

## BRADFORD ON AVON: PROPOSED WAITING RESTRICTIONS

### COMMENTS OF OBJECTION AND SUPPORT

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#### **65 Comments received (46 objecting, 10 supporting and 9 commenting on)**

<b>Breakdown by road</b>			
<b>Road</b>	<b>Objections</b>	<b>Support</b>	<b>Comments</b>
Ashley Road / Berryfield Road	6	1	1
Berryfield / Sladesbrook	2	0	0
Highfield Road	0	0	0
Huntingdon Street	0	0	0
Kennet Gardens	1	0	0
Kingsfield Close	0	8	0
Moulton Drive / Fitzmaurice / John Rennie	22	1	7
Rowden Lane	0	0	0
St Laurence Road	0	0	0
Wine Street	15	0	1
Winsley Road	1	0	0

**Ashley Road / Bath Road**

Ref	Comment received	Number of Times Received	Officer Comment
A1	<p><b><u>Removing parking places will lead to further increased parking problems</u></b></p> <p>If you take away 6 parking spaces on Ashley road, it will be yet another street in Bradford on Avon with parking problems particularly at night.</p> <p>I am upset to learn that there will be less parking available on Ashley road. New residents have 2 cars per house, which makes the issue even worse.</p> <p>These plans would make serious problems for residents parking in an already very restricted parking area, particularly overnight.</p> <p>As a resident here the proposed 'no waiting area' will also increase parking issues. We have 2 cars that have to be parked on the street, as do many other properties around here. Your proposal will remove around 6-8 available spaces, significantly increasing parking issues in the area.</p> <p>The proposed space is approximately 6 car lengths and this restriction will make on street much more difficult for me and other local residents who have no choice but to park on Ashley Road. Can no other solution/option be found for a very time specific problem. Do the school coaches have to travel up and down Ashley Road at this time? Perhaps they could circle round Churches? Please reconsider this development in light of my objections.</p>	7	<p>The proposed restrictions would remove 4-6 parked cars on the Eastern end of Ashley Road; the proposal has been put in place to provide a passing place from the continuous line of parked cars.</p> <p>The restriction has not been proposed at the detriment of local residents but rather to improve the safety of vehicles navigating the road.</p> <p>It is recognised that the proposed restrictions would result in parking issues being moved elsewhere. This is the same for any proposed parking restriction.</p> <p>The restrictions proposed opposite the Ashley Road access road are time related and seek to improve access and egress for vehicles including Coaches.</p> <p>Due to the time limit on the restrictions (Mon – Fri / 8-4), residents will still be able to park overnight and at weekends at the proposals to the West of Ashley Road.</p> <p>It is also understood that residents need a place to park; this does have to be balanced with the need of the highway to fulfil its main purpose for vehicles to pass and repass.</p>

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	<p>My other concern is that this proposal will also take away much needed parking spaces for local residents.</p> <p>I have lived in the area for over 30 years and during that time the need for parking spaces has increased as new owners have bought houses in the area and with more than one car in the household. This has created more difficulties on the parking spaces available. I cannot see any major benefit to the proposed work to the residents of the area- in fact it will only be to our detriment.</p>		
A2	<p><b><u>A speed restriction is required on Ashley Road to manage vehicles travelling at excess speeds</u></b></p> <p>A 20 mile an hour limit on traffic movement would solve many congestion problems and also make it safer for pedestrians, as well as allowing school coaches to travel more easily to and from the school.</p> <p>A 20mph speed limit is required to control the heavy buses and tractors that race down Ashley road to the detriment of everyone's safety. I believe this would be more to the point than preventing parking.</p> <p>By far the most pressing need in addressing the traffic problem is to reduce the speed limit along the road.</p> <p>The speed limit itself here should be 20mph. There is no logical reason why this would not be put in place immediately with associated measures (e.g. speed display, please slow down notices) and enforcement for the safety</p>	6	<p>This proposal is dealing with parking restrictions in the Bradford on Avon area and in particular on Ashley Road, We are unable to action requests for 20mph restrictions to be put in place as part of this proposal.</p> <p>Any requests for 20mph restrictions should be discussed with the local Town Council who can raise such requests through the Community Area Transport Group.</p> <p>It should be noted that The adopted Council policy on 20mph speed limits (in line with DfT guidance) only allows the introduction of 20mph speed limits on roads with mean speeds of 24mph or less. This is to avoid unnecessary additional enforcement by the Police.</p> <p>It is not agreed that the introduction of a 20mph limit on Ashley Road would solve congestion issues.</p>

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	<p>of all road and footpath users.</p> <p>I cannot understand why there is not a 20 MPH in place on this high traffic road at peak school times.</p> <p>Also the speed that vehicles can approach this area has been curtailed by restricting the flow by cars parking in the area where increased restrictions are being proposed and so safety is helped.</p>		
A3	<p><b><u>Additional traffic calming required</u></b></p> <p>Could you consider putting a block or ramp in the road opposite 3 Ashley Road where the pavement narrows?</p> <p>I think bollards on the pavement could prevent vehicles mounting it and speed bumps would be a far better proposal for this road.</p>	2	<p>This proposal is dealing with parking restrictions in Bradford on Avon and in particular on Ashley Road. We are unable to action requests for additional traffic calming.</p> <p>Requests for further traffic calming should be raised through the Community Area Transport Group.</p>
A4	<p><b><u>The introduction of waiting restrictions will have little effect on the nature of the road</u></b></p> <p>There are already queues of traffic situated behind the school buses; the reduction of spaces will not do anything to aid this traffic.</p> <p>The road is only busy for around 10 minutes each day when the local school finishes</p>	1	<p>The proposal for waiting restrictions at the end of the Ashley Road access road has been advertised to help vehicles including school buses.</p> <p>The time limited restriction will provide a balance which will allow better access and egress during peak times whilst still retaining space for residents parking outside of peak hours.</p> <p>The traffic queues will have more space to</p>

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			manoeuvre and anticipate oncoming traffic with the increased road space from this proposal.
A5	<p><b><u>Why is the restriction outside St Laurence school a time limited restriction compared to the rest of the road</u></b></p> <p>The notice opposite the entrance to St Laurence school states no waiting from 09:00-17:00 why is it different in this area. Cars leaving the music centre later in the evening do not have any problems navigating the parked vehicles along Ashley Road.</p>	1	<p>The time restriction outside the St Laurence School is a Mon-Fri (8-4) restriction.</p> <p>This time based restriction is to assist vehicles including school buses accessing and egressing the access road. The time limit is to allow an element of parking for local residents outside of peak hours.</p>
A6	<p><b><u>The proposals have not been well advertised</u></b></p> <p>The planning notices are placed around light coloured, slim metal lampposts. The notices being white do not stand out at all. I doubt if many people have seen them. They should be positioned on boards that stand out better and on both sides of the road.</p> <p>Finally, while I'm sure you will claim that the notification of these TRO changes meet legislative minimums I do not feel you have made appropriate effort to communicate and engage in a discussion not this with those most effected, the residents.</p>	2	<p>In terms of consulting with the public we publish a public notice within a newspaper circulating within the area (specified in the Regulations), we ensure maximum circulation of this by using the figures of highest selling publication within the area to which the Traffic Regulation Order relates.</p> <p>Whilst we do not have a statutory obligation to post notice on site, we do this as standard practice as we recognise that not everyone reads the local newspaper and it has proven to be very effective in reaching as wide an audience as possible.</p> <p>Comments regarding notices not standing out and ineffective communication have been noted.</p>

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A7	<p><b><u>Traffic travelling Ashley Road often mounts the footway at excessive speeds causing a danger to pedestrians</u></b></p> <p>Traffic routinely mounts the pavement to allow passing. While I appreciate that this is at times unavoidable what routinely happens is that this is done without ANY reduction in speed posing risk to pedestrians including many school children who turn from Huntingdon Street onto Ashley Road.</p> <p>I am extremely concerned about cars, vans, buses and tractors travelling at speed on this road. I am worried that some vehicles are mounting the pavement...and then sometimes moving at speed on it.</p>	2	<p>Driving on the pavement is an offence which can be enforced by Wiltshire Police.</p> <p>These restrictions have been proposed to allow vehicles safe places to pass along Ashley road, in return preventing the running of the pavement where possible.</p> <p>Similarly any reports of speeding should be directed to Wiltshire Police who are able to enforce the current speed limit in the area.</p>
A8	<p><b><u>Support</u></b></p> <p>I am delighted that parking on Bath road will be restricted as it is such a safety hazard.</p> <p>The extended area designated ' No waiting at any time' on the Bath road just north of Ashley road entrance would enable better visibility for cars exiting Ashley road and I am in agreement with this particular amendment.</p>	2	Comments of Support are Noted.

