

Appendix 3 – Comments and Officer Response

Location: Midland Close, Bradford on Avon			
Ref	Comments Received	Support/Objection	Officer Response
7	<p>I refer to your proposal to introduce No Waiting at any time on Midland Close. I support this proposal but believe it is vital that the order is extended to also cover the area behind Courtside Terrace and the entrance to Barton Close. Even though this area has double yellow lines vehicles continuously park there causing obstruction and difficulties for the residents. The effect of the order you are proposing as it currently stands will simply exacerbate the problem for the residents of Courtside Terrace and Barton Close. I therefore request that as a matter of urgency you extend the area to be covered by the order to include Courtside Terrace and Barton Close.</p> <p>Given that there are double yellow lines why is this area not already patrolled by traffic wardens to stop illegal parking?</p>	Support with comments	<p>The comments of support are noted.</p> <p>Courtside Terrace and Barton Close are subject to existing 'No Waiting At Any Time' restrictions which are shown on the ground with yellow road markings and are included within the existing Traffic Regulation Orders for Bradford on Avon. Midland Close, whilst road markings are in place, was omitted from the previous legal order due to an administrative error, hence its inclusion in this current process.</p> <p>The request for patrols in the area will be forwarded to Parking Services for action.</p>
22	<p>I have lived here for 10 years and in 2018 we received a letter from (name redacted) informing us that Barton Mews and Midland Close had been adopted, under the Section 38 of the Highway Act 1980. A copy of the letter was sent to you last year. Cars are parked here all day and every day. I am (redacted) and every week I have to push my rubbish bin into the middle of the Close as cars block our bin area.</p> <p>Letters have been put on the cars from the council telling owners not to park their, to no avail. We need to have the yellow lines on the radar of the Traffic Warden to stop these cars parking here permanently.</p>	Support	<p>The comments of support are noted.</p> <p>The request for patrols in the area will be forwarded to Parking Services for action.</p>

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8	<p>When we bought x Midland Close in 2013 we were concerned that the Close might be used as an overspill car park for the Station and local traffic. The builders Donovan Construction Ltd assured us that when the Close was completed and adopted, yellow lines would be completed. However, an oversight by the Council happened and yellow lines were put down but not included in the TRO, therefore making them unenforceable!</p> <p>I welcome and endorse the proposal to add Midland Close to the TRO and hope it can be implemented as soon as possible.</p>	Support	The comments of support are noted.
1	<p>Reference your Order to introduce No Waiting at any time on Midland Close, Bradford-on-Avon, as indicated on your map. We would urge you to extend this also to the bend in the road at the beginning of Barton Close and Courtside Terrace. We currently have an overflow of people from Midland Close parking on the double yellow lines there and it poses a traffic obstruction.</p> <p>I should also add that the double yellow lines are badly in need of repainting!</p>	Support	<p>The comments of support are noted.</p> <p>Courtside Terrace and Barton Close are subject to existing 'No Waiting At Any Time' restrictions which are shown on the ground with yellow road markings and are included within the existing Traffic Regulation Orders for Bradford on Avon. Midland Close, whilst road markings are in place, was omitted from the previous legal order due to an administrative error, hence its inclusion in this current process.</p> <p>The request for patrols in the area will be forwarded to Parking Services for action.</p>
10	<p>We have had multiple problems parking our car at our house in Barton Close due to illegal parking over double yellow lines and across pavements, making manoeuvring into our off- road spaces difficult. (We are supposed to be able to drive on and off our drive without having to stop, reverse and turn.) This is not helped by the non-enforcement of offenders parking on double yellow lines, opposite our drive in Barton Close (adjacent to the hedge by Culver Close playing fields),</p>	Support with comments	<p>The comments of support are noted.</p> <p>Courtside Terrace and Barton Close are subject to existing 'No Waiting At Any Time' restrictions which are shown on the ground with yellow road markings and are included within the existing Traffic Regulation Orders for Bradford on Avon. Midland Close, whilst road markings are in place, was omitted from the previous legal order due to an administrative error, hence its inclusion in this current process.</p>

