Purpose of the report
This report is to feedback the results from the recent consultation on the Emersons Green area waiting restriction review – Consultation 2 – Westons Brake Area.

Background
Funding has been prioritised by the Kings Forest Area Forum to review the current waiting restrictions in Emerson’s Green.

Following meetings and site visits with the local Councillors and review of requests received over the last 5 years, it is proposed to modify existing waiting restrictions and introduce new waiting restrictions which include:

• No waiting at any time (double yellow lines)
• Limited waiting during prescribed hours

The purpose of this scheme is to restrict dangerous areas of parking and maintain access currently hampered by indiscriminate parking, whilst ensuring that there is adequate parking provision for residents and visitors.

It is proposed to introduce no waiting at any time restrictions (double yellow lines) to cover junctions/accesses and areas where traffic parking can reduce visibility and impact safety. Also to introduce areas of limited waiting for anyone who is visiting Black Horse Pond, Westons Hill Play Area and Rushy Way Play Area.

Drawing reference
A general arrangement of existing on-street restrictions is shown on drawing T309-011-01, which covers the whole of the review area. The specific proposals for the Westons Brake area are shown on drawing T309-011-02.1

Consultation
Details of the proposals including a plan and statement of reasons were posted on the South Gloucestershire website. The Council sent letters advising of the consultation to all properties affected by the proposals. In addition, notices were posted and maintained in the area for the 3 week consultation period. Local members, the Town Council, emergency services and the School, amongst other statutory stakeholders were invited by email to view the consultation.
Feedback from the consultation
The online consultation drawing was viewed a total of 377 times. There were 78 individuals and organisations that responded to the consultation via the online questionnaire and 6 individuals that responded by other methods.

The comments received as part of the consultation have now been reviewed. The respondents were asked to fill out a questionnaire. Figures 1, 2, 3, 4, 5 and 6 show a summary of the questionnaire responses.

Respondents were asked the following questions:

1. Do you support the scheme as a whole (i.e. do you think that the Emersons Green area as a whole needs this review)? – The responses to this question are shown in Figure 1.

2. Did you read the feedback report from the first consultation – Emersons Green Waiting Restriction Review? – The responses to this question are shown in Figure 2.

3. Do you feel that you fully understand what is being proposed? – The responses to this question are shown in Figure 3.

4. Please state whether you agree or disagree with the proposals for each road within the area. (The respondents had the option to choose whether they agreed, partially agreed or disagreed with the proposals for Wick Wick Close, Rushy Way, Westons Brake, Quarry Way and Cynder Way). The responses to this question are shown in Figure 4.

5. Do you agree with the proposed limited waiting within the area? The responses to this question are shown in Figure 5.

6. If the respondent chose ‘No’ in the question above, that they didn’t agree with the proposed limited waiting, then they had to answer an additional question which was: On which road do you feel that there should not be limited waiting? The responses to this question are shown in Figure 6.

Figure 1:
Do you support the Scheme as a whole?

![Chart showing the number of respondents who support the scheme as a whole.]

Yes | No | Don’t Know
---|---|---
55 | 5 | 1
Figure 2:
Did you read the feedback report from the first consultation?
- No
- Yes - I read the section that applies to the road I live in
- Yes - I read the whole document

Figure 3:
Do you feel that you fully understand what is proposed?
- Yes, Somewhat
- Yes, Definitely
- No

Figure 4:
Please state whether you agree or disagree with the proposals for each road within the area.

Figure 5:
Do you agree with the proposed limited waiting within the area?
- Yes
- No
The comments received as part of the consultation have now been reviewed. The comments/concerns received are in appendix A. In light of the responses received at consultation there have been several changes made to the proposals. The amended proposed plan T309-011-02.1-Rev B can be found in appendix B as well as on the consultation site: https://consultations.southglos.gov.uk/consult.ti/EmersonsGreen_WRRC2_WestonsBrake/consultationHome

**Future Programme**

The proposal will be forwarded to the Councils Legal Team for statutory public advertisement and, subject to the responses to this advertisement, implemented in the 2017/18 financial year.
## Appendix A

<table>
<thead>
<tr>
<th>Comments received from the online questionnaire</th>
<th>Officer's response</th>
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</thead>
</table>
| **Limited waiting should be included along the whole of Rushy Way into the cul de sac. Weston's brake and quarry way and cinder way. The expansion of some businesses in the science park and trading estate has meant more people are parking in the residential development. Building work on the badminton road means more vans and cars are parking on corners and opposite driveways making it hazardous especially where children play.**  
**Do you agree with the proposed limited waiting within the area?** Yes – but should be extended | Thank you for your comments. Unfortunately we cannot stop people parking within the estate completely as this would only relocate the parking to other roads creating similar issues there and result in further restrictions being necessary. |
| The local roads have become dangerous as vision is severely restricted due to office workers from the adjacent business park using the estate to park their cars for the day. This is especially dangerous at the beginning and end of the school day. I also support this proposal in light of the care home nearing completion on badminton road, as people will inevitably spill onto the local roads when their car park is full. | Thank you for your comments. |
| The proposals cover the key areas which are currently blocked by dangerous and inconsiderate parking.  
There is not enough space in these areas for parking for any longer than a short period. The two hour restriction will help keep these spaces clear for visitors and park users. | Thank you for your comments. |
| I agree that the scheme does prevent dangerous parking on the corners of the roads and the narrow section but it will also create clear parking areas to be abused by commuters, as they will see the non marked areas as designated parking area. With a biased view this scheme will guarantee parking by commuters outside my house and my neighbours, which will mean when I return from work, I will have nowhere to park my car to move my wife's car off the drive to get mine in the garage. My wife needs her car on the so she can get our baby in and out of the car, which she can't do with her car in garage.  
I believe the other areas that will be left with no restrictions will be completely taken up by my commuters from the industrial park. Part-time restriction should be placed on all of the roads at different times on adjacent roads to allow short term visitor parking.  
Part-time restrictions are needed in between the no waiting areas.  
I agree that the areas shown to be no waiting must stay no waiting but additional areas should be covered between them, Monday - Friday, 8:00 - 18:00, 2 hours parking. | Thank you for your comments.  
Unfortunately we cannot stop people parking within the estate completely as this would only relocate the parking to other roads creating similar issues there and result in further restrictions being necessary. |
| I think residential parking is best way forward as it's going to impact on me very much.  
My driveway allows me to park ONE car. I park my car & my visitors park their cars to right of where our road comes out onto W.B. If you put lines to the right please advise me where I & my visitors are going to park as that’s the ONLY place we can park (on the road between my exit & no 12a).I can’t park around the back of my house at the start of Quarry Way as commuters & a resident (who has 2 empty driveway spaces | Thank you for your comments.  
A resident permit scheme was not offered as the Council policy is to offer a permit scheme when “Normally, 50% of dwellings have no off street parking, i.e. a garage and/or driveway available for one or more vehicles”. (The term “Normally” was inserted so that in the event that an area falls just above the 50% it could still be considered.) This area significantly exceeds the policy stipulation.  
Unfortunately we cannot stop people parking within the |
parks his two cars there all day & night). I agree with restricting the parking to the left of where our small road comes out as it forces us to pull out on on-coming cars.

I think that the limited parking is good idea by the pond and you should let us have residential parking permits or places for residents only such as my case (stated above). The council should provide adequate parking for commuters who are using our road as a car park. It will also get worse when the cars home opens, it's from placing yellow lines over the business park that's forced cars over to us!!.

We should all be given the choice of residential parking. Where will my visitors and trades people park when they come to see me if you put yellow lines by my house as there will be NOWHERE to park. Please re think!! Can you not amend the top of my road for myself and my visitors to park safely.