**Berryfield / Sladesbrook**

Ref	Comment received	Number of Times Received	Officer Comment
B1	<p><b>The proposed restrictions do not take into account the issues experienced in Sladesbrook</b></p> <p>I do not think the issues in Berryfield Road and Sladesbrook Close should be addressed unless the issues on Sladesbrook itself are addressed, and I therefore object to the proposal and ask for the consultation to be widened. Parking on Sladesbrook is a problem, and is probably only going to get worse. Stopping people parking in the areas on Berryfield Road and Sladesbrook Close will make our lives so much harder, without actually addressing the cause of the problem, and streets further away will simply experience the same problem.</p> <p>Your reason for the parking restrictions is to avoid danger, however people regularly park dangerously on Sladesbrook - particularly on the stretch of road between 5d Sladesbrook and the mini roundabout. This is definitely dangerous, and possibly illegal, but the parking consultation has not addressed this.</p> <p>Specifically, the proposal will result in an increase of inappropriate parking leading to road safety and congestion issues on Sladesbrook</p>	2	<p>At this stage of the process, we cannot increase the proposals without re-advertising, at further expense and would further delay the implementation of the restrictions for the rest of the Bradford on Avon proposals.</p> <p>The proposals for Berryfield and Sladesbrook were put together alongside the Town Council to enable the safe movement of vehicles around the junction. At the time there were no requests for further parking control within Sladesbrook itself, this therefore was not part of the proposal.</p> <p>It is recognised that the proposed restrictions may lead to vehicles moving to nearby estate roads. This is the case with any new waiting restriction. It should however be noted that Sladesbrook already has a number of waiting restrictions in place to prevent parking in unsuitable areas.</p>

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	<p>I recommend a more holistic approach to parking management is taken in the area around Berryfield and Sladesbrook rather than a knee jerk, short sighted intervention in a single isolated area.</p>		
<b>B2</b>	<p><b>The proposal will lead to displaced parking elsewhere.</b></p> <p>The application of "no waiting at any time" (effectively a double yellow no parking area) in the specified, small area will displace and worsen highway safety and congestion issues on adjacent streets.</p> <p>By moving vehicles further into the estate you are displacing the problem to other junctions/pavements in the estate - not solving it. Vehicles will also be displaced on to Sladesbrook Road and cause an obstruction - again moving a problem not solving it.</p>	<b>1</b>	<p>It is recognised that the proposed restrictions would result in parked vehicles moving further into the estate. This is the case with any new waiting restriction. The proposal at the Sladesbrook/Berryfield junction is to move vehicles away from the junctions where a high number of vehicles are manoeuvring.</p>
<b>B3</b>	<p><b>The scheme will not meet the 'statement of need' as advertised.</b></p> <p>The scheme will directly fail a test of soundness against the stated "statement of need", namely:</p> <p>RTRA 1984 Section 1 (1) (a) For avoiding danger to persons or other traffic using the road or any other road or</p>	<b>1</b>	<p>The proposal has been put together to assist those navigating the junction with the B3109 and Berryfield junctions, the removal of parked vehicles at junctions prevents the likelihood of danger, furthermore it prevents congestion of traffic at that junction. It is therefore deemed that the proposal will meet the 'statement of need'.</p> <p>There are already a number of waiting restrictions in the surrounding area of Sladesbrook / Berryfield road that have been implemented to move vehicles</p>

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	<p>for preventing the likelihood of any such danger arising.</p> <p>RTRA 1984 Sections 32 and 35 For the purpose of relieving or preventing congestion.</p> <p>My challenge is that when viewed holistically, i.e. beyond the immediate junction, that there will be a net negative impact on congestion and road safety due to the displacement of problems.</p>		<p>away from the junction. These restrictions were taken into account when looking at the overall picture. This proposal will once again look to move vehicles away from junctions to find a more appropriate place to park.</p>
<p><b>B4</b></p>	<p><b>The proposals will direct affect pupils attending Christchurch primary school</b></p> <p>Sladesbrook has an entrance to Christ Church primary school and is used as a key walking and cycling route for pupils, therefore any worsening of the traffic and road safety conditions on Sladesbrook would directly increase the risk to primary school children and their carers.</p> <p>Can you explain how the displacement of traffic and inappropriate parking from the junction within the TRO scheme boundary to Sladesbrook Road or further into the estate will improve safety of school children and their carers using the school entrance on Sladesbrook?</p>	<p><b>1</b></p>	<p>The proposal at the junction of Sladesbrook at Berryfield is for the most part just following the highway code that vehicles '<b>Do Not</b> park within or opposite 10 metres of a junction' The displacement of traffic away from junctions will improve access for vehicles and also visibility for pedestrians at junctions. The current proposal also covers a pedestrian crossing point within Sladesbrook Close.</p> <p>There is nothing in the proposal to suggest a detrimental effect on pupils attending the local school.</p>

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B5	<p><b>Proposals for Berryfield / Sladesbrook close counter numerous national and local documents</b></p> <p>This fact would result in harmful outcomes that are directly counter to numerous national and local transport, well-being, road safety and planning documents, including, but not limited to.</p> <p>Christ Church Primary School Travel Plan (Approved 2004-11-30)</p> <p>Wiltshire Council Business Plan 2013-2017</p> <p><i>Outcome 6 – People are as protected from harm as possible and feel safe</i></p> <p><i>'We will improve road safety'</i></p> <p>Wiltshire LTP3</p> <p><i>Goal - contribute to better safety, security and health - SO8 To improve safety for all road users and to reduce the number of casualties on Wiltshire's roads.</i></p> <p><i>6.61 'Vulnerable groups such as children'</i></p>	1	<p>It is not agreed that the proposals would directly counter numerous national and local transport plans but rather work with and alongside the documents highlighted.</p> <p>The displacement of traffic away from junctions will assist vehicles manoeuvring the junction. This in turn makes the junction safer for vehicles and pedestrians.</p> <p>The removal of vehicles parked on or near the junction will also lead to improved visibility again for vehicles and pedestrians alike. This will improve road safety and ensure people are protected from harm and feel safe.</p>

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	<p><i>6.72 In terms of walking, the aims of the LTP3 walking strategy would be to: provide children with the opportunity and confidence to independently walk to their friends, school, etc</i></p> <p><i>Preferred Option Road Safety - Implement local safety schemes in an integrated and multi-disciplinary way at sites and on routes with a casualty history, and/or with a measured speeding problem</i></p> <p>Wiltshire Local Transport Plan 2011-2026 Road Safety Strategy March 2011</p> <p><i>2.4 Road safety interventions are prioritised against factual data under the casualty reduction strategy. Vulnerable groups such as children, those from disadvantaged backgrounds, persons with special educational needs and those with physical disabilities are offered road safety education programmes targeted to their particular needs.</i></p> <p><i>1.21 Targets - to reduce the annual total of road deaths and serious injuries to children and young people (aged 0-17) by at least 50% against a baseline of the 2004-08 average by 2020</i></p> <p>Wiltshire Core Strategy</p> <p><i>Strategic objective 6 - Safety for all road users will have been improved, the number of casualties on Wiltshire's roads reduced and the impact of traffic speeds in towns and villages mitigated.</i></p>		

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	4.42 – ‘community safety in the public realm’		
B6	<p><b>Lack of data and evidence presented to form conclusions on proposed restrictions</b></p> <p>In addition, please can you provide the evidence base on which the decision to pursue the TRO LJB/TRO/BRADtrev has been based, particularly the evidence that justifies and substantiates the ‘statement of need’.</p> <p>Please can you provide the evidence that informed the conclusions. For example, you state that the location was deemed a problem for emergency vehicles. Please can you provide the traffic surveys, photographs, data that proves this point. Also, when vehicles are displaced on to Sladesbrook road or further into the estate if the scheme is put in place then this will result in an obstruction to emergency vehicles further down the road - moving, not solving the problem.</p> <p>By their very nature roads are connected. When considering and assessing interventions in any connected system you must consider the upstream and downstream impacts and view things with a wider strategic lens.</p>	1	<p>Wiltshire Council works with local communities to develop these schemes as outlined by the relevant town or parish council. The local community advises where they have parking issues and we then work with them to find a suitable solution to those problems. The process does not involve traffic counts, photos or detailed data studies to determine whether or not it is feasible, a simple site meeting with the town council on site will result in the proposal being drawn up.</p> <p>At this particular location we are doing little more than enforcing the highway code which states that vehicles ‘<b>Do Not</b> park within or opposite 10 metres of a junction’</p>