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	<p>and opposite our designated parking space in Midland Close.</p> <p>There have been problems with bin collections and deliveries too due to cars parking over the double yellow lines, and on one occasion an emergency ambulance couldn't get close to the correct property.</p> <p>We strongly support the parking restriction proposals, but they need to be extended to Barton Close to avoid the issue being merely displaced.</p> <p>It should be noted that the yellow lines in Midland Close, Barton Close, and along Frome Road (from Three Horseshoes to Junction Road mini roundabout) could all do with a repaint, some bits appear not to have been done for many years.</p>		<p>The request for patrols in the area will be forwarded to Parking Services for action.</p>
5	<p>As a resident, I am fully supportive of this proposed TRO to introduce no waiting at any time on Midland Close, Bradford on Avon</p>	Support	<p>The comments of support are noted.</p>
11	<p>I fully support the proposed traffic parking and waiting restrictions on Midland Close I would like to request you also include the road behind Courtside Terrace in your plans.</p>	Support	<p>The comments of support are noted.</p> <p>Courtside Terrace and Barton Close are subject to existing 'No Waiting At Any Time' restrictions which are shown on the ground with yellow road markings and are included within the existing Traffic Regulation Orders for Bradford on Avon. Midland Close, whilst road markings are in place, was omitted from the previous legal order due to an administrative error, hence its inclusion in this current process.</p>
14	<p>In respect of the above I would like to ask for a slight amendment to the order.</p> <p>Midland Close is a cul de sac made up of 10 properties, 5 apartments, each one has one</p>	Objection	<p>The implementation of No Waiting At Any Time restrictions on Midland Close was established as part of the planning process for this development, with the road markings having been provided by the developer. An administrative oversight resulted in these restrictions not being within the legal order and as such</p>

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<p>underground parking space and 5 town houses each with their own garages and two off road parking spaces.</p> <p>I reside at x Midland Close and would kindly request that provision is given for one Visitors parking space to be allocated for properties 1 to 5 only as the town houses already have adequate parking provided. We would request that the allocated space could be marked by a sign or signage on the road which would ensure the correct use of the space.</p> <p>The location of the parking space could be safely sited on right of underground parking access just before the area allocated for our refuse bins which are only put out on collection days. See attached photo 1.</p> <p>I feel that the above Orders Statement of Reason do not apply to Midland Close as it's a quiet Cul de Sac and used only residents. Photograph 2.</p> <p>The siting of the requested parking space would not cause an obstruction so as to ensure that any vehicles and the larger refuse collection lorry that enter the cul de sac could do safely.</p> <p>Reasons for the Request.</p> <ol style="list-style-type: none"> 1. Occasional use primarily for tradespeople who will need parking outside the property when work needs to be undertaken at 1 to 5. I would have no issue in moving my car from my underground parking space on these occasions but usually their vans are usually too high for them to access the underground parking area due to low height of the access so this option is 	<p>enforcement has not taken place to date.</p> <p>The inclusion of this proposal within this legal advertisement is to correct this administrative error and ensure that the requirements set out during the planning process are met.</p> <p>Whilst the legal order was not in place, the road markings having been in situ has set the expectation from the outset that parking on the highway within Midland Close is not permitted. All properties have allocated off highway parking available to them.</p> <p>Regulations do not permit the highway authority to designate a visitor space on the highway in the manner requested. Visitors may use a residents' allocated bay with permission otherwise short stay parking of 2hrs is available nearby on Frome Road and the local car parks are within a short walking distance.</p> <p>Tradesmen's waivers are available, subject to meeting the necessary criteria, for areas covered by 'No Waiting At Any Time' and not only for residents parking zones.</p>
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	<p>unavailable.</p> <p>I understand that there is a tradesman waiver that could be purchased on these occasions however this would mean that they would need to park their vehicle on the Frome Road. Residents parking permits are allocated to this area along with parking for 2 hours for any other users, this leads to parking spaces being in constant use so it would be highly unlikely that if we purchased a Tradesman’s waiver there would be a space available and as the road is extremely busy it would not be conducive to the tradespeople going backwards and forwards to their vehicle if access was needed during the job.</p> <p>2. Under the Wiltshire Parking documents I understand that 0.2 spaces visitor parking spaces could be allocated per dwelling, this would enable 1 visitor parking space to be allocated in total for use of 1 to 5 Midland Close which are which are all 3 bedroom Maisonettes, also see note on Short Stay Exclusive Use. Photograph 3 and Photograph 4.</p> <p>I would kindly request that you give due consideration to my request for the reasons stated above.</p>		
20	<p>I live at x midland close BA15 1DB, & I have 1 parking space as photos attached, (photos 1/4 show parked up close to wall after going backwards and forwards, which is not possible with other car there, photo 5 shows weekend parking , ie before shunting back & forth),which as you will see is very tight, the other space is used by the office Monday to Friday 9am to 5/30, so during that time I am boxed in, ...</p>	Objection	<p>The implementation of No Waiting At Any Time restrictions on Midland Close was established as part of the planning process for this development, with the road markings having been provided by the developer. An administrative oversight resulted in these restrictions not being within the legal order and as such enforcement has not taken place to date.</p> <p>The inclusion of this proposal within this legal advertisement is to correct this administrative error and ensure that the</p>