Do not want yellow lines infront of my driveway. It is totally unnecessary in this part of Quarry Way as there are only 7 houses and its a very quiet cul de sac going nowhere.

We do not want yellow lines crossing out driveway. There will be nowhere for tradesmen or visitors to our property to park except outside our neighbours property which is totally unfair to them. My Partner holds a disability parking badge and should be able to park outside her own home. It will become a restriction should we wish to sell the property and devalue the price. Only found out about this proposal because the Council placed a notice on the lamp post yesterday.

The entrance to Quarry Way is a very busy junction a deeds yellow lines BUT not directly over someones driveway.

We have sent in a letter addressed to Katie Myles (advised by council that she is the person who is coordinat the responses to the consultation) together with photos and diagram. Hopefully she will respond to this and report back with resolution in due course.

Letter was received and the respondents’ views will be taken into account but has not been published due to Data Protection.

Not all pinch points have been considered and there are still many available spaces for Workers of the Business Park can park during the day that will cause hassle for residents.

Please consider Limited Waiting time in the corner spaces of Westons Brake and Cynder Way and also road space available opposite numbers 41 & 43 Westons Brake. This makes it EXTREMELY difficult for both residents (ourselves and nieghbours) to use our drive when people park here ALL day.

I would like to see limited wait sign for the end stretch of quarry way (66-76) so that the parking problem is not moved to houses 66 -76 Quarry Way
I hope limited wait signs will prevent staff from the local Hospital. using us as a car park while at work

The proposals in consultation 2 will improve safety and stop parking of non-residents using Badminton Park estate as a parking zone and walking across the bridge to Emerald Park industrial estate. Safety is an issue at the end of Westons Brake onto Badminton road so yellow lines here are a must. If a
Comuters park very dangerously and also drive way too fast people are parking without consideration for residents

Office are leaving cars all day long, some on corners, which is causing a problem for everyone

I think the restrictions are sensible for safety and yet are flexible enough for residents and their visitors.

My concern with the proposed double yellow lines to the rear of our property is that there will be according to the map provided no parking restrictions on the other side of the road opposit our gates/ drive. If large vehicles are parked there, then that will restrict/obstruct our manoeuvring when leaving the property by car. Please take into account that our gates are designed to open outwards, restricting manoeuvrability even further. Non residents park in this area resulting in residents not being able to park near their homes. Often the road becomes an overspill parking facility for the Willy Wicket Pub.

Dangerous parking! unreasonable blockage of driveways, litter dropping from the vehicles, work vans parking without care and attention,

Using the road as a overflow car park for industrial estates nearby

This issue has been caused by lack of parking spaces supplied by the various companies on the industrial estate

too many cars parking on these roads. I have lived here 14 years, and have noticed more cars/vans, parking on the grassed areas next to the roads, and also more caravans/motorhomes being left on driveways, which is against the covenants, so can these problems be enforced too, please.

(The term “Normally” was inserted so that in the event that an area falls just above the 50% it could still be considered.) This area significantly exceeds the policy stipulation.

Unfortunately we cannot stop people parking within the estate completely as this would only relocate the parking to other roads creating similar issues there and result in further restrictions being necessary.

Providing more parking at Emerald Park is beyond the remit of this scheme.

The limited waiting is proposed for anyone who is visiting Black Horse Pond, Westons Hill Play Area and Rushy Way Play Area, 4 hours would limit the turnaround time of the bays too much and which will in turn limit the usage of the local parks.
<table>
<thead>
<tr>
<th>It is clear that the above roads are being used as all-day parking by building contractors working on local projects and also by workers on the business park on the other side of the ring road due to parking restrictions over there. This strain on the estate roads, particularly in those localities which it is proposed will be subject to restrictions, is dangerous and needs to be curtailed.</th>
</tr>
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<tbody>
<tr>
<td>Thank you for your comments.</td>
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<tr>
<td>These restrictions should have been in when the roads were originally adopted. Their implementation will significantly improve safety and convenience but policing of the restrictions will be required to ensure adherence to them. It would be greatly preferable if this restriction were extended to most of the roads. A means of preventing continuous damage to the paved drive apron ( verge) to my property would be nice. The damage is caused by most vehicles, particularly refuse vehicles, driving on it since the road is continuously obstructed by the resident opposite leaving a large vehicle parked in the road opposite my drive. Since the roadway is insufficiently wide to allow safe passage of vehicles without driving on the pavement, surely it must be unreasonable for (a resident)* to park there (he has planted a hedge along the grass verge outside his property thus precluding his parking with one side of the vehicle off the roadway). He seems the type of person who genuinely believes he owns the road outside his property and other peoples’, since he parks his company van such that it obstructs access similarly to other residents’ drives.</td>
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<tr>
<td>Thank you for your comments.</td>
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<tr>
<td>Wick Wick Close has very narrow roads. Opposite my drive there are no yellow lines proposed, all this means is that people will park there and I will never be able to get my car on/ off my drive. If I can't get my car on the drive then there is nowhere else to park. Also nowhere for visitors to park. The other roads do not affect me. Too many yellow lines leaves nowhere to park. I think that a residents parking permit scheme would work so much better in Wick Wick Close</td>
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<td>Thank you for your comments.</td>
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<tr>
<td>Double Yellow all the up Westons Brake main Road would stop people parking on grass verges.</td>
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<tr>
<td>Thank you for your comments.</td>
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The police should be contacted on 101 for:
- parking on the pavement
- obstruction

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*Name removed for data protection.
Steve Evans, Director for Environment and Community Services, South Gloucestershire Council,
Streetcare & Transport, Design & Operations Team, PO Box 299,
Civic Centre, High Street, Kingswood, Bristol BS15 0DR
Tel: 01454 868004 Email: TransportServices@southglos.gov.uk
www.southglos.gov.uk

| www.southglos.gov.uk, then report, then Parking Illegally or follow this link; http://www.southglos.gov.uk/transport-and-streets/parking/parking-enforcement-and-fines/illegally-parked-vehicles/ |
| Alternatively, to report a vehicle that is illegally parked please email parklegally@southglos.gov.uk or telephone 01454 868000 during office hours. |
| For example: |
| • parking on double yellow lines |
| • parking on a single yellow line when restrictions are in place |
| • parking over a dropped tactile kerb or any dropped kerb on a pedestrian footpath |
| The police should be contacted on 101 for: |
| • parking on the pavement |
| • obstruction |

i feel that thais may not go far enough to stop the daytime parking congestion.  
I feel that the daytime parking will be congested into a smaller area.  
I think that a limited waiting time would help to stop this problem as most workers park all day for the near by estate.  
I think that this should be as well as the no waiting areas but as above I think it would benefit to be extended the parking on the estate opposite westons brake is very limited in parking.  
Would it not be a good ideal to open some of the scrub land to be used as an overflow car park. this would help the problems in to areas

Thank you for your comments.  
Unfortunately we cannot stop people parking within the estate completely as this would only relocate the parking to other roads creating similar issues there and result in further restrictions being necessary.  
Whilst acquiring land and creating a car park is firmly beyond the remit of this scheme, local councillors and officers from the Council’s Transport Policy team have recently agreed to meet with local businesses in the near future to discuss strategic parking options for the area in the longer term.

Regarding Wick Wick Close there is concern that nuisance parkers who leave vans and cars all day while they go off elsewhere will probably continue to do so in the remaining unrestricted space, which is already limited to due the layout of the close and poor garage access in some residences. The pub overflow from the WillyWicket pub we have in evenings and at weekends would also probably push further into the cul de sac. Therefore would only work if restrictions are part of a residents parking scheme.