**Kennet Gardens**

Ref	Comment received	Number of Times Received	Officer Comment
KG1	<p><b>What are the alternative parking arrangements if proposals are brought in</b></p> <p>Kennet Gardens is also proposed as a no-waiting area. I have taught at one of the properties on this road for several years and am not able to park easily in the bays for residents; parking on the road has been the only available option. I would be interested in suggestions of alternative parking. The nearby community centre car park is often busy and is restricted to visitors.</p>	1	<p>It should be noted that Wiltshire Council has no duty to provide parking for individuals; its statutory duty is to maintain the right of passage along the highway.</p> <p>The proposed restrictions in Kennet Gardens will allow for safe access along the length of the road whilst still retaining on-road parking spaces on the east side of the road.</p> <p>There are two car parks within 400m of Kennet Gardens that can be utilised for parking.</p>

**Kingsfield Close**

Ref	Comment received	Number of Times Received	Officer Comment
K1	<p><b>Support</b></p> <p>We are writing to express our relief that parking restrictions are being considered in Kingsfield and Kingsfield close.</p> <p>I would like warmly to SUPPORT these proposals. Parking in and around Kingsfield has been appalling, dangerous and selfish for years. The new yellow lines are desperately needed.</p> <p>Having lived in Kingsfield Close for just over 2 years I have experienced on many occasions not being able to get my car through Kingsfield due to inconsiderate parking. I have contacted the Police on all occasions. There is no way an emergency vehicle would be able to get through. On many occasion the bins are not collected and deliveries have not been made due to access issues. I am sure double yellow lines would solve this issue.</p> <p>We welcome all elements of this proposal as long term local residents who have witnessed and documented the huge increase in inconsiderate parking in our road over the past 18 months.</p> <p>Greatly relieved that you are proposing to implement a plan to prevent irresponsible and reckless parking. I wholeheartedly support your plan as displayed. I am</p>	8	Comments of Support are noted

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	<p>grateful that Kingsfield Close has been included in the scheme as we too need protection.</p> <p>We were extremely pleased to see the Notices on the lampposts for the proposed double lines by Wiltshire Councils for Kingsfield and Kingsfield Close in Bradford on Avon. We do look forward to the yellow lines being put in as soon as possible, it really is a big safety issue for everyone on Kingsfield and Kingsfield Close.</p> <p>My wife and I have studied the proposed plan for Double Yellow Lines in Kingsfield and Kingsfield Close and we like what you are recommending as this is the only way that Obstructive Parking can be stopped.</p> <p>Illegal and obstructive parking in Kingsfield/Kingsfield Close, Bradford on Avon is a serious problem 6 days a week. The proposal to paint double yellow lines is strongly supported.</p>		
K2	<p><b>The proposed restrictions will only inconvenience residents in Kingsfield close.</b></p> <p>This will surely inconvenience residents considerably, unless permits are issued. I understand that parking along roads causes problems but restricting areas will only push vehicles elsewhere.</p>	1	<p>The proposed restrictions have been developed alongside the residents and the town council.</p> <p>Whilst it is recognised that the restrictions will reduce the number of car parking spaces within Kingsfield close this is in order to allow continued access and ensure highway rights to pass and repass are retained.</p>

### Moulton Drive / Fitzmaurice Close / John Rennie Close

Ref	Comment received	Number of Times Received	Officer Comment
M1	<p><b>Restrictions in Moulton Drive are excessive</b></p> <p>We can see no need for the restrictions in Moulton drive; it does not suffer from the same difficulties experienced in Fitzmaurice and John Rennie close. There is no valid reason for the introduction of the latest proposal for Moulton drive and it should be withdrawn and the original plan reinstated.</p> <p>The original proposals for Moulton Drive /John Rennie close from (December 2016) is far more appropriate and takes care of issues at junctions.</p> <p>The existing scheme should be adjusted to 'Remove the extended parking restrictions on Moulton drive between Fitzmaurice and Southway. However no parking on one side of the road would ensure a free flow of traffic.</p> <p>We do not feel it is necessary to have the proposed yellow lines all the way along the canal side of the road between John Rennie Close and Southway Road as there is sufficient room to pass and good visibility unlike the turning into Moulton Drive.</p> <p>I wish to object to the proposal for parking restriction along</p>	13	<p>It is acknowledged that the proposed restrictions in Moulton Drive are excessive and therefore a reduced proposal has been developed, this can be found in <b>Appendix 3</b>.</p> <p>The amended plan will look to restrict parking around key junctions and crossing points only.</p>

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	<p>Moulton Drive, Bradford on Avon, I can understand restriction around road junctions but not to the extent that is displayed on the map.</p> <p>This is one of the few areas of free parking in BOA and is well used. The put this restriction in place will have a detrimental effect on local businesses.</p> <p>I frequently drive along Moulton Drive and have never encountered problems. Particularly in the summer months this is an important parking area for visitors and tourists wanting access to the Kennet and Avon canal. Other busy times are when there are events (such as Bonfire night) in the field near the old Beehive pub. At these times restricting parking access would cause more traffic problems, and probably discourage potential tourists, visitors and participants.</p> <p>Moulton Drive is more than wide enough to accommodate parked cars along what in reality is a very short stretch of its length, and even in summer this becomes no more dangerous, given the lack of visual obstructions to crossing the road. This is not the case on the curves of Southway Road and will increase dangers for younger children who currently move around this area in relative safety.</p> <p>The removal of such a large area of unrestricted parking on Moulton Drive would not have relieved or prevented congestion. This is the only area of unrestricted parking of a</p>		

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	<p>significant size by the Kennet and Avon Canal.</p> <p>I object to the proposal to introduce a prohibition of waiting on the south side of Moulton Drive, west of John Rennie Close. When I met officers of Wiltshire Council and representatives of the Town Council, it was agreed that the original proposals at the junction of John Rennie Close were sufficient to provide visibility when exiting the Close, but that a short additional restriction should be introduced at the footpath crossing further west. However there is no need to prohibit waiting between these two sections.</p> <p>Members of Bradford on Avon Town Council would like to oppose the current proposal in favour of the original proposal put together in December 2016 following communication from local residents.</p> <p>May I add my concern about the proposed parking restrictions on Moulton Drive - while I do not regularly visit that part of the canal, I can empathise with live-aboard boaters who do. Parking is becoming increasingly difficult for all of us, as places where we used to be able to park are becoming more limited, and both the council and landowners/businesses are seemingly more strict....while we are aware this is a life style choice, we are still tax payers and we live in a democracy where all deserve consideration and kindness</p> <p>I regularly use these streets to park when visiting the beautiful spots of canal in Bradford. The areas are safe and I know many boaters that rely on them. People in the area are welcoming and friendly and it would be a shame to make these changes. Visiting sights like Widbrook woods</p>		

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	would become difficult for many if the proposal goes ahead.		
M2	<p><b>Restrictions will force vehicles further into residential areas to find parking</b></p> <p>Vehicles are left on Moulton Drive for long periods of time which has not caused a direct problem to me as a resident. However, I believe it will become an annoyance on the smaller side roads. This order will encourage a much greater volume of traffic and parking on the small residential roads of Southway Park plus community tensions. If canal users/dog walkers/car sharers are unable to park on Moulton drive they are going to be forced to park in residential areas such as Fitzmaurice close which will be unable to facilitate further inconsiderate parking.</p> <p>By restricting parking so much along Moulton drive you are essentially forcing cars down John Rennie close.</p> <p>The proposed scheme will force parking onto Moulton Drive from John Rennie close which will lead to issues such as congestion.</p> <p>I live in Horton Close. Parking is already difficult as most households have more than one car but only off-road parking for one. So already many of the residential roads adjacent to Moulton Rd are fully occupied with residents'</p>	14	<p>It is recognised that proposed waiting restrictions would result in vehicles parking elsewhere; this is the same with any new waiting restriction.</p> <p>It should be noted that Wiltshire Council has no duty to provide parking for individuals; its statutory duty is to maintain the right of passage along the highway.</p> <p>The advertised plan has now been amended to reflect comments received during this consultation. The amended proposal can be found in <b>Appendix 3</b>.</p> <p>The amended proposal will look to restrict parking around key junctions without removing large sections of on-road parking.</p>