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	<p>So when I have a day off during the week (I only work 3 days a week), & I am going out on that day, I have to park outside so as not to disrupt the office & waiting for them to move their car so I can manoeuvre my car out of the space, I did some time back apply for a parking permit, outside on Frome Road, but was told I cannot as I live on the wrong side of the road!!!</p> <p>If this order was implemented I would have no option but to constantly break the law, which is ludicrous.</p> <p>Furthermore, there is no visitor parking here & I have family and friends that visit weekly, as others do, & also, there is no provision at all for workmen to park to do repairs or maintenance for all of the properties in Midland Close.</p> <p>If this is implemented please ensure that I can purchase a permit to continue living here.</p>		<p>requirements set out during the planning process are met.</p> <p>Whilst the legal order was not in place, the road markings having been in situ has set the expectation from the outset that parking on the highway within Midland Close is not permitted. All properties have allocated off highway parking available to them.</p> <p>The difficulties faced with accessing allocated spaces is a private issue to be resolved by the affected parties.</p> <p>The residents parking scheme on Frome Road does not include properties within Midland Close, Barton Close or Courtside Terrace as off-highway parking is available to residents.</p> <p>Visitors may use a residents' allocated bay with permission otherwise short stay parking of 2hrs is available nearby on Frome Road and the local car parks are within a short walking distance.</p> <p>Tradesmen's waivers are available, subject to meeting the necessary criteria, for areas covered by 'No Waiting At Any Time' and not only for residents parking zones.</p>
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Location: Springfield, Bradford on Avon			
Ref	Comments Received	Support/Objection	Officer Response
17	<p>I am writing to comment on the proposal to extend the area of "no waiting at any time" on Springfield, Bradford on Avon. I live at x Springfield and I have a couple of concerns.</p> <p>Currently, cars parked in this section serve to slow down traffic, particularly coming down from the Texaco</p>	Comments	<p>The proposal for waiting restrictions has been put forward based on concerns by residents regarding road safety both in terms of exiting onto Springfield from its side roads, safely navigating along Springfield and being able to cross avoiding parked vehicles.</p> <p>Whilst on-street parking does have a traffic calming effect, a</p>