Thank you for your comments.  
A resident permit scheme was not offered as the Council policy is to offer a permit scheme when “Normally, 50% of dwellings have no off street parking, i.e. a garage and/or driveway available for one or more vehicles”. (The term “Normally” was inserted so that in the event that an area falls just above the 50% it could still be considered.) This area significantly exceeds the policy stipulation.

Have lived here for 5 yrs & never experienced dangerous parking - the money could be better spent  
It’s disappointing there is no neutral option as I cannot speak for the roads I do not use, but Quarry Way does not need parking restrictions. You cannot park on the pinch points anyway and haven’t seen dangerous parking in the 5 years I have lived here. Putting partial double yellows will only move traffic further along the road, not prevent it. The estate aesthetics would be spoilt by lots of paint and traffic signs everywhere. Put simply, this exercise seems pointless and the money would be better spent on

Thank you for your comments.  
There have been several complaints over the years that there are parking problems in this area. There was an initial consultation called Emersons Green waiting restriction review, which was open between 14th November 2016 and 5th December 2016, which can be viewed here: https://consultations.southglos.gov.uk/consult.ti/Emersons_Green_WRR/consultationHome  
Due to the huge response received and the vast majority of respondents asking for more restrictions than were originally proposed, we re-designed the proposals and re-advertised them. You can find the feedback report which includes the responses to the previous proposals.
<table>
<thead>
<tr>
<th>Other projects &amp; road repairs. In Quarry Way those spaces are used legitimately by residents and visitors. There has never been an issue for us with the spaces earmarked for limited waiting and restricting them will punish residents unfairly. As previously stated, I have never experienced issues with the spaces marked on the plans. I don't recall residents being made aware of the consultation prior to this point which is disappointing. I believe this money has been wasted and strongly oppose any parking restrictions on this residential estate. If you were to introduce restricted parking, then genuine residents &amp; their visitors should be given exception (at no cost) as this is what we paid for when we bought our houses.</th>
<th>by following the link above.</th>
</tr>
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<tr>
<td>These new plans will lead to motorist/visitors parking in other locations on this development which will cause people to park in more dangerous positions obscuring motorists clear vision around this area and may lead to accidents. This blocks spaces for visitors to the area I cannot understand why there is a need to put double yellow lines outside 89 Westons Brake as that part of the road is straight and if motorist parked there it would not cause any obstruction to anyone and visitors to the area often park there safely.</td>
<td>Thank you for your comments. The double yellow lines are proposed outside number 89 Westons Brake because it is a sharp bend with poor visibility, also to reinforce rule 243 of the highway code which clearly states that you should not stop or park on a bend.</td>
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<tr>
<td>Parking on these roads causes obstructed views of oncoming traffic.</td>
<td>Thank you for your comments.</td>
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<tr>
<td>Having witnessed the parking that takes place in Rush Way and Weston's Brake during the week the restrictions proposed appear sensible although need to be extended to adjoining roads like Quarry Way otherwise will risk moving the problem elsewhere The restricted parking proposal needs to be a suitable deterrent otherwise I would recommend a full residents parking zone</td>
<td>Thank you for your comments.</td>
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<tr>
<td>Rushy way near to junction with Westons brake gets full of parked cars during office hours, forcing you to have to drive on wrong side of the road approaching the junction and also leaving this corner blind to incoming traffic. Agree with limited waiting as this will deter office staff from across bridge from taking these spaces all day and will keep them free for local residents to use for access to the park/pond/open space. Also local parents would be able to park safely to assist their children to the local primary school. Although I agree with the proposal, I do worry that the restrictions will impact on other parts of the residential area locally. For example I feel the time restrictions</td>
<td>Thank you for your comments. Limited waiting bays were not proposed outside 142-144 and 79-81 Westons Brake because these bays are not close to any of the parks where people would need to park for a short period of time. Lifting any of the restrictions in the Emerald business park is not an option as this could cause dangerous parking and obstruct the flow of traffic. The Council are only proposing the minimum restrictions required to allow access for HGVs and keep junctions clear by converting the existing advisory keep clear markings and proposing new double yellow lines around the junctions.</td>
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<td>should also be applied to the parking bays outside of 142 and 144 Westons brake and 79 &amp; 81 Westons brake. I feel that the issues around parking in the Westons brake area would be eased by lifting some of the parking restrictions in the emerald business park area.</td>
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<td>Thank you for your comments.</td>
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<tr>
<td>No need for double yellow lines, except where the entry to the estate is, adjacent to the ponds. No need for restrictions on quarry way. Parking areas are used by residents Restrictions would effect residents too much, especially those who work shifts and are home during the day Complete waste of money &amp; time.</td>
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<td>Thank you for your comments.</td>
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<td>Should continue the double yellow lines further into wickwick close as cars park on the bend making it difficult to get past and cars drive into cul de sac fast which makes it dangerous for pedestrians crossing round with restricted view</td>
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<td>Thank you for your comments.</td>
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<td>In the westons break /quarry way area, it is not on a bus route &amp; parking has not caused a problem. parking not a major problem in this area. no consideration has been given to 2+ car families &amp; resident's visitors. I appreciate this was proposed to prevent office workers parking, but the residents will be the ones to suffer.</td>
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<tr>
<td>Thank you for your comments.</td>
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<td>But I do not think that the proposals go far enough. For example, when vehicles are parked on Quarry Way (alongside the wall abutting 14 Westons Brake, 1 &amp; 3 Quarry Way), this stretch of road is effectively turned into a one-way street. This it is not unusual for vehicles travelling in opposite directions to confront each other, forcing one of them to reverse. A similar problem occurs when trying to exit the estate when vehicles are parked outside 11 &amp; 12 Westons Brake. These issues are not resolved by the proposals But I would go further and make it apply to the whole of this map, unless the vehicle is displaying a resident's parking permit. The estate was designed to provide all residents with 2 defined parking places meaning that genuine visitors would park on the road. The previous consultation highlighted problem with workers using the area as a free car park, and ditto to people visiting the NHS treatment centre. This proposal removes dangerous parking but does not solve the problem fully.</td>
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<td></td>
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<tr>
<td>My previous comments highlight issues not solved by this proposal: ongoing unrestricted parking in the rest of the estate turns roads into one-way streets or slalom courses, makes it awkward for residents to turn onto and leave their property and creates big problems for large vehicles needing access such as: removal/delivery vans, refuse</td>
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| Collectors, residents with caravans/motorhomes and god-forbid, fire engines. The problem will only get worse when metro bus is operational and the streets will fill with vehicles from Yate etc who will not be bothered to navigate two further roundabouts to use the new Park & Ride. I'd recommend a RPZ as the best solution. If an RPZ is not implemented, double yellows should be painted on one side of every road as an absolute minimum. We recently had an incident when we could not progress along Quarry Way in our motorhome due to thoughtless parking of two waste of money. 3 car house holds. trade maintenance vans etc it's not broke don't fix it not had a problem parking in 15 years, but may in future create more parking on trading estate why should residents and visitors suffer?