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	<p>cars. If you restrict access to the canal through your proposals, you will push the cars from an open stretch of road into the housing areas of the Southway estate.</p> <p>I am concerned that additional vehicles parking around Southway Road and its cul-de-sacs will make those roads less safe both for both divers and pedestrians. As an alternative, have time restricting signs (such as found on Frome Road) been considered.</p> <p>I believe that the proposed 'No Waiting' areas (apart from John Rennie Close) will force canal users to park on other roads i.e. Horton Close, Fitzmaurice Close which are already quite busy. These roads are also very safe for children to play in. More cars will mean less safety.</p> <p>I object to the proposed no waiting areas as I think they are unnecessary and will create conflict by forcing visitors to the canal to park outside people's houses elsewhere. Bradford on Avon already has a shortage of parking and if people park along Moulton drive the cars are not directly outside houses.</p> <p>Most long-term parking is due to vehicles owned by boat owners on the K&amp;A Canal and by preventing this, they will probably start parking in some of the narrower roads on Southway Park, particularly Methuen Close, Southway Road and Fitzmaurice Close.</p> <p>The residents in Fitzmaurice Close, John Rennie Drive and Southway Road would be significantly inconvenienced if parking for visitors was restricted as proposed. Dog walkers and boat dwellers/users would be similarly</p>		

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	<p>inconvenienced as many have cars and need to park somewhere to have access to the nearby canal. If these restrictions are put in place, nearby residential streets would be used for parking and residents inconvenienced.</p> <p>The natural consequence will be of course an increase in parked cars in Southway Road and Fitzmaurice Close, narrowing these roads even further, and possibly even impacting on roads leading off Southway Road - not to mention residents whose house frontages are actually on Moulton Drive.</p> <p>Removing much of it would cause congestion elsewhere as canal users such as dog walkers, families, anglers and boat dwellers seek other places to park nearby.</p> <p>People will just park in the more residential side roads if they cannot park on Moulton drive, this will cause congestion and danger to the many children living there.</p> <p>Any parking restrictions will move traffic into residential areas nearby as visitors seek to park their cars and enjoy the Bradford on Avon canal, tow path and other visitor attractions. This increased traffic will have an impact on already crowded, local residential parking and potentially increase resident's ability to park themselves.</p> <p>It will lead to more people attempting to park in side roads like Southway Road and Fitzmaurice Close. Fitzmaurice Close is already congested, particularly when everyone is home from work.</p> <p>I understand your need for health and safety at the</p>		

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	<p>crossings, however changes on the straight sections will cause the boating community, walkers, and visitors to be put under more pressures to find parking, and will just push there vehicles to another area. There is always adequate parking available at any time of day or night for residents, boaters, walkers etc.</p> <p>Prohibiting parking along the section of Moulton Drive would prevent many people from enjoying the canal towards Trowbridge and nearby Widbrook Woods. To suggest alternative parking would add considerable length to any walk and would create problems elsewhere in town.</p>		
<p><b>M3</b></p>	<p><b>Residents will have nowhere else to park if restrictions are implemented</b></p> <p>We do not have a drive or anywhere to pull in to stop outside our house and have always parked on the road opposite our house with the other parked cars. We need some residential parking on this stretch of Moulton Drive as we have nowhere else to park or stop other than on the grass verge which is not ideal but will be the only alternative for us.</p> <p>You are proposing to restrict parking so much within our road, on both sides of the road that we wonder where are we meant to park our own vehicles. This would remove the right for most homeowner to park outside their own properties. The residents of the close should be able to park</p>	<p>7</p>	<p>Wiltshire Council has no duty to provide parking for individuals; its statutory duty is to maintain the right of passage along the highway.</p> <p>The proposal within John Rennie close was developed to assist the residents and ensure that access to properties was not obstructed.</p> <p>John Rennie is a narrow road in nature and can only accommodate parking without obstruction in a few locations; the proposal was to highlight the narrower sections and accesses as no parking.</p> <p>The advertised plan has now been amended to reflect comments received during this consultation. The amended proposal can be found in <b>Appendix 3</b>.</p>

Ref	Comment received	Number of Times Received	Officer Comment
	<p>anytime adjacent to where they live.</p> <p>The current proposal for double yellow lines in John Rennie close really is unacceptable. This would mean that resident and their families in the close and 272 Trowbridge road would have restricted access to their homes.</p> <p>You are proposing to restrict parking so much down our road on both sides of the street that we wonder, where we are supposed to park our own vehicles. This would remove the right for most homeowners to park outside their house. The residents of the close should be able to park any time adjacent to where they live.</p> <p>Furthermore, the residents of this area depend on parking along John Rennie Close as do our visitors.</p> <p>In addition the proposal would have severely disadvantaged boat dwellers without permanent moorings who are being forced by Canal &amp; River Trust's increasingly draconian enforcement policy to travel longer and longer distances on their boats with the threat that their homes will be seized if they do not. These boat dwellers' need to use a vehicle to get to work or take children to school. To prevent them from parking their vehicles in Moulton Drive would severely disadvantage them as they would find it even more difficult to get to work or school. Indeed it could appear that these specific restrictions deliberately target boat dwellers in order to drive them out of Bradford on Avon. I am sure this was not the intention but if the restriction had gone ahead this would be an effect.</p>		

Ref	Comment received	Number of Times Received	Officer Comment
	<p>I oppose the suggestion as it will further limit parking and provide fewer options for both local residents and users of the canal.</p>		
<p><b>M4</b></p>	<p><b>Cars parked along Moulton drive provide traffic calming solution and keep vehicle speeds lower.</b></p> <p>However, the parked cars at present slow the traffic along the road. As you will know, Moulton Drive is notorious for traffic speeding well in excess of 30mph. I have lived at this address for 10 years and witness traffic exceeding 50 mph every day. The parked cars on the road serve to slow the traffic drastically as they are forced to give way in either direction.</p> <p>Moulton drive is now a very busy road and there is no doubt that the majority of car drivers do not obey the 30mph speed limit. Cars parked on Moulton drive are natural brake on speeding drivers, making the road safer.</p> <p>I understand that having cars parked along Moulton Drive as at present makes people drive that little bit more slowly. If you make the Trowbridge Rd end of Moulton Drive effectively vehicle free, speeds will increase as there will be nothing to slow them down. This will make it difficult and dangerous for those of us that live close to Moulton Drive - children and pet's safety will be compromised.</p> <p>Currently, cars parked along Moulton Drive provide natural traffic-calming, which slows cars to safer speeds (in the</p>	<p>12</p>	<p>It is recognised that parked cars do provide a certain level of traffic calming.</p> <p>Moulton drive is very wide in places it is possible for two vehicles to pass even with parking on one side of the road, in these circumstances even parked cars are unable to assist in calming traffic.</p> <p>The proposal for Moulton drive has been put together to assist visibility for those in vehicles and on foot at the junctions and at key locations along the length of the road.</p> <p>Having considered the comments, the proposal has been amended to allow restrictions at key junctions for both vehicles and pedestrians, other stretches of restriction along the road will be removed. The amended restrictions can be found in <b>Appendix 3</b>.</p>

Ref	Comment received	Number of Times Received	Officer Comment
	<p>absence of parked cars I have witnessed vehicles driving at excessive/dangerous speeds).</p> <p>I have seen cars overtake on Moulton Drive. Removing parking in these areas will encourage more people to do this and to drive faster, again making it dangerous for the public to cross to the canal.</p> <p>Parked vehicles slow the speeding traffic down and stop people from having to drive further into town to look for parking.</p> <p>However this proposal goes far beyond that and to which I do object. In fact, parked cars along the straighter areas slow the flow of traffic and prevent vehicles from speeding, thus making the road safer.</p> <p>Parked vehicles tend to slow down the traffic (which is necessary) but the road is still wide enough for traffic to pass.</p> <p>Vehicles drive at excessive speed on Moulton drive currently in spite of the traffic calming measures parked cars provide. Double yellow lines will lead to a wider road and I believe more vehicles driving too fast.</p> <p>I am concerned that the imposing of parking restrictions along Moulton Drive in Bradford on Avon will encourage speeding along this road. I live in Fitzmaurice Close and regularly encounter speeding motorists on Moulton Drive. When cars are parked on this road, it does help in reducing the speed of motorists as they create natural speed limiting obstacles. Moulton Drive is wide enough to accommodate</p>		