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<p>garage to the roundabout by the Moulton place. Cars do have a tendency to accelerate down this section and anything that slows them down is welcome.</p> <p>In addition, parking here is used by people who work in town. Restricting the parking available on the main road will lead to people parking their cars in the residential streets in Springfield to the detriment of residents, where parked cars can make it difficult for residents to drive into and out of their drives given the narrowness of the streets and further reduces the options for visitors to the houses.</p> <p>I do agree with the idea of having some additional restrictions. Coming down to No 39 on the eastern side is fine, but on the western side I think it would be better if they stopped at the junction that leads into the even numbered houses, ie opposite the back of No 43. That small change would still keep the bus stops' areas clear of cars but would alleviate some of the concerns I have raised above.</p> <p>Finally, I note that management of on street parking is one of the examples in the AtkinsRéalís Traffic Study report on traffic modelling cited to mitigate against increased traffic under Options A and C. I wonder if it's wise to change parking restrictions now ahead of future work in that area?</p>		<p>balance must be struck around the impact this has on the passage and repassage of road users (including non-motorised users), which is the primary purpose of the highway.</p> <p>Bus operators have also reported difficulties traversing Springfield due to the provision of on-street parking.</p> <p>The potential changes resulting from the AtkinsRealis traffic study are acknowledged, however should any physical changes be taken forward as a result of the study, this may take a number of years to be realised. Any parking restriction changes made presently can be altered in the future if required.</p>
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Location: Culver Road, Bradford on Avon			
Ref	Comments Received	Support/Objection	Officer Response
21	<p>With regard to the proposed changes to the parking on Culver Road, Bradford on Avon, I am writing to express my opposition to the proposals.</p> <p>I believe one resident has complained about visibility along Culver Road between Trowbridge Road and Loddon Way. This, in and of itself is insufficient reason to change the parking as has been proposed.</p> <p>I believe the proposal would not solve any problems, indeed it will cause more:</p> <ol style="list-style-type: none"> 1. Reducing the number of car parking spaces will force more cars to park on Trowbridge Road increasing congestion, or 2. It will force more cars further round Culver Road and/or Loddon Way. This would mean that residents who currently have no problem parking outside their own homes will not be able to do so. 3. At least 50% of the people who currently park in the area under review are pensioners/elderly. They would be forced to park further from their homes. <p>The real issue here is one of poor driving. Too many people cut the corner when turning onto Culver Road from Trowbridge Road and because of this can't see cars coming down the road, and from the Lodden Road/Southville Road junction too many people take the corner far too fast or don't stop at all to see what is coming up from Trowbridge Road. I have witnessed several occasions when cars turning into Culver Road from Lodden Road/Southville Road have had to</p>	Objection	<p>The purpose of the public highway is for the passage and repassage of users (both motorised and non-motorised) and goods, and as such the provision of on-street parking where it does not impede this primary purpose is a benefit, but not a right or requirement.</p> <p>Rule 243 of the Highway Code states that drivers must not park within 10metres of a junction. On Culver Road, parking is taking place within this 10metres and as such creating a road safety concern.</p> <p>The proposed waiting restrictions extended to cover driveway accesses on Culver Road to ensure that parking in close proximity to or over these accesses would not occur. However, in light of the objections raised, a reduced length of 'No Waiting At Any Time' to extend 15m north of the junction with Trowbridge Road is proposed for implementation.</p>

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	<p>swerve to avoid oncoming traffic. This is purely an issue of poor driving and not adhering to road markings. Taking the corner at low speed presents no issue whatsoever. Changing the parking will not remedy poor driving it will simply move it further along the road.</p> <p>I drive in and out of Culver Road most days and have no problems spotting oncoming traffic. Neither does my wife or our family.</p> <p>If you want to make improvements to the area I would suggest traffic calming would be a better option.</p>		
4	<p>The Council refused permission for a dropped kerb outside Nos. 183 and 185 Trowbridge Road, to park our cars on the forecourt in front of our houses. So we re-instated our front gardens in a traditional style.</p> <p>Therefore, we are now parking in Culver Road.</p> <p>With this proposal, the possibility to park in Culver Road (already difficult) will be severely reduced, meaning that there will be nowhere for us to park, as there is no rear road access to our property.</p>	Objection	<p>The purpose of the public highway is for the passage and repassage of users (both motorised and non-motorised) and goods, and as such the provision of on-street parking where it does not impede this primary purpose is a benefit, but not a right or requirement.</p> <p>Rule 243 of the Highway Code states that drivers must not park within 10metres of a junction. On Culver Road, parking is taking place within this 10metres and as such creating a road safety concern.</p> <p>The proposed waiting restrictions extended to cover driveway accesses on Culver Road to ensure that parking in close proximity to or over these accesses would not occur. However, in light of the objections raised, a reduced length of 'No Waiting At Any Time' to extend 15 metres north of the junction with Trowbridge Road is proposed for implementation.</p>
6	<p>I wish to lodge objection to the making of a No Waiting Order on Culver Road, B0A near the junction of Trowbridge Road.</p> <p>I have lived on Trowbridge Road in Bradford-on-Avon</p>	Objection	<p>The purpose of the public highway is for the passage and repassage of users (both motorised and non-motorised) and goods, and as such the provision of on-street parking where it does not impede this primary purpose is a benefit, but not a right or requirement.</p>