| Thank you for your comments. |

| I feel it will restrict people being able to park and visit family in the roads proposed. In Westons Brake outside no.89 does not have to have "no waiting". This will restrict visitors parking. Also no one parks on the corners so no need to have double yellows there. As we live in a cul-de-sac there is not a parking problem. I feel by having the proposed changes this will push the problem somewhere else either into another road or outside someone else's house. The worst problem is in Rushy way on one side of the road where people are clearly parking there all day to go to work. So perhaps restrictions on this road could be put in place. If people are determined to park they will. If this restricts people parking all day it's a good idea. |

| Thank you for your comments. The double yellow lines are proposed on the corners in Westons Brake because they are sharp bends with poor visibility, also to reinforce rule 243 of the highway code which clearly states that you should not stop or park on a bend. |

| The Waiting times in parking areas what if you live here & work nights so your car is in a parking ? Stop the parents dropping there children from parking there & mainly the workers in Emerald park that would stop all the problems straight away. Speak to Blackhorse school & busniess in Emerald park. Myself & my son work nights so where can we park during the day???????????How about parking permits for residents FOC. As above I work nights so where do I park |

| Thank you for your comments. Unfortunately we cannot stop people parking within the estate completely as this would only relocate the parking to other roads creating similar issues there and result in further restrictions being necessary. You and your son can park on your double driveway, in your garage or on the road outside your house where there are no restrictions. A resident permit scheme was not offered as the Council policy is to offer a permit scheme when "Normally, 50% of dwellings have no off street parking, i.e. a garage and/or driveway available for one or more vehicles". (The term "Normally" was inserted so that in the event that an area falls just above the 50% it could still be considered.) This area significantly exceeds the policy stipulation. |

| This proposal will not stop workers from Emerald Business Park from using the estate as a car park. There will also be people parking from the Residential Home when built. Yes but it needs to be extended to other areas of the estate. |

<p>| Thank you for your comments. Unfortunately we cannot stop people parking within the estate completely as this would only relocate the parking to other roads creating similar issues there and result in further restrictions being necessary. |</p>
<table>
<thead>
<tr>
<th>The main issue is the use of the estate as a car park. This is what needs to be addressed not just dangerous or inconsiderate parking.</th>
<th>Thank you for your comments.</th>
</tr>
</thead>
<tbody>
<tr>
<td>All but Wick Wick Close seem fair and logical. Unless I have misunderstood, the houses within the cul-de-sac may be negatively affected. My one concern is that these people parking on junctions may now find other places to leave their cars which may encroach on people’s driveways etc.</td>
<td>Thank you for your comments.</td>
</tr>
<tr>
<td>I do not believe the areas for parking restrictions will resolve the parking issues experienced by the residents as the majority of parking problems are from individuals working on the industrial estate, a parking restriction of 8am - 6pm Mon - Fri would contribute a partial solution to the parking issues experienced by residents. I believe some of the proposed areas for double yellow lines are not required e.g. Rushy way 'convergent' or the corner near 21 Rushy way as I have not experienced any parking issues here. On the other hand areas that DO HAVE parking issues are to remain free of any parking restrictions?</td>
<td>Thank you for your comments.</td>
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<tr>
<td>I think the yellow time restricted zones should cover the entire estate to stop the problem being pushed on down the street. Residents should be provided with car stickers which will override the restriction. This should be extended How/ who will this be monitored and restrictions implemented.</td>
<td>Thank you for your comments.</td>
</tr>
<tr>
<td>Rushy Way/Westons Brake: Agree with proposed restrictions and think that in some cases the restrictions could be extended further along the road and not just on the bends. There is also one bend of Rushy Way (near number 65, i think) that has no restriction and will remain hazardous - double yellow restrictions should be added here too.</td>
<td>Thank you for your comments.</td>
</tr>
<tr>
<td>Others: No further views.” i dont mind.</td>
<td></td>
</tr>
<tr>
<td>I am directly affected by cars parking outside my house in Westons Brake and at times causing an obstruction. Why do the double yellow lines not extend all the way down to Badminton Road? My concern is this. What is to stop cars parking on the Waiting restrictions apply to the whole width of the Public Highway, which includes the grass verge and pavement, so anyone parking on the grass verge or pavement is contravening the restriction and liable to receive a Penalty Charge Notice.</td>
<td>Thank you for your comments.</td>
</tr>
</tbody>
</table>
| Grass verges (and therefore not on the road) as this would defeat the whole object of putting yellow lines there in the first place. Should any signage make it clear that parking on the grass verges is also forbidden. | Thank you for your comments.
Waiting restrictions apply to the whole width of the Public Highway, which includes the grass verge and pavement, so anyone parking on the grass verge or pavement where there is a waiting restriction i.e. double yellow line on the highway is contravening the restriction and liable to receive a Penalty Charge Notice. |
| Measures are also needed to prevent parking on grass verges and pavements (prevailent at the junction of Westons Brake and Badminton Road) which has churned up the grassed areas. One car has been partially parked on the grass verge for approx one month which is a traffic hazard. There has been a significant increase in parking in the area by non residents during construction of the care home on Badminton Road. Concerns were expressed at the planning stage of the parking impact of the care home when it is opened, so hopefully these waiting and parking restrictions might resolve such concerns. It is a pity that these were not resolved at the planning stage with a requirement for more on site parking. It will also be interesting to see the impact of the metro bus with cars parked while owners commute using a more efficient bus service. | Thank you for your comments. Unfortunately we cannot stop people parking within the estate completely as this would only relocate the parking to other roads creating similar issues there and result in further restrictions being necessary. A resident permit scheme was not offered as the Council policy is to offer a permit scheme when “Normally, 50% of dwellings have no off street parking, i.e. a garage and/or driveway available for one or more vehicles”. (The term “Normally” was inserted so that in the event that an area falls just above the 50% it could still be considered.) This area significantly exceeds the policy stipulation. |
| The current parking system is becoming untenable and sight lines from junctions are often blocked. However, whilst I support the proposals, I am concerned that it will now become impossible for occasional visitors to our house to be able to find anywhere to park as the vast majority of the available parking is taken up not by residents or visitors, but by employees of Emerald Park, a situation which looks likely to worsen with the opening of Avon Mead care home on Badminton Road and the Metro bus stop. I feel that some sort of permit system would be much fairer to residents. I understand why these proposals have been made and am very aware of the parking issues in my neighbourhood of Westons Brake. But I am very concerned that, whilst the proposals will make junctions safer etc., they do nothing to tackle the underlying problems - that there are not enough parking spaces at Emerald Park, at the NHS centre in Emersons Green, and at the soon-to-open Avon Mead residential home. We have just one car which we always park on our own drive. But we do sometimes have family and friends come to visit us, some of whom have mobility issues, and I fear that these proposals will mean that our guests will not be able to park and so won't be able to visit us. | Thank you for your comments. |
| Lived here 16 years and irresponsible parking has very rarely been an issue. Estate traffic is mainly from local residents and their visitors. I've lived here for 16 years and there have rarely been problems with parking on these roads. Current issues | Thank you for your comments. |
are being caused by a nearby construction site (adjacent to the Shell petrol station). Once this housing development is completed (no more than a few months time), the current parking problem being experienced on Rushy Way and other roads in the estate will disappear. Painting yellow lines everywhere will be ugly and spoil the appearance of this estate for a long time in response to what is a very short term issue.

The scheme is not necessary as this part of the estate (Rushy Way) is not generally used for parking by non-residents.

As previously stated - this really isn't normally a problem on this estate.

Nothing will be gained from spoiling the look of the estate through the painting yellow lines and installing parking restriction signs. Funding will be unnecessarily be wasted on this project. The parking issues on Rushy Way (in particular) are temporary and not likely to continue for much longer. A visit to the Site Office for the construction site nearby with a polite request to ask them to advise their contractors to not park illegally (close to corners etc) should be sufficient, and would be a more proportionate response.

The car users will just move up a road causing a problem down Blackhorse lane etc

Quarry Way isn't currently being blocked by car users from Industrial park, this restriction for our road will just impact the residents. The issue needs to be resolved by Industrial park Businesses, one solution could be to have resident permit parking like Clifton/Bedminster?