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	<p>parked cars and two lanes of slow moving traffic, so I see no benefit in imposing parking restrictions.</p> <p>On Moulton Drive – cars regularly speed down this road in an uncontrolled manner. Parking of vehicles on Moulton Drive does reduce this speed.</p> <p>Allowing people to park along Moulton Drive is actually a good thing because it acts as a "traffic calming" measure while still allowing a 2 way traffic flow.</p>		
<b>M5</b>	<p><b>Support requirement for restrictions around key junctions</b></p> <p>I accept the need for parking restrictions on the whole of John Rennie Close and at the entrances to the road junctions in order to ensure good visibility for traffic (for the statutory 10m in either direction).</p> <p>The original draft proposal (November 2016) for double yellow lines at the entrance to Fitzmaurice close and John Rennie close are exactly what is required to discourage inappropriate parking.</p> <p>While the restrictions planned for opposite both ends of Southway Road are welcome</p>	<b>8</b>	Comments of Support are noted

Ref	Comment received	Number of Times Received	Officer Comment
	<p>And yes, please do put double yellow lines in and immediately around junctions both on Moulton Drive and within Southway Estate as people don't seem to remember their highway code. The Moulton Drive/Southway Estate junction you highlight on the map is difficult because people insist on parking on Moulton Drive directly opposite Southway Rd.</p> <p>The 'no waiting' in John Rennie Close is justified, being a narrow road with parked vehicles causing resident's access problems.</p> <p>I support the amendment that parking will remain on the canal side of Moulton Drive with restrictions only at the junctions and either side of the pedestrian access from the canal.</p> <p>I agree that the junctions need double yellow lines because people currently park badly blocking visibility on junctions</p> <p>Your proposed measures to ensure good visibility at junctions are welcome. Your proposals for John Rennie Close are also welcome.</p>		
M6	<p><b>Will there be a meeting for the residents to discuss the concerns presented in the current proposal.</b></p> <p>We sincerely hope that the council will arrange to meet with the residents to discuss these issues. Your proposal has</p>	2	<p>There is no meeting planned to discuss the proposals in Moulton Drive.</p> <p>The Town Council as part of their role in the Town Centre parking review have carried out some consultation among residents.</p>

Ref	Comment received	Number of Times Received	Officer Comment
	<p>caused a great deal of angst and stress, particularly for older residents.</p> <p>May I suggest that members of the Town council meet with the residents of the 9 houses affected by the parking problems in John Rennie Close, to seek a mutually agreeable solution to this issue. The problem of parking of vehicles in residential areas of all shapes and sizes by people living on the Kennet and Avon canal is a much wider spread problem. This problem needs to be addressed by Town and County Councillors who should also seek to involve the canal authorities to endeavour to find a solution to this growing problem.</p>		<p>The formal consultation to which this process forms is an opportunity for everyone to have their say on proposals.</p>
M7	<p><b>The main issue is people leaving their cars here when using the canal.</b></p> <p>It is obvious that most of the congestion is caused by boaters who use the canal. Vehicles can often be parked up for 2 weeks at a time without moving. People also park and sleep in vans in the area. Commuters and dog walkers also use this area as a free parking solution. Perhaps Wiltshire Council, the Town Council and the canal trust need to have a discussion as to the best way forward.</p> <p>Your proposal seems to be focused on an area where barge owners tend to park their vehicles and these vehicles will still have to be parked somewhere. Is this policy an</p>	3	<p>It is recognised that Moulton Drive and surrounding roads may be used as car parking for those looking to make use of nearby amenities including the canal.</p> <p>Where restrictions are not in place, there is nothing stopping vehicles from parking. This is the case with vehicles parked in Moulton Drive and surrounding areas.</p> <p>Even with restrictions in place there still remains a large amount of on road parking in the immediate vicinity.</p>

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	<p>attempt to make live-aboard barge owners move on from Bradford on Avon? If so, I think it is misinformed.</p> <p>The vehicles belonging to the boat people need somewhere to park. These people are part of our community and there is no good reason not to enable them to park by the canal.</p>		
<b>M8</b>	<p><b>Residents Parking Scheme is required</b></p> <p>Residents only parking along John Rennie close, with a small number of parking bays on one side of the street only. (With limits on waiting times in the daytime as the town centre).</p> <p>I do not believe this proposal is necessary but if there is a genuine rationale to restrict parking here then there simply must be a residents-only scheme introduced so that we can park outside our own houses, rather than a blanket-ban on all parking, which will unfairly punish residents.</p> <p>If the proposals are designed to respond to the concerns of some residents reading the difficulties they find in parking and gaining access due to congestion then resident only parking would seem to be an option.</p> <p>The sensible solution would be to make John Rennie Close a Resident Only Permit Parking area for the 7 houses in John Rennie Close plus 272 Trowbridge Road and 1 Moulton Drive. Why can't we have a Resident Only Permit</p>	<b>5</b>	<p>This scheme was looking at potential parking restrictions in Bradford on Avon. It is not possible to drastically change a proposal after the advert period; at this stage a residents parking scheme was not considered.</p> <p>There are a number of criteria and requirements to be met when developing residents parking zone, including sufficient support for a scheme to make it self-funding, this is achieved through a lengthy process of consultation. The revenue raised from the take up of permits for a scheme has to be able to fund the implementation and enforcement of the project, residents parking schemes should basically only be implemented at a nil cost to the Highway Authority as it is not the Highway Authorities responsibility to provide on street parking.</p> <p>The first stage would be to understand the favourableness of a residents parking scheme within the road, if this is something that the vast majority of the road would like, then it may be worth taking forward to the Town Council. From this point</p>

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	<p>Scheme as there are in other parts of the town?</p> <p>Hopefully you will be able to modify your plans to suit all. I wonder whether a Wiltshire Council / Canal &amp; River Trust permit to put in a car window would work.</p>		<p>the Town Council can choose to take the matter forward to the CATG meeting (Community Area Transport Group) as a proposed future scheme.</p>
<p><b>M9</b></p>	<p><b>Restrictions should be increased in the area around Moulton drive</b></p> <p>We feel that no parking should be allowed on Moulton Drive closer to the junction with the Trowbridge Road (A363). At present cars are parked too close to the traffic island and we have witnessed a few near misses with traffic turning left into Moulton Drive meeting cars overtaking the parked vehicles.</p> <p>In Horton Close and other parts of the Southway Estate, please put double yellow lines in the parts of the roads which qualify as 'turning areas' - trying to turn round when cars are parked up on every kerb and in the turning area is very dangerous.</p> <p>The only other section that I would put a 'No Waiting' is on the corner of Fitzmaurice Close and Moulton Drive, leading to Trowbridge Road. If you are turning left the visibility is reduced by any parking on that corner.</p> <p>The waiting restriction on the South West side of Moulton Drive only extends from the Western leg of Southway Road for 20 metres and it is obvious to anyone that the extension should continue for a FURTHER 80 metres right up to the</p>	<p><b>6</b></p>	<p>When a Traffic Regulation is advertised for public comment, it is not possible, within the Procedure Regulations to alter a proposed restriction to one of a greater severity (ie: further restrictions, longer hours) without recommencing the legal procedure by consulting and re-advertising the restrictions.</p> <p>Further requests for parking control should be directed to the Town Council for inclusion in the next parking review.</p>

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	<p>existing no waiting lines. The reason for this is that the piece you have left is still on a bend and very difficult to see when trying to emerge from this Southway Road junction. If the areas joined up then this would be very safe for vehicles and pedestrians. Also although NOT mentioned the no waiting restrictions that the Western leg of Southway road are only 10 metres on either side of Southway road and this makes for huge and dangerous situations when traffic is coming from the Sainsbury's end of Moulton Drive and wants to turn into Southway Road.. 10 metres is no way near enough space and should be extended to 30 metres as any traffic travelling to join Moulton Drive from Southway Road is hidden by all the parked cars at the roadside and I have had several near misses at this junction. Should the lines be extended to 30 metres this will make the junction very safe for both vehicles and pedestrians.</p> <p>Further restrictions required at the Junction (where no restrictions at present is shown) with Trowbridge Road there is a bollard in the centre, campers/cars parking for long periods here makes visibility and space dangerous for cars coming around ANY of these corners.</p> <p>Further down Moulton Drive where there is a (SECOND) path leading from the canal, I see there is minor proposal of restriction, which will still cause danger as this is not enough for lone children or anyone having to go halfway into the road to check for traffic, as I have done recently with my 3yr old grandson and his bike. This restriction could be continued from the previous path (ONE) leading from canal. Camper vans cars sit outside owners houses (not a pretty site when looking from the windows) as these 'parkers/campers' stay for weeks/years constantly causing</p>		

