parking along Station Road and remove parked vehicles from locations that are unsuitable. These measures will help to improve the flow of traffic along Station Road and still allow parking for approximately 20 - 25 vehicles in the vicinity of the station.</p> <p>Roads further away from the station will have areas where it is suitable to park without causing issues to residents or affecting the flow of traffic.</p> <p>Negotiations are currently taking place between South Gloucestershire Council and First Great Western with regard to temporarily extending the existing car park during proposed network infrastructure improvements. If this proceeds, the possibility of it becoming a permanent extension would be a matter for further negotiation.</p> <p>The proposed scheme aims to control the parking along Station Road, allowing parking in those locations where it is suitable and removing it from areas</p>

<p>around the junction with clay lane and the businesses but not along the entire length of station road.</p> <p>Perhaps funds could be better spent repairing the footway opposite the taxi company.</p>	<p>where it is not.</p> <p>Limiting the restrictions to one side of the road could lead to problems caused by vehicles being parked in unsuitable locations</p> <p>The work to repair the damaged footway is currently out to tender. The complexity and cost of this repair work will require it to be spread over a number of years.</p>
<p>Your proposal will prevent parking outside our property. This will affect us considerably due to the lack of parking in Brockley Close.</p> <p>My wife is disabled and needs to park close to our house. I note that the two streets either side have no such proposed restrictions despite suffering from more sporting parking than us and I fail to understand why that should be.</p> <p>I would like to view the documents/complaints related with the proposed changes and would ask you to let me know how to achieve this.</p>	<p>Following objections to the proposed waiting restrictions at the junction of Little Stoke Lane/Brockley Close further site visits where undertaken to assess the existing parking in this area.</p> <p>Site visits where undertaken during the day as well as over a number of evenings and weekends and no vehicles were witnessed parking in this area on any occasion.</p> <p>It is therefore proposed to remove this length of proposed waiting restrictions from the current scheme.</p>
<p>I do not think that yellow lines in the area will be of benefit as people will just park in the nearby streets to use the train station as there is not enough parking for commuters.</p> <p>My main concern is the yellow lines proposed for Brockley Close where I live. We have no need for DYL as we do not have problems with parking at those points you have indicated on the drawing and I feel this could encourage people to park in the street and they will park opposite mine and my neighbours drives which will cause problems as we will be unable to get on or off of our drives.</p> <p>I also do not understand why you have singled out Brockley Close as the parking problems due to football/rugby in the park and Maple Close and Farley Close are nearer to the entrance and also have issues on these days but you are not proposing DYL, why?</p>	<p>Following objections to the proposed waiting restrictions at the junction of Little Stoke Lane/Brockley Close further site visits where undertaken to assess the existing parking in this area.</p> <p>Site visits where undertaken during the day as well as over a number of evenings and weekends and no vehicles were witnessed parking in this area on any occasion.</p> <p>It is therefore proposed to remove this length of proposed waiting restrictions from the current scheme.</p>

<p>I am writing to place my objections to the above scheme.</p> <p>I am a user of the station and feel that the proposals would discourage use of the station, and/or force people to park on surrounding residential roads when it is unnecessary to do so.</p> <p>I would suggest using some of the funding made available for this scheme is diverted to make repairs to station road as more and more of the road is falling in to the river opposite the garden centre.</p> <p>If it is felt necessary to implement any restrictions on station road I feel that they should be limited to one side of the road only. This should allow people to continue using the station but limit the perceived problems the garden centre faces.</p>	<p>The waiting restrictions have been proposed to control parking along Station Road and remove parked vehicles from locations that are unsuitable.</p> <p>These measures will help to improve the flow of traffic along Station Road and still allow parking for approximately 20 - 25 vehicles in the vicinity of the station.</p> <p>Roads further away from the station will have areas where it is suitable to park without causing issues to residents or affecting the flow of traffic.</p> <p>The work to repair the damaged footway is currently out to tender. The complexity and cost of this repair work will require it to be spread over a number of years.</p> <p>The proposed scheme aims to control the parking along Station Road, allowing parking in those locations where it is suitable and removing it from areas where it is not.</p> <p>Limiting the restrictions to one side of the road could lead to problems caused by vehicles being parked in unsuitable locations</p>
<p>I am unhappy at the need to add DYL on Clay Lane./Tetbury Close & Station Road as surely when sporting events take place where will all the cars park?</p> <p>I am concerned they will park in neighbouring side roads which will prevent local residents from parking outside their houses.</p> <p>Football parking is annoying but does not occur every weekend.</p>	<p>The waiting restrictions in this location have been proposed to remove parking from the junctions and from in front of pedestrian dropped kerbs.</p> <p>Vehicles should not be parked in this location as they could cause an obstruction to sight lines affecting drivers entering and exiting the junctions as well as potentially obstructing access to and from the footway for pedestrians.</p>