Unless all areas are restricted and properly monitored by traffic wardens it won't stop the current car users from parking and causing disruption. The Council agrees to the planning of the Industrial park and now because insufficient parking was built us residents have to suffer. Surely the Business park could lease spaces from the Science park as this isn't fully occupied. By putting a restriction down our roads you will just push the users to another place e.g Lyde Green/Downend estates.

It's unnecessary and will impact those that don't have space on their drive for 2 cars this will also cause a reduction in our house prices and won't resolve the issue. Permit parking would be a better solution but without proper monitoring/ticketing these won't be effective solutions.

The Businesses in the Industrial park should do more to encourage car share and cycle to work schemes. There is a Business called Slide Bristol who provide an alternative way to travel to and from work via their minibuses it's a door to door service which is not expensive. Why can't the Science park lease out some of their spaces as they are not at full capacity? Without proper implementation this

Thank you for your comments. Unfortunately we cannot stop people parking within the estate completely as this would only relocate the parking to other roads creating similar issues there and result in further restrictions being necessary.

A resident permit scheme was not offered as the Council policy is to offer a permit scheme when "Normally, 50% of dwellings have no off street parking, i.e. a garage and/or driveway available for one or more vehicles". (The term "Normally" was inserted so that in the event that an area falls just above the 50% it could still be considered.) This area significantly exceeds the policy stipulation.

The Councils Parking Enforcement Team will be informed if the proposals are implemented and will be able to enforce the restrictions as and when necessary. Anything other than proposing waiting restrictions is beyond the remit of this scheme.
Proposal won't work, do the Council really have budget to spend on additional traffic wardens etc to police the waiting restrictions? Are the Local Businesses even aware of the chaos their staff are causing? Why can't the Local Police go door to door and speak to the Owners/Directors, it's their staff causing the issue they should take responsibility and let their staff know that they are stopping Ambulances from getting through etc. Have the issues been logged with the Police surely they can ticket dangerous parked cars or can a tow zone be implemented? Permit parking would be best solution.

Your proposal simply moves the problem to another area and doesn't resolve the issue. Instead of fire fighting (and potentially just delaying having to do something in other roads in a couple of years time) why not 'bite the bullet' and resolve it.... The business parks need either a multi storey car park combined with an arrangement where the science park car park can be used as overflow (and vice versa). The residents of this area of emersons green need residents parking (at a reasonable cost) to make the area safe again. Any plans for new business parks must have adequate parking rather.

It appears that any plans for new business parks are made with the decision to rely on public transport and make it harder for people to drive. Until we have a public transport service that serves every area quickly, regularly and reliably at a reasonable cost it won't happen. The metrobus doesn't look like it will fulfill this & therefore you need to build better car parks. Multi storey or underground car parks take us the same amount of land.

Both commuter and construction workers from Hallsall (new nursing home) regularly park dangerously at entrance of Westons Brake resulting in the visibility sight lines being blocked when driving out of the two private roads. Example of which has been e-mailed to transport services at South Glos. To allow visitors to visit adjoining houses. Have concern that once the new Nursing home is open non residents parking will only increase.

I don't understand how you can double yellow the corners and nothing on the straights where everyone is parking which is obstructing the ones that live here, making it an unsafe place to live. Rushy way from Westons brake gets blocked all of one side so you cannot see if anyone is coming or not, until you have already pulled out to go past the cars that are parked. All of the parking around Westons brake is taking up the majority of our road, and coming down as far as us at the bottom. It is too dangerous. Because who will warden it?

Thank you for your comments.

A resident permit scheme was not offered as the Council policy is to offer a permit scheme when "Normally, 50% of dwellings have no off street parking, i.e. a garage and/or driveway available for one or more vehicles". (The term "Normally" was inserted so that in the event that an area falls just above the 50% it could still be considered.) This area significantly exceeds the policy stipulation.

Whilst acquiring land and creating a car park is firmly beyond the remit of this scheme, local councillors and officers from the Council's Transport Policy team have recently agreed to meet with local businesses in the near future to discuss strategic parking options for the area in the longer term.

Thank you for your comments.

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Thank you for your comments.

Unfortunately we cannot stop people parking within the estate completely as this would only relocate the parking to other roads creating similar issues there and result in further restrictions being necessary.

The Council's Parking Enforcement Team will be informed if the proposals are implemented and will be able to enforce the restrictions as and when necessary.
It should be from 7am "Mon - Friday
Earliest should be 6am - 6pm
4 hour no return"

Need to stop people from business park using Weston's brake & cylinder way as a car park. Delivery lorries have difficulties getting through. Cars sometimes make it dangerous for children walking to Blackhorse school via the park. Discourages all day parking, but still allows people to be able to park when they wish to visit the park.

Thank you for your comments.

I think that maybe restricted parking would be better then double yellow lines as this will affect residents. No parking between 9am and 6pm would be better. Stop people parking.
I think that resident/ restricted hours would work better. Also who's going to patrol to see that people aren't parking where they shouldn't?

Thank you for your comments.

I don't feel there are enough restrictions in place - while there are several areas earmarked for double yellow lines, there are VERY few "limited time" restrictions - surely this is the best option to prevent the commuters parking along the affected roads ALL DAY while still allowing residents/visitors some parking access? As stated numerous times by many residents - this will NOT resolve the issue at all, it will simply move the issue down the road! Double yellows at the junction of one end of Rushy Way so why not the other end? The road is no wider here and the same issues apply!
As above, not enough limited waiting is applied.....the problem will simply move on! The whole estate needs to have limited waiting rules applied to make any difference at all! I notice it has already been confirmed that this cannot happen so I don't see the point in asking residents views then not taking any notice! What about the "parking bays" located on some corners for "residents parking" - can these be marked as such? These are currently used for commuter parking from 8am-6pm! Had to tick the box above BUT I feel there SHOULD be "limited waiting" between certain times of the day Mon-Fri (NOT double yellow lines) on all of the above roads in order to prevent the issue being moved further on. I do agree with the limited waiting but feel it needs to apply throughout the estate and there is no option to select this on this.

Thank you for your comments.

Unfortunately we cannot stop people parking within the estate completely as this would only relocate the parking to other roads creating similar issues there and result in further restrictions being necessary.
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The Council's Parking Enforcement Team will be informed if the proposals are implemented and will be able to enforce the restrictions as and when necessary.
I agree with all of the above but THROUGHOUT the estate and that isn't going to happen..... "I believe that limited parking should apply throughout the estate: Mon-Fri, 9am-5pm, limited to 2 hours & no return within 4 hours. Also, "Residents Only" parking applied to the parking "bays" located on certain corners throughout the estate."

The proposals do not address the route cause of the issue which is the area being used as a car park for the business park. Merely sticking a few double yellow lines will just move the issue around the estate. Putting double yellow lines outside of my house will penalise me as a home owner and prevent me or my guests parking outside my own home.

The plan does not address the issue of vehicles being parked on the estate and the owners working in the business park. The limited parking is too small an area to have any kind of purpose, I estimate that you are proposing to try and control restricted parking for circa 20 car parking spaces, which does seem a little futile in the grand scheme of the problem. The amount of proposed parking makes it pointless so you may as well not have any at all. If you are going to introduce restricted parking, then it needs to cover more of the estate not just the small number of places you are proposing.

When the scheme was originally announced, we felt that at last, someone has taken notice of the dangerous situation that exists daily on the estate. I have had to walk my children to and from school and walk out into the road with a buggy as pavements are obstructed fully by vehicles of workers in the business park. All the homes directly around me including us have had drive ways partially blocked or difficult access due to the sheer increase in volume of vehicles trying to park on the estate and everyone just cramming a car wherever they can get one. This second review is very disappointing as it would appear that there is nothing being done to address the issue, the increase in traffic and required parking is not due to residents or their guests. The council must come up with a proposal to remove business parking on the estate and with the immanent opening of the care home and metro bus (if that ever happens) I can only see the situation worsening.