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	<p>bad feeling, a limited time would be acceptable but not continuous campers. Space for cars could be continued further past this path area extending the other way towards Sainsbury's where there is a patch of low wall and no houses.</p>		
M10	<p><b>Proposed restrictions will leave properties exposed to parking across access.</b></p> <p>The proposed road markings do not cover the curbs adjacent to our driveways and are highly likely to result in parking which blocks our access. It appears that no consideration has been given to our homes in this plan.</p> <p>I feel I should support the house owners in John Rennie Close, of which is the one residence that has been left out of any restrictions, causing her continual hazard leaving her drive onto a narrow road that is in constant use of campers/cars who sometimes live in these vans lighting wood burning stoves, in full view of her home.</p> <p>I must protest at the proposal to introduce 'No Waiting at Any Time' at the North Eastern end of John Rennie Close, Bradford on Avon. This proposal does not take account of the fact that both my property at 272 Trowbridge Road and my neighbours at 1 Moulton Drive have their vehicular access to their driveways through John Rennie Close. If parking is prohibited on the South west bound side of the carriage way, this is likely to result in vehicles being parked on the North East bound side. This would then result in the blocking of the driveways into 272 Trowbridge Road and 1 Moulton Drive.</p>	3	<p>The proposal was not put together to protect accesses as this was not recognised as an issue at the time.</p> <p>Whilst the restrictions do not run across the front of accesses it still remains possible to enforce anyone who parks across a dropped kerb which directly obstructs.</p> <p>Rule 243 of The highway code states that motorists 'DO NOT park in front of an entrance to a property'</p> <p>The proposed restrictions were put together to improve access to properties allow narrow stretches of road or areas where visibility because of parked cars was an issue.</p> <p>Due to comments received during the consultation an amendment has been made, the amendment can be found in <b>Appendix 3</b>.</p>

## Wine Street

Ref	Comment received	Number of Times Received	Officer Comment
W1	<p><b>Proposed restrictions will lead to parking difficulties for residents</b></p> <p>Many houses on Wine street do not have off-road parking provision needs to be made to enable residents to park reasonably near to their homes. Care must be exercised not to make the life of the residents unnecessarily difficult, for instance, through inappropriate parking restrictions.</p> <p>The removal of parking space is bad news for residents. There are no alternative facilities nearby</p> <p>The proposed partial double yellow lining may tempt inconsiderate drivers to park inconsiderately in other areas without yellow lines. This may move the problems to other unrestricted areas, such as across pavements, obstruct garages and driveways, even parking outside people's front doors opening directly onto the street.</p> <p>If a TRO is introduced, this will increase the challenges faced and result in cars having to park in adjoining areas, displacing the problem to elsewhere in town and <u>causing additional congestion</u> either at the top of the road or in adjoining areas.</p> <p>Wine Street is one of only two places that people who live there or on Wine Street Terrace can park. We already have</p>	13	<p>It is recognised that the implementation of any parking restriction will lead to the displacement of vehicles elsewhere.</p> <p>The restrictions have been proposed to allow the safe passing and re-passing of vehicles along Wine street.</p> <p>When preparing any proposal a balance has to be found in keeping the road as safe as possible for anyone wishing to use the road and also where possible retain safe on street parking.</p> <p>It is also understood that Wine street does not possess much off road parking space and that it is often the only option for residents to park on the road itself.</p> <p>Due to volume of correspondence received against the proposal, it has been decided to withdraw the planned parking restrictions in Wine Street. Further details can be found in <b>Appendix 3</b>.</p>

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	<p>to carry heavy bags etc. whether we park on wine street or Budberry close and there is already insufficient parking including unused garages and people who cannot park properly.</p> <p>Please note that parking on Wine Street for these houses is a premium and quite often it is difficult to find parking resulting in a drive down Wine Street and a long walk up it! The area you are proposing to make a no parking or / waiting zone is right outside the concrete steps and this would make life very difficult for residents if enforced. There has been parking here for a long time without any issues, so I do not understand why this is being enforced now</p> <p>Residents surely have a right to park by their property. These proposals will cause residents significant problems. The proposed areas are currently used to park by elderly residents, families with young children, including a family with a disabled child, all of whom will all be severely impacted. Parking is difficult in Bradford on Avon as it is and removing the ability to park in these locations will mean that there will be nowhere near to park at all.</p> <p>It will also cause great hardship to many car owners who presently park within the proposed TRO.</p> <p>While we acknowledge that there is no legal right to park on the highway, a further consideration is that the 15-20 or so cars that are typically parked in the lower half of Wine Street and those parked at the top of Wine Street will need to park elsewhere.</p>		

Ref	Comment received	Number of Times Received	Officer Comment
	<p>Many properties on Wine Street, Wine Street Terrace and Vine Cottages do not have off street parking and currently there is barely enough parking for residents. Any reduction would cause a knock on effect as residents are forced to park elsewhere, therefore not solving the problem, just moving it off Wine Street to neighbouring streets.</p> <p>The proposals also remove an amenity from residents and disadvantage disabled residents who require a vehicle, and potentially just move the parking problem into other residential roads where parking is already difficult.</p> <p>The addition of yellow lines would mean a reduction in parking spaces, which will be a significant inconvenience for Wine Street residents. There are really no other roads nearby that could be parked on if one cannot find a space in Wine Street.</p> <p>This response is a massive overreaction. To take away parking from so many families because a few park on pavement is completely unreasonable. Poor parking should be properly policed.</p> <p>There has been no consideration for the residents who live on the street and the impact on them. There are no alternative places to park nearby and our situation of my wife having to find a way to carry two children under 2 and all her marking (she teaches) up to a 0.5 mile (to Belcombe Rd) is by no means the worst.</p>		

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W2	<p><b>Proposed restrictions will lead to an increase in traffic speeds which will subsequently endanger pedestrians.</b></p> <p>Clearing the road of parked cars in the manner proposed will inevitably lead to significantly increased vehicle speeds. Maintaining the significant amounts of street parking will keep in place the important traffic calming effects. Conversely reducing street parking will encourage driving at dangerous speeds.</p> <p>The main source of danger on Wine street is the speeds that traffic travels. Where drivers see the parked cars they progress slowly with a foot on the brake. This is particularly important at the bottom of Wine street where it meets Newtown.</p> <p>The proposed double yellow lining would 'open up' the street to encourage vehicles to increase their speed down the steep hill that is Wine Street. The existing parking system, when used considerately, naturally helps to slow traffic down.</p> <p>The proposed parking restrictions will <u>increase the risk to pedestrians</u>, both residents of Wine Street and the large number of other pedestrians (including many pupils from St Laurence) who use the road as a key pedestrian access to the area north of Winsley Road.</p>	14	<p>It is recognised that parked cars can act as a traffic calming solution in places, and that in some cases the removal of parked cars may lead to increased speeds.</p> <p>It should however be noted that Wine Street is narrow and steep and the majority of drivers would exercise caution when manoeuvring this road regardless of parked cars.</p> <p>Pedestrians using Wine Street frequently choose to walk in the road rather than on the footway. Parked cars provide an additional visual obstruction to pedestrians and motorists on the road.</p> <p>Due to volume of correspondence received against the proposal, it has been decided to withdraw the planned parking restrictions in Wine Street. Further details can be found in <b>Appendix 3</b>.</p>

Ref	Comment received	Number of Times Received	Officer Comment
	<p>What will you do about the cars that will then speed up because the parked cars will no longer be there to slow them down? What happens if a speeding car kills one of my cats or a child or a person struggling with heavy bags because they've had to park in Winsley? What price them?</p> <p>It is the cars that are parked in the exact locations the proposals intend to impact those not only offer protection against the traffic, but also slow the traffic down, and these points are the most dangerous spots in the road. Removing the ability to park on these points will have a significant negative impact on not only pedestrians, but also for the residents.</p> <p>Resident's cars parked along the length of Wine Street limit traffic speeds, and therefore are an essential safety benefit for pedestrians. New yellow line areas would degrade pedestrian safety by speeding up traffic in a street where walkers always have to use the road surface at some point. Therefore the proposed yellow lines have a negative safety benefit.</p> <p>Whilst we would fully endorse the need for pedestrian safety in Wine Street we consider that the introduction of yellow lines is not only counterproductive but positively dangerous as the absence of parked cars will inevitably increase the speed of traffic, particularly at 'rat run' time. This coincides with increased pedestrian use specifically children making their way to and from school which will impact on their safety and well-being.</p>		