<p>Object to the proposal to place DYL along station road outside the station.</p> <p>As OAPs we find this very upsetting, presently we park on the road as the car park is full by 9am, if the restrictions come into force we will no longer be able to use this station to visit my sister in Cardiff.</p> <p>These restrictions will also have an effect on anyone using the station during the day for trips out or for commuting to work especially if the train companies no longer feel it's cost effective to stop at this station due to the falling numbers of users that these restrictions may cause.</p> <p>The restrictions could also force people to park in neighbouring residential streets causing problems that at present do not exist.</p>	<p>The waiting restrictions have been proposed to control parking along Station Road and remove parked vehicles from locations that are unsuitable.</p> <p>These measures will help to improve the flow of traffic along Station Road and still allow parking for approximately 20 – 25 vehicles in the vicinity of the station.</p> <p>Roads further away from the station will have areas where it is suitable to park without causing issues to residents or affecting the flow of traffic.</p>
<p>I am extremely concerned that the proposed changes will have a detrimental effect on the ability of commuters to use Patchway Station.</p> <p>If commuters are unable to park at Patchway they will have the choice of driving on to Parkway, adding passenger miles and emissions and worsening congestion along gypsy patch lane and the approaches to parkway.</p> <p>Alternatively they will need to drive to Bristol, Filton Abbey Wood or Cardiff which will export the problem elsewhere. My fellow commuters share my concerns over how this proposal has a negative impact on the environment.</p>	<p>The waiting restrictions have been proposed to control parking along Station Road and remove parked vehicles from locations that are unsuitable.</p> <p>These measures will help to improve the flow of traffic along Station Road and still allow parking for approximately 20 – 25 vehicles in the vicinity of the station.</p> <p>Roads further away from the station will have areas where it is suitable to park without causing issues to residents or affecting the flow of traffic.</p>
<p>Never having seen vehicles parked here causing a problem and regarding the need to encourage use of the station as the paramount consideration, I am against the imposition of any parking restrictions in Station Road, at least until the station car park is enlarged, if not permanently.</p>	<p>The waiting restrictions have been proposed in locations that have been identified by local residents, businesses, Parish Council and the local Members as suffering from problems caused by parked vehicles.</p>

<p>Stopping people parking here will not solve any problem, it will merely rearrange it, with the possibly highly undesirable negative effect of driving rail users back onto the already overcrowded local road system.</p> <p>A question I ask is who has complained and on what basis? Now what would be a good idea is a weight limit on station road.</p>	<p>The proposal is to control the parking along Station Road, ensuring that vehicles are not parked in unsuitable locations and to improve the flow of traffic along Station Road.</p> <p>There is an existing 7.5 Tonne environmental weight limit in place on Station Road which, as with all environmental weight limits has an exemption for access.</p>
<p>I object to the proposed parking restrictions.</p> <p>I use the station Mon-Fri and I have noticed that the number of rail users using the station has increased over the last 3-4 years. The implementation of these restrictions is not helpful.</p> <p>What needs to be done is to put pressure on the rail company to open up for parking the ground immediately adjacent to the existing car park facilities at Patchway. If the restrictions are put in place without this happening then the parking problem will only move from A to B.</p>	<p>Negotiations are currently taking place between South Gloucestershire Council and First Great Western with regard to temporarily extending the existing car park during proposed network infrastructure improvements. If this proceeds, the possibility of it becoming a permanent extension would be a matter for further negotiation.</p>
<p>Since the introduction of very high parking fees at Bristol Parkway and in the absence of sufficient free parking at Filton Abbey Wood, Patchway is the only means by which my wife is able to take the train to Cardiff, where she works. She already pays a substantial amount in rail fees.</p> <p>The current car park at Patchway is completely insufficient to handle the number of commuters who use the station. This results in on road parking in areas where there are no houses, causing minimal difficulty in my experience for vehicles travelling along the road past the station.</p>	<p>The waiting restrictions have been proposed in locations that have been identified by local residents, businesses, Parish Council and the local Members as suffering from problems caused by parked vehicles. The aim of the scheme is to control parking along Station Road, remove parking from locations that are unsuitable and improve traffic flow.</p>