If the parking on the industrial site was enlarged then this may not be necessary

Most of the areas marked with double yellow lines should not be parked on as directed in the Highway Code but is ignored. How will this be enforced?

If parking was better on industrial estate we won't need restrictions. Until recently i.e. The last few years we have

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Steve Evans, Director for Environment and Community Services, South Gloucestershire Council, Streetcare & Transport, Design & Operations Team, PO Box 299, Civic Centre, High Street, Kingswood, Bristol BS15 0DR Tel: 01454 868004 Email: TransportServices@southglos.gov.uk www.southglos.gov.uk
had no problems. I have lived here over 18 years. I have visitors and would rather they park in the parking bays than on the road making the road safer. The Council need to ensure parking is researched when looking at new buildings. Employees need to be able to get to work not everyone can cycle or rely on buses. The Metro needs to be successful but people who travel to connect with it must park at the park and ride or be encouraged to. We are also concerned that more people will park on our grass areas if there is much restricted parking in Westons Brake.

Sections of these roads that are near the Ring Road see more parked cars than sections further away from the Ring Road. We have not experienced cars being parked by our property in such a way as to cause us difficulties. Parking restrictions would inconvenience friends/relatives/workmen visiting our house. The section of the road just by my house is not affected by parked cars so I feel that parking restrictions are unnecessary. (Quarry Way)

Imposing these restrictions is not necessary, inconsiderate parking does not affect the majority. Yellow lines will add a negative feel to a positive, tidy estate. Wick Wick Close does suffer from inconsiderate parking because The Willy Wicket car park is not adequate. Restrictions to the larger of the three proposed areas in Quarry Way will impact legitimate parking. It is pointless to prevent long term parking there, preventing the residents next to it, who always park there legitimately! The majority of areas proposed are where the road narrows. Due to the amount of alternative parking, I can't see evidence in the proposal of inconsiderate or dangerous parking. I can't see any evidence that supports limited waiting time in the main area proposed in Quarry Way. The residents who live there always park there considerately and legitimately. Other than the area by the pond, the other areas are similarly used by the residents adjacent so what is the point of preventing them to park there for longer periods? As already stated, I can't see a good reason in the proposal that supports the necessity of this. I feel that the restrictions would impact the majority of residents in the area who aren't suffering from an issue, just to resolve the complaints of a small number of residents who are occasionally inconvenienced. I can't see any evidence of safety issues. Please make available any evidence you have of unsafe parking that has occurred. I have not witnessed any. The area has been informed if the proposals are implemented and will be able to enforce the restrictions as and when necessary.

Thank you for your comments.

The Council received a number of complaints from residents about inconsiderate and dangerous parking which is why the area was included in the Emersons Green waiting restriction review. During the initial consultation out of the 340 people who responded, 57 of them were from the Westons Brake area and the vast majority of those expressed that the parking situation was worse than the Council was aware of and more restrictions needed to be proposed than already were. There were several people who reporting being stuck in their road and unable to get out of the estate due to a lorry getting stuck due to parked cars on the estate. This is not a road safety scheme.
like this for the past 20 years, why is suddenly "unsafe"?
Please provide evidence of any safety incidents, any road accidents, or occasions where emergency service vehicles have been unable to access the area in the period since the estate was built.
What a waste of time and money.

Very over the top proposals for a short term parking problem. I have sent a letter with details. It is very unfair that a minority of poor and inconsiderate parking by staff from the business park result in loss of parking for long term residents of Badminton Park. Problem is exacerbated just at the moment while the major building project is ongoing next to the Shell garage on the Badminton Road. Lots of builders park their cars and vans on Badminton Park while this work goes on but this is temporary problem as this project is due for completion later this year and will have its own car park. It is NOT acceptable to have double yellow lines outside of my house and across my driveway. Parking at any time on this estate is not an issue for me as it is self-regulating. In very rare situations if anyone has caused a problem in the past I have spoken to them and explained the problems and they have been very considerate and understanding. Finally these proposals seem very in-depth and over the top for a minor temporary issue for some streets. Due to limited typing space I have also sent a two page letter and plan detailing all my comments. More than happy to meet a representative to discuss.

Ltter received by SGC but omitted due to data protection, however all comments will be taken into consideration.

It still doesn't take into account that anywhere that doesn't have a double yellow will have a car parked all day, obstructing driveways and denying parking for deliveries and more infirm visitors to residents. We still need to look at some sort of permit system that can be controlled by residents to allow visitor parking but deny parking for the business park. For the able bodied visitors close to the parking zones, Great. My response above states the problem for the rest of the estate which doesn't have parking zones.

large houses 3 or more cars, restrictions mean cars will park in unresricted areas
Parking restrictions mean limited parking for residents many houses have 3 or more cars, restriction will mean workers parking will park on estate with no restrictions, still causing problems. If restriction are in place residents

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parents who park in area outside our house. More traffic
as cars will be driving around at school times looking for
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| The parking issues do need review, but solution is wrong and will affect others.
The parking restrictions should be everywhere, not just on
corners and limited waiting in central areas. This will just
push the parking further into the estate causing further
narrowing of roads, dangerous driving and all day parking
on the stretches of straight roads in the estate by business
park and future employees and visitors from the soon to
be opened old peoples home on the main badminton road.
Once the metro bus service begins this will also add to the
parking issues. The change in parking restrictions on the
local business park has caused all these problems!!! No
this should cover all the estate to deter the 'free' parking
for the business park employees. They also should have a
dedicated car park on the business estate using the spare
land there, which would solve the issue the council
caused in the first place.
I have ticked all of them because the whole estate should
have limited waiting time during office hours, just 3 areas
are pointless. the whole estate will otherwise suffer!
I would like someone to meet me on a normal non school
holiday Monday morning to experience the estate at it's
worst. With the old peoples home and the metro bus
coming it will only get worse. The local pub puts up a
barricade each morning to stop these workers using their
car park! The current proposal is only going to shift the
problem further into the estate and it's extremities.

review good but parking restrictions needed for whole of
badminton pk not just some areas

The restrictions proposed do not go far enough the main
issues have not been addressed - the straight sections of
road by blind bends (in rushy way) are not covered so
allowing the continued all day parking by business park
employees and future old peoples home
employees/visitors not to mention the forthcoming metro
bus passengers. Currently the parking on the straights by
blind bends in rushy way mean residents have to approach
the bend on the wrong side of the road - an accident
waiting to happen!
The limited waiting times should apply to all the
badminton park estate not just certain areas as the
business park employees will just move to park elsewhere
within the estate so just moving the problem to different
roads and not solving the issue. The parking restrictions
on the business park need to be lifted or more parking
built on the business park to make the roads and paths in

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Unfortunately we cannot stop people parking within the estate completely as this would only relocate the parking to other roads creating similar issues there and result in further restrictions being necessary.
Whilst acquiring land and creating a car park is firmly beyond the remit of this scheme, local councillors and officers from the Council's Transport Policy team have recently agreed to meet with local businesses in the near future to discuss strategic parking options for the area in the longer term.