Ref	Comment received	Number of Times Received	Officer Comment
	<p>I have never had any problems regarding cars and vans etc. because the parked cars have the effect of slowing down the traffic, allowing me ample time to move to one side of the street. The imposition of the proposed TRO will cause an increase in the speed of traffic not only putting lives at danger but also increase the number of cars now using Wine Street as a short cut.</p> <p>An issue of continuing concern to residents is the speed of traffic travelling down Wine Street, particularly Rat-runners. It is a well-understood and effective practice to use parked cars in an urban environment as a means of reducing speed.</p> <p>Today Wine Street has increased usage as a 'rat run' and when the road is free of parked cars, Increased speed of traffic. Parking currently has naturally slowed down the traffic allowing Pedestrians to use the road freely.</p> <p>Concerns about current proposals - Removing parking spaces from Wine Street will have the following effect: Increase the speed of traffic "rat-running" downhill.</p> <p>One thing that does slow the traffic is the proximity of other cars and my principal objection to this proposal is that the removal of parking spaces and the addition of yellow lines will act to encourage increased vehicle speeds which would make Wine Street even less safe for pedestrians.</p> <p>Traffic will speed up if are less cars on road. Scheme will</p>		

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	<p>therefore making it a more dangerous road for when people are forced to cross and a noisier road for everyone who lives on it.</p>		
<p><b>W3</b></p>	<p><b>There should be a residents parking scheme introduced</b></p> <p>Given the shortage of on road parking space. There is a strong case for residents' parking system. This should be strictly for Wine St residents.</p> <p>Residents only parking is an obvious possibility. The recent permit scheme introduced by Wessex water during utility upgrades, through traffic was not allowed and it was excellent.</p> <p>Or maybe even a parking permit system which I understand has not been considered. Why has it not been considered?</p> <p>Wine Street being a resident's only parking zone. This is an idea that has been suggested on more than one occasion which would reduce the number of cars using the street to park, reduce the volume of cars using the road as a shortcut and protect not just the safety of pedestrians and residents alike, but also maintain the character of the road within this unique town itself.</p> <p>In our opinion these considerations provide ample justification for parking in Wine Street to be restricted to residents only.</p>	<p>7</p>	<p>This scheme was looking at potential parking restrictions in Bradford on Avon, of which Wine street was raised as a concern.</p> <p>It is not possible to drastically change a proposal after the advert period; at this stage a residents parking scheme was not considered.</p> <p>There are a number of criteria and requirements to be met when developing residents parking zone, including sufficient support for a scheme to make it self-funding, this is achieved through a lengthy process of consultation. The revenue raised from the take up of permits for a scheme has to be able to fund the implementation and enforcement of the project, residents parking schemes should basically only be implemented at a nil cost to the Highway Authority as it is not the Highway Authorities responsibility to provide on street parking.</p> <p>The first stage would be to understand the favourableness of a residents parking scheme within the road, if this is something that the vast majority of the road would like, then it may be worth taking forward to the Town Council. From this point the Town Council can choose to take the matter forward to the CATG meeting (Community Area</p>

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	<p>Consideration given to making the street 'residents only'.</p> <p>Make Wine Street "Access Only" with signage "Except for Access" and continue road lines across the top. This work well if intermittently policed. This has been successfully put into place in Whitehill, Bradford on Avon with good effect.</p>		Transport Group) as a proposed future scheme.
W4	<p><b>Vehicles currently park on the footway which forces pedestrians into the road.</b></p> <p>A secondary problem is the propensity for parkers to stray onto the pavements which forces pedestrians into the road at their peril. The risk is high for women with pushchairs and pupils going to and coming from the local school. This issue could be resolved by enforcing the law properly.</p> <p>There have also been issues raised in recent months about cars parking on pavements. This is done by a minority (some of which is by non-residents as the road is a convenient place to park during the day for visitors and people who work in the town) and it is unfair that all residents are punished for this. It would be far more sensible if these infringements were properly policed.</p>	2	<p>Rule 244 of the Highway Code reads</p> <p>You should not park partially or wholly on the pavement unless signs permit it. Parking on the pavement can obstruct and seriously inconvenience pedestrians, people in wheelchairs or with visual impairments and people with prams or pushchairs.</p> <p>It remains an offence to park on the footway – Wiltshire Police are able to enforce this offence.</p>

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W5	<p><b>Other Traffic calming options would be more appropriate</b></p> <p>Speed bumps would be effective particularly against skateboarders. Another option is to put a width restriction on the road to stop the bigger vehicles travelling down the road.</p> <p>We believe that a simple official warning notice on offenders' windscreens and letter drop to all residents <u>and</u> businesses in the area would help to greatly improve things. The notice could warn of fines for or removal of inconsiderately parked vehicles in the future.</p> <p>I would much rather support, improved signage at the top of the road, reduced speed limits, a pedestrianised zone along with Wine Street being a residents only parking zone. This is an idea that has been suggested on more than one occasion which would reduce the number of cars using the street to park, reduce the volume of cars using the road as a shortcut and protect not just the safety of pedestrians and residents alike, but also maintain the character of the road within this unique town itself.</p> <p>The recent roadworks in Wine Street, which created a large number of temporary chicanes, made a considerable difference to traffic speeds. We would like to see whether some more permanent chicanes can be introduced, such as planters, that would reduce the speed of traffic the length of Wine Street, while retaining the existing lack of parking controls and without reducing</p>	4	<p>This proposal was looking at waiting restrictions within Wine Street and other areas of Bradford on Avon. It was not looking at the potential to install other traffic calming measures.</p> <p>Any requests for traffic calming measures should be directed through the Town Council to raise at the Community Area Transport Group (CATG).</p>

Ref	Comment received	Number of Times Received	Officer Comment
	parking availability, so that parked cars can continue to act as brakes on other cars' speed.		
<b>W6</b>	<p><b>More detailed survey information is required</b></p> <p>Has there ever been a proper survey of traffic flows down Wine street. It would be good to have some proper statistics.</p> <p>There is no evidence that the proposed TRO would either avoid danger to persons or to other traffic using the road or prevent the likelihood of any such danger arising, nor would it relieve or prevent congestion. As such there would appear to be no justification under the Road Traffic Regulation Act 1984.</p> <p>On the issue of safety, I have asked the council to provide detailed evidence and analysis that has led to there being a question of safety and have had no response.</p>	<b>3</b>	<p>Having to undertake traffic surveys and other detailed information gathering exercises on every town centre parking review would severely limit the number of schemes able to be progressed each year.</p> <p>The nature of the Town Centre Parking review in which this proposal was brought forward is in developing suitable proposals that benefit the local community.</p> <p>Extensive traffic survey was not undertaken within Wine street. The proposed locations were visited on a number of occasions to determine the problems within the road and explore potential solutions. Furthermore the Town Council carried out a local consultation to further understand opinions.</p>
<b>W7</b>	<p><b>Most residents park safely and appropriately</b></p> <p>There are few but regular offenders who simply park selfishly and inconsiderately. Some are residents but a lot are from commuters and/or office workers at The Old Brewery site. There is a stark difference between conditions during the working week when there are</p>	<b>1</b>	Comments are Noted.

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	<p>problems and at weekends when there are few problems. We think the businesses in The Old Brewery should be targeted to raise awareness of the problems caused by some of the staff there.</p>		
W8	<p><b>Double Yellow lines will detract from what is a picturesque conservation area.</b></p> <p>This is a Conservation Area and the proposed double yellow lines would detract from the street scene and erode its charm.</p> <p>Wine Street is situated in one of the most picturesque parts of Bradford on Avon and I would have thought the council should have, as a prime objective the protection of this area against its inevitable deterioration from speeding and noisy traffic</p>	2	<p>Just because an area forms part of a conservation area does not mean it is exempt from parking restrictions. The proposed restrictions are a simple double yellow line on the road with no other associated signage meaning little impact on the area.</p> <p>When installing parking restrictions such as double yellow lines in conservation areas a narrower line in primrose colour is used. This is in contrast to the traditional thicker, bolder colour used elsewhere.</p>
W9	<p><b>There are certain areas in Wine street that do require restrictions but have not been captured in the proposal.</b></p> <p>The one place where yellow lines would be justified is the bend at the bottom of the road, between No 1 and Newtown, to prevent parking on that bend. It is the one place on the street where it is not possible for vehicles coming down the street to see pedestrians in the</p>	2	<p>When a Traffic Regulation is advertised for public comment, it is not possible, within the Procedure Regulations to alter a proposed restriction to one of a greater severity (ie: further restrictions, longer hours) without recommencing the legal procedure by consulting and re-advertising the restrictions.</p> <p>Further requests for parking control should be directed to the Town Council for inclusion in the next</p>