<p>If the proposals for waiting restrictions are introduced before or without parking provision at Patchway station being improved, it will deprive my wife of being able to travel to and from her place of work economically.</p> <p>The problem with on road parking by vehicles at Patchway station results from a lack of sufficient free parking at both Filton Abbey Wood and Parkway, both of which should be improved prior to these proposals for waiting restrictions at Patchway being introduced.</p>	<p>Roads further away from the station will have areas where it is suitable to park without causing issues to residents or affecting the flow of traffic.</p>
<p>I am in complete favour of the lines proposed at the junction of Little Stoke Lane/Brockley Close.</p> <p>Cars continue to park on this corner, and in doing so obstruct the vision of cars leaving and entering the close, and they also block the footpath for pedestrians and people with prams.</p> <p>These lines would benefit many people in the Close and would be most welcome.</p>	<p>Following objections to the proposed waiting restrictions at the junction of Little Stoke Lane/Brockley Close further site visits where undertaken to assess the existing parking in this area.</p> <p>Site visits where undertaken during the day as well as over a number of evenings and weekends and no vehicles were witnessed parking in this area on any occasion.</p> <p>It is therefore proposed to remove this length of proposed waiting restrictions from the current scheme.</p>
<p>On looking at your scheme it is complete rubbish.</p> <p>You are adding DYL to where hardly anyone parks anyway but adding none where the problems are.</p> <p>Another needless constriction is caused by the collapsed footpath opposite the builder's yard. Do you ever intend to fix it?</p> <p>If the parkers are train users why don't you lobby network rail to open up some of their adjacent yard to parking.</p>	<p>The waiting restrictions have been proposed in locations that have been identified by local residents, businesses, Parish Council and the local Members as suffering from problems caused by parked vehicles.</p> <p>The work to repair the damaged footway is currently out to tender. The complexity and cost of this repair work will require it to be spread over a number of years.</p> <p>Negotiations are currently taking place between South Gloucestershire Council and First Great Western with regard to temporarily extending the existing car park during proposed network infrastructure improvements. If this proceeds, the possibility of it becoming a permanent extension would be a matter for further negotiation.</p>

I would request that it is essential to explore alternative options for parking with landowners of the 2 x plots of land situated on Station Road before decisions are taken to implement parking restrictions on Station Road.

The proposed restrictions will potentially have the effect of displacing parked vehicles onto the nearby residential streets within the nearby housing area of Little Stoke.

Please contact: Network Rail as they own land adjoining to Patchway Station the station commuters are responsible for most of the parked vehicles on the highway along Station Road.

South Glos Council also purchased a plot of land on Station Road that could be used to provide alternative reasonably priced parking to commuters.

There is an identified need for parking restrictions outside the patchway building supplies to facilitate loading and unloading of supplies connected to their business, South Glos Taxis and Riverside Leisure Centre.

A large section of pedestrian footway on Station Road collapsed into the adjacent brook, this area has been awaiting repair and must be repaired urgently as this is causing significant safety issues to both the public and commuting motorists.

The consultation has caused concerns to residents living in Brockley Close. Residents informed that they would be happy to have parking restrictions implemented on the corner of Brockley Close but would request that the bollards that were installed outside no. 43 be removed.

The waiting restrictions have been proposed to control parking along Station Road and to remove parking from locations that are unsuitable. Roads further away from the station will have areas where it is suitable to park without causing issues to residents or affecting the flow of traffic.

Negotiations are currently taking place between South Gloucestershire Council and First Great Western with regard to temporarily extending the existing car park during proposed network infrastructure improvements. If this proceeds, the possibility of it becoming a permanent extension would be a matter for further negotiation.

The work to repair the damaged footway is currently out to tender. The complexity and cost of this repair work will require it to be spread over a number of years.

Following objections to the proposed waiting restrictions at the junction of Little Stoke Lane/Brockley Close further site visits were undertaken to assess the existing parking in this area.

Site visits were undertaken during the day as well as over a number of evenings and weekends and no vehicles were witnessed parking in this area on any occasion.

	<p>It is therefore proposed to remove this length of proposed waiting restrictions from the current scheme.</p> <p>The Assess and Decide team have been made aware of the issues with the bollards.</p>
<p>I am totally against any plan to restrict parking by putting down DYL and waiting restrictions in Station Road and Clay Lane.</p> <p>I do not want to see these areas sanitized as this isn't the city centre.</p> <p>You should instead concentrate on providing adequate parking provisions particularly in the vicinity of Patchway Railway Station.</p>	<p>The waiting restrictions have been proposed to control parking along Station Road and remove inappropriate parking at its junction with Clay Lane.</p> <p>Negotiations are currently taking place between South Gloucestershire Council and First Great Western with regard to temporarily extending the existing car park during proposed network infrastructure improvements. If this proceeds, the possibility of it becoming a permanent extension would be a matter for further negotiation.</p>
<p>The proposed waiting restrictions are not what we were told would be proposed and indeed would prevent our business from operating.</p>	<p>Vehicles are able to park on the double yellow lines while in the process of loading and unloading.</p>