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badminton park safer to drive on or walk on. I have ticked this as no other answer applies. There should be Limited waiting times on ALL THE BADMINTON PK ESTATE (including the straight sections of road) to only limit certain areas will just push the parking to other areas of the estate. Not putting restrictions on straight sections of road will mean these areas are used by the business park employees making blind bends more dangerous as residents are having to enter these areas in the wrong side of the roads and drive inaccessible. This issue needs to be addressed now! The WHOLE of the badminton park estate needs to have parking restrictions otherwise the business park employees (who use our estate as a free car park) will find alternative parking on unrestricted roads so just moving the parking issue further into the estate. Currently I am regularly abused when trying to exit roads in the estate as I have to drive on the wrong side of the road and weave through cars to get through. As the straight sections of road are not due to have parking restrictions there will be no improvement. In parts it would be difficult to get any emergency vehicles through. This situation is only going to get worse as the new old people’s home opens in badminton road so creating more parking needs for employees and visitors and don’t forget the new metro bus stop right by the willy wicket pub. The pub already has to rope off its parking to stop business park employees using this as their car park too!!

We as residents need available parking. A parking badge scheme seems fair
We as residents need to park our cars. Why should we suffer more
This scheme proposal is awful. We need a public meeting

Parking is now a problem due to business park and residential home. Parking on junctions is dangerous.
Parking is now a problem due to business park, residential home, school and residents of Badminton Road. In future no doubt also add metro link. However overall I do not support the current scheme, it does not solve these problems.
There is enough parking for residents and their visitors.
Parking on junctions is dangerous. I totally agree with parking restrictions on Quarry Way junction with Westons Brake which is a permanent problem.
I am not aware of anyone ever parking in the traffic calming and blocking the road, nor blocking adjacent driveways. Hence these double yellow lines irrelevant.
Do not agree with proposal although totally agree there is

Thank you for your comments. A resident permit scheme was not offered as the Council policy is to offer a permit scheme when “Normally, 50% of dwellings have no off street parking, i.e. a garage and/or driveway available for one or more vehicles”. (The term “Normally” was inserted so that in the event that an area falls just above the 50% it could still be considered.) This area significantly exceeds the policy stipulation.

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<th>Thank you for your comments.</th>
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<td>Parking issues do not exist outside my house or on the road along the park opposite I have lived in Cynder way for over 13 years and there have never been any major problems with parking, it is self regulating. I need to be able to park outside my own house without unnecessary double yellow lines. It is unnecessary to add double yellow lines where the road narrows as it is impossible for anyone to park there due to bollards. This is a waste of money and will lower the value of our property. We should have adequate parking provision for residents and visitors. The proposed waiting restrictions opposite our house are unnecessary as that part of the road only ever gets busy at school drop off and pick up where they are there for maximum 20 mins and the same for the parking area by number 15/17. This is a waste of money and the unsightly signs and road markings will detract from the lovely open space. It is unnecessary as the proposed areas are busy for very short intervals during the week and never on the weekends. To obtain a true picture of parking on the estate, someone should come to the area at different times to witness that issues do not exist on Cynder way. Proof should be used before money is wasted. Also, there is currently building works on the badminton road which may be causing temporary issues on Westons break. This estate currently has a very tidy and open space and green feel. These restrictions are going to force people to Tarmac over their lawns and park on verges causing the estate to look unsightly and at the same time lowering everyone's house price. Please reconsider!</td>
<td>Thank you for your comments.</td>
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<td>Junction westons brake with cynder way. Cars parked in the smaller 2 car bays cause a limited view for cars going from cynder way to westons brake. Several times when I have reversed off my drive traffic has come round too fast, without a clear view and almost crashed into me. It allows visitors to the park and houses access throughout.</td>
<td>Thank you for your comments.</td>
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<td>I would like to see the proposed double yellow lines outside my own property extended slightly, to cover the full width of my property. The current plan appears to show that the lines will terminate part way across my property. I am concerned that this might encourage people to park in such a way as to obstruct access to my driveway. I believe that the proposals are necessary in order to prevent the increasing tendency towards inappropriate and/or dangerous parking in the area.</td>
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<td>to provide visability i think that all areas of the road should be limited to 3 hours during office hours</td>
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<td>people shouldn’t be parking in those places anyway think there should be more limited time places to stop commuters parking all over the roads</td>
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<td>I agree that double yellow lines on corners would be for improved safety but I have not seen anyone park in a corner simply for that same reason. I do not agree with double yellow lines at 'pinch point' traffic calming points because they interfere with residents driveways (mine included) and would potentially give the residents themselves more problems. I have also never seen anyone park close to these for the same reason as stated. Single yellow lines at various key problem areas with two no parking limits rather than the one may be of benefit. As stated above I feel two parking limit times may be more flexible for residents but at the same time deterring all day parking from other vehicles. As previously proposed, I think it was two time limits of 11 to 1 and 2 to 3 to give flexibility to residents but deter all day parking from others. Definately Monday to Friday only. I still feel strongly that although these proposals are trying to solve the problems of vehicles parked on residential roads by workers from the Emerald Park retail park, this is only a short term solution which will push the problem to other roads, and potentially more towards Blackhorse School. I still feel more should be done at utilising spare land near the retails park as car parking for workers and thus giving support to the businesses themselves.</td>
<td>Thank you for your comments.</td>
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<td>You are not leaving enough parking for residents I still believe you are not considering how people struggle to even park on there drives. My concern is that I will not be able to park outside my own house due to most residence having a minimum of 2 cars.</td>
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A resident permit scheme was not offered as the Council
current parking issues. For Rushy way the area highlighted is not enough. It still allows people to park where there is an existing problem exiting Rushy way onto Westons Brake i.e on the left hand side of the road. This area needs to be double yellow lines. I believe the roads mentioned above need to be residents only parking permits as I feel double yellow lines will penalise the residents of this area. The area needs to be made residents parking only. Stop people parking and returning as the parking problem is widespread throughout all these roads Double yellow lines need to be extended on Rushy way to run the entire length of the left hand side of the road on the approach to Westons brake (alongside the gardens of 2 rushy way and 31 Westons brake)

In rushy way, 21,19 and 17 it will restrict residents parking where there is not a parking problem. Double yellows are not needed here. Double yellow lines outside 21,19 and 17 rushy will restrict resident parking and isn't appropriate or needed in this cul de sac. In some areas a waiting restriction for certain days and times could be more suitable NOT double yellow lines.

Double yellow lines are NOT nessessary. It will restrict residents and their visitors parking. There is not a parking issue in most areas i.e. Outside 21/19/17 rushy way. And will not stop commuters to the business park using the development as a car park. Waiting time restrictions to days and times would be more suited. Restricts some parking for residents As before it restricts residents parking Double yellow lines are NOT nessesary outside 21, 19 and 17 rushy way. There is not an issue with parking in this cul de sac.

double yellow is not the solution to the problem and hinders residents yellow lines will push random parkers into the surrounding streets. In particular, you have put double yellow lines all around the entrance to wick wick close, but left the area opposite my drive - this will push parkers here! my house/drive will be rendered useless, as the road is so narrow if someone parks opposite my drive gates, I will never be able to exit it or enter it! once you have rendered my 2 car drive useless where will I then park? my house will become unsaleable, and due to this I am engaging the bristol post already to see this ridiculous plan! if a resident needs to park once you have pushed parkers into blocking drives access etc, this will only hinder residents further. You should focus on tackling the real issues i.e. dont put a metro bus stop less than a mile from...
the park and ride, because of course people will dump cars and not use the park and ride, provide adequate parking for businesses etc or implement and enforce resident only permits!
You have also put double yellows across my own drive, so when I can't access my drive with your parking plans, I can't even park across my own drive entrance? why it is not less than 10 metres from the corner, and so is safe!!! why is is you want to make my home unsaleable????? Bristol post are coming to do a write up and take pictures of how you plans will stop my access to my OWN private drive!!
I question if you planner even reviewed the area!