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	<p>carriageway, and vice versa – and yet the proposals do not address this risk.</p> <p>The private road serving Nos 17–19 and the driveways of several other houses all need space for vehicles to get out and negotiate the right turn into the street. Vehicles parked directly opposite these driveways make this difficult for domestic vehicles and impossible for visiting commercial vehicles or those towing a trailer. Access for ambulances or fire services would also be hampered. It is essential that the new parking arrangements take these matters into account.</p>		parking review.
W10	<p><b>Wine Street is acknowledged as a shared space by those who use it most frequently; any change to the nature of the road could cause a safety issue.</b></p> <p>Current traffic flow along Wine Street as it stands is exceptionally safe for all walkers, whether adult or children, using the road as shared space. In the first instance, do not add new yellow line areas that will alter Wine Street's current character as an extremely safe environment for Pedestrians.</p> <p>The pavements in B-O-A are narrow and difficult to negotiate, particularly with the size and width of modern buggies (as I know to my cost!) resulting in pedestrians inevitably walking on the road whether there are parked cars there or not.</p>	7	<p>It is understood that the nature of Wine street and those who use it most frequently consider it a shared space. It must still be acknowledged that the road forms part of the public highway and that anybody is permitted to use the road, many of which may not be aware of its nature.</p> <p>The proposal was put in place to improve safety to pedestrians and encourage the use of the footway where possible.</p> <p>Due to volume of correspondence received against the proposal, it has been decided to withdraw the planned parking restrictions in Wine Street. Further details can be found in <b>Appendix 3</b>.</p>

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	<p>We note that many residents and others using Wine Street happily choose to walk in the road rather than on the pavements. We calculate that upwards of 100 students a day make the journey to and from St Laurence School via Wine Street, creating some 200 individual journeys a day. Generally speaking, the students always walk in the road, moving aside as traffic approaches and then resuming their walk in the road.</p> <p>We've lived on Wine Street for over 20 years and in the past frequently walked with both pushchairs and toddlers. The pavements are narrow for pushchairs, but we never experienced any problems with walking in the road. Motorists were always courteous and slowed or stopped to allow access. The narrow pavements allowed toddlers to run on ahead without going on the road and the parked cars gave additional protection, allowing peace of mind for the parents. Wessex Water recently undertook extensive works to Wine Street and the road was access only. The road became a natural shared space between cars and pedestrians and many people, both residents and pedestrians passing through commented on the improvement.</p> <p>Most motorists turning into Wine Street know this and behave accordingly – instinctively reducing their speed and raising their awareness as they expect pedestrians to be in the road at any point. In line with much current thinking about pedestrian safety this approach reduces car speeds and makes urban zones safer.</p> <p>The vast majority of users do not feel unsafe on the road as evidenced by the fact that most people walk up the middle</p>		

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	of it most of the time.		
<b>W11</b>	<p><b>Proposed restrictions will lead to parking further up Wine Street</b></p> <p>The proposals set out in the Reference above are broadly acceptable; however, the restrictions proposed will greatly increase the pressure on the parking spaces back up the hill from half way up to the main road.</p> <p>The recent issue of parking permits to residents of Wine Street as a result of Wessex Water works demonstrated that 17-20 cars .at least would need to park elsewhere, either at the top of Wine Street which is already congested or Newtown which is always full occupied. The proposal will therefore compound the problem elsewhere to wherever alternative sites we are obliged to use.</p>	<b>2</b>	<p>It is the case with any new waiting restriction that parked vehicles will look to go elsewhere.</p> <p>The restrictions were proposed to help improve the safety of pedestrians who travel the road.</p> <p>Wiltshire Council has no obligation to find parking spaces for vehicles on the public highway and must ensure the highway is able to be passed and re-passed.</p> <p>Due to volume of correspondence received against the proposal, it has been decided to withdraw the planned parking restrictions in Wine Street. Further details can be found in <b>Appendix 3</b>.</p>
<b>W12</b>	<p><b>The proposed restrictions will directly affect children and pedestrians using the road.</b></p> <p>Concerns about current proposals removing parking spaces from Wine Street will have the following effect: Increased risk to children and other pedestrians walking uphill at the same time.</p>	<b>1</b>	<p>The proposal was put together to improve safety to pedestrians including children who use Wine street.</p> <p>The removal of obstructive parking would allow more capacity on the footway and also remove visual obstructions currently presented on the road.</p>

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W13	<p><b>A 20mph speed limit is required</b></p> <p>This has been done successfully in other areas of Bradford on Avon and Bath such as Woolley Street. This would create a safe shared space for pedestrians to continue to use the street as they currently do.</p> <p>This would improve safety for pedestrians and children, not remove any amenity and decrease “rat-running”.</p>	1	<p>A 20mph speed limit is outside the scope of this parking restriction scheme. Bradford on Avon is currently subject to a large rollout of 20mph restrictions across the town, to which there may be further additions.</p> <p>Any requests for ne speed limits should be put to the Town Council who are able to raise the issues at the Community Area Transport Group (CATG)</p>
W14	<p><b>There are plenty of alternative routes for pedestrians who may feel concerned using Wine street.</b></p> <p>There are several footpaths running parallel to Wine St in very close proximity (next to Old Brewery, steps to Middle Rank, slope up Conigre Hill). The availability of so many pedestrian only alternatives suggests people do not feel that unsafe on Wine St to carry on using it.</p>	1	<p>It is acknowledged that there are alternative options available for walkers.</p> <p>However Wine Street does have a footway in place for those who wish to travel by foot and they should be able to do so safely.</p> <p>The proposal looks to increase the safety of pedestrians using the road by removing physical and visual obstructions on the road.</p>

**Winsley Road**

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WN1	<b>Proposed restrictions on Winsley road at the junction with Wine street will make parking difficulties for the residents in the area</b>	1	<p>The proposal at the junction of Winsley road and Wine Street is just following the highway code that vehicles '<b>Do Not</b> park within or opposite 10 metres of a junction' The displacement of traffic away from junctions will improve access for vehicles and also visibility for pedestrians at junctions.</p> <p>The proposed parking restrictions in Wine Street have been revoked following the consultation and can be seen in <b>Appendix 3</b>. Subsequently the capacity for parking in Wine street will remain.</p>

## General Comments

Ref	Comment received	Number of Times Received	Officer Comment
G1	<p><b>General Comments</b></p> <p>Parking in Bradford on Avon as a whole, is already at a premium, and over bank holiday weekends, or school holidays one cannot find parking anywhere in our town. It is essential that we try and encourage people to visit Bradford on Avon, and putting restrictions in place is certainly not doing this, to the detriment of local business, or even encouraging activities such as Farmers Market days, or other similar attractions.</p> <p>In my opinion, your proposed restrictions as a whole will inhibit local residents throughout the whole of Bradford On Avon from carrying out any simple, local business dealings they might wish to conduct, and many elderly find it difficult to walk if they are on the towns outskirts, and existing parking is oversubscribed. It will push people to seek other alternatives such as Trowbridge, rather than support local business.</p> <p>The very poor conditions of the local Bradford on Avon road infrastructure should be considered more of a priority than creating parking restrictions which impact not only local residents, but our visitors too. I believe putting more parking restrictions will have unintended consequences to the</p>	3	<p>The proposals which have been advertised have not been done so to reduce available parking space but rather to help protect road users at key locations.</p> <p>Bradford on Avon has a number of car parking locations around the town, where vehicles are able to be parked safely off the road without causing any obstruction.</p> <p>There are a number of local transport links which allow residents of Bradford on Avon to access the town centre without having to use their own car.</p> <p>Any further requests or considerations for improvements to the transport infrastructure in Bradford on Avon should be directed to the Town council who will be able to progress backed plans through the Community Area Transport group (CATG)</p>

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	<p>detriment of Bradford on Avon, and am intensely opposed to what is being planned.</p> <p>Finally, if you are serious about relieving or preventing congestion in the town then please turn you attention to the choke points in Frome Road and Trowbridge Road. I do wonder if Moulton Drive is an easy target, and that painting yellow lines there is a relatively cheap way of giving an impression of progress. I would have included the Town Bridge, Market Street, Silver Street, etc but I do recognize that we need a bypass to solve those problems.</p>		