<table>
<thead>
<tr>
<th>Something needs to be done but don't know if these proposals is the way forward Agree, to a degree, on corners as currently unsafe. Strongly disagree on the 'pinch points' as this mean some residents, like ourselves, will be unable to park outside their own home at any time - this we feel is unacceptable. How are you proposing to police this? What's to stop people moving their car to another area within the estate? Limited waiting is going to restrict certain residents. It also isn't going deter people from parking on this estate for the business park.</th>
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<tr>
<td>Thank you for your comments. Unfortunately we cannot stop people parking within the estate completely as this would only relocate the parking to other roads creating similar issues there and result in further restrictions being necessary. The Councils Parking Enforcement Team will be informed if the proposals are implemented and will be able to enforce the restrictions as and when necessary.</td>
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<th>The proposals will prevent office workers from using residential streets for parking throughout the day. This will make the streets readily accessible for residents, and safer for children. The proposals will prevent office workers from using residential streets for parking throughout the day. This will make the streets readily accessible for residents, and safer for children, while still allowing people to use these areas at school drop off and pick up times.</th>
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<th>I agree with the double yellow lines while entering and exiting the rushy way, but opposite to where i live, this a residential area and we not getting any strangers parking opposite to our house or my neighbor house. Its only used by our cars or our visitors. Please exclude the inner part of Rushy way ( Odd numbers 17-19 ) Rushy way ( inner part ) opposite to No 17 &amp; 19, should not be limited waiting please. should not be limited at all in my area.</th>
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<th>We would ask that the lines be extended so that they fully cover both sides of the road opposite our vehicle drive. This may be the planned proposal, but it is difficult to determine this from the small scale plan. The reason we ask for this is that we have only a single drive ( a double drive would be impossible to create anyway because of the small garden) and vehicles parking</th>
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opposite our drive make it extremely difficult to drive on or off it.

Having viewed the proposal I would like to make the following observations
1. The proposal only deals with the pinch points within the estate and will not solve the problem.
2. The main issue relates to the parking by workers from the industrial estate opposite who have no regard to the location they park, just because they are not provided parking at their workplace or do not use public transport they inflict themselves with disregard on others
3. There will be zero enforcement which makes the exercise a waste of time
4. It will move the problem parking to other locations on the estate.
A sensible suggestion would be to make the estate residents parking only with designated parking areas to access the playing areas with limited waiting time, if enforced it would then remove the workers parking and allow residents and playing field users sensible access. Also remove the access onto the estate from the cycle path opposite the footbridge over the ring road, this acts as a shortcut and brings the workers to the area where they park with complete disregard for residents. Yesterday I took me five minutes to leave the estate, the recycling collection was underway and due to parking this completely obstructed the road way, the fire service would have been unable to reach it destination.
With the advent of the Metrobus the estate will be used as an unofficial park and ride making the problem worse, we already experience this with people parking and walking to the bus stop opposite the shell filling station, people have taken to parking on the verges and the entire area is looking like an NCP.
Make the area residents only, with limited waiting time for those wishing to use the park facilities.
The problem has been created by the lack of control in planning of the industrial area with insufficient parking and easily accessed street parking close by where enforcement is never undertaken, I have personally be verbally abused when asking workers from the industrial estate to move their vehicles to allow access to and from my property when they park and leave for the day.

I am strongly opposed to this scheme, there are no problems in the area so absolute waste of money. Yellow lines everywhere also look horrendous.

Over the last few years parking in Westons Brake and Rushy Way has increased dramatically primarily due to the industrial estates nearby but more recently because of the building of the care home on the Badminton Road.

Thank you for your comments.
Unfortunately we cannot stop people parking within the estate completely as this would only relocate the parking to other roads creating similar issues there and result in further restrictions being necessary.
The Councils Parking Enforcement Team will be informed if the proposals are implemented and will be able to enforce the restrictions as and when necessary.
A resident permit scheme was not offered as the Council policy is to offer a permit scheme when “Normally, 50% of dwellings have no off street parking, i.e. a garage and/or driveway available for one or more vehicles”. (The term “Normally” was inserted so that in the event that an area falls just above the 50% it could still be considered.) This area significantly exceeds the policy stipulation.
Removing the bridge access is beyond the remit of this scheme.

Thank you for your comments.
Unfortunately we cannot stop people parking within the estate completely as this would only relocate the parking to other roads creating similar issues there and result in further restrictions being necessary.
**This will only get worse once the proposed parking restrictions are implemented and when the care home and Metrobus are completed. More workers, visitors and commuters will be driving to the area in search of parking.**

**Specific points to note:**

1. On nearly every journey to and from the estate cars directly meet an oncoming vehicle. This is not just due to the issue of parking on the bends but because of the six or seven cars parked in the line when entering Rushy Way from Westons Brake. This requires cars to brake and sometimes reverse because of cars already committed to what at times has become a single track road. There have been numerous near misses and an accident is only a question of time. This needs to be addressed with the possibility of double yellow lines from the entrance into Rushy Way along to the corner of Number 2 Rushy Way.

2. All bends are used for parking and your plans aim to restrict most but not all of this. On occasions parking blocks sight of cyclist and pedestrians on or crossing the road, there have been a few near misses because of this.

3. Some cars straddle the pavement and walking along it cannot be undertaken without a detour into the road and potentially into oncoming traffic, this is especially a concern considering the number of young families on the estate.

4. Additional problems include access for large vehicles, especially those of the emergency services, and the turning areas in the cul de sacs at the end of the estates which are sometimes blocked by parked vehicles. The current plan restrictions will simply move the problem to other areas on the estate as commuters and visitors try to find parking. The problems and dangers will therefore remain unless additional planning and/or more restrictions are implemented. This should possibly take the form of a time limited parking scheme in other areas where the planned double yellow lines are not placed.

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**The corners are understandable (but common sense and logic says that you shouldn't park on the corners because it's dangerous!!!).**

Strongly disagree to limited waiting within the area near the 'pinch points' because this means that some residents, like ourselves, will be unable to park outside their own home at any time.

Also, where you are looking to introduce 'no waiting' between certain times on certain parts of the estate - how will this be monitored?

Limited waiting is going to restrict certain residents. It isn't going to deter commuters from parking on this estate.

---

Thank you for your comments. Unfortunately we cannot stop people parking within the estate completely as this would only relocate the parking to other roads creating similar issues there and result in further restrictions being necessary.

The Council's Parking Enforcement Team will be informed if the proposals are implemented and will be able to enforce the restrictions as and when necessary.
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<th>for the business park, care home or metrobus. It will just move the problem to other areas within the estate/other roads around the area.</th>
<th>Thank you for your comments. A resident permit scheme was not offered as the Council policy is to offer a permit scheme when “Normally, 50% of dwellings have no off street parking, i.e. a garage and/or driveway available for one or more vehicles”. (The term “Normally” was inserted so that in the event that an area falls just above the 50% it could still be considered.) This area significantly exceeds the policy stipulation.</th>
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<td>I am a resident on Westons Brake. I feel the proposed restrictions will hinder my ability to park my own car on the road outside my own house. Can residents have permits? It is worth noting that although many houses have one parking space on driveways, most households have two cars and so one vehicle will always be parked on the roads. Where will I park my second car?! Is it fair to be penalising the average resident, when presumably this has been brought on by the increase of working people parking on our estate? Where will my visitors park? Please consider my thoughts.</td>
<td>Thank you for your comments.</td>
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<tr>
<td>I would devastated if the council were to put double yellow lines behind my drive as the parking was the main reason I chose the house. I fully appreciate the need for the middle section to have restricted parking but I feel there is absolutely no need to double yellow behind my drive.</td>
<td>Thank you for your comments.</td>
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