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<p>near the junction with Culver Road for all of my life, some 30 years, and for the last 13 years have had my own car which I have parked on Culver Road. Whilst my parents have access to driveway parking I do not and so have to use on street parking,</p> <p>I have never experienced, or been aware of, any pedestrian related issues arising from cars being parked on Culver Road towards the Trowbridge Road junction, which is where the proposed No Waiting Order would stop parking.</p> <p>There is very little on street parking available near our house, mainly because the bus stop restricts parking outside our house, but also traffic using the Trowbridge Road is not controlled in any meaningful way by any traffic calming measures which makes it dangerous to park on the min Trowbridge Road. Any more cars parked on Trowbridge Road would exacerbate the risk of accidents and would also increase the risk for pedestrians looking to cross that busy and dangerous road which in my view is more likely to result in risk of harm than currently is the case with the present parking arrangements on Culver Road.</p> <p>Also, as a young female, I consider it more of a danger to make people like me have to park further away from where I live, particularly where this means having to walk to and from my car late at night and/or in darkness. This would significantly impact on my ability to enjoy a normal life where I can get quickly to and from my car with my shopping as well as a serious safety concern walking a longer distance in the dark and this would add significant detriment for people like me or for elderly people in the area.</p>		<p>Rule 243 of the Highway Code states that drivers must not park within 10metres of a junction. On Culver Road, parking is taking place within this 10metres and as such creating a road safety concern.</p> <p>The proposed waiting restrictions extended to cover driveway accesses on Culver Road to ensure that parking in close proximity to or over these accesses would not occur. However, in light of the objections raised, a reduced length of 'No Waiting At Any Time' to extend 15 metres north of the junction with Trowbridge Road is proposed for implementation.</p>
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	<p>My parents have lived in the same house for some 34 years and tell me that they have never known there to have been any motoring accident involving pedestrians on Culver Road in the area which is the subject of the proposed order. The current speed restriction on Culver Road, linked to the fact that the cars parked in the area which is the subject of the proposed order actually make drivers using the road take more care, is more than sufficient, in my view, to limit the risk for pedestrians looking to cross that road. Were the order to be made there is a risk that drivers would take less care using Culver Road which is likely to make crossing the road more dangerous rather than less dangerous.</p> <p>In summary, I consider that the proposed order would have significant adverse effects on people like me and those of us who rely on on-street parking in this area. It will impact indirectly on people who need visitors for reasons such as social care (which was the case with my grandmother who lived with us until recently and is likely to be the case as my parents get older) or family occasions but will have the most impact on those of us who live in the area who will find their lives substantially changed for the worse, and who will face increased risks from having to park further away from where we live. I cannot see how this can be justified where it cannot be shown that there is a serious risk of harm if the order is not made.</p>		
19	<p>I was dismayed to be told by a neighbour that the council have plans to stop parking in Culver Road. PLEASE RETHINK THIS. Parking is done with discretion and common sense. All cars, without exception, are parked on just one side of</p>	Objection	<p>The purpose of the public highway is for the passage and repassage of users (both motorised and non-motorised) and goods, and as such the provision of on-street parking where it does not impede this primary purpose is a benefit, but not a right or requirement.</p>

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	<p>the road. I have lived on Trowbridge Road since 2005 and always parked there. There has never been a complaint from residents. As I'm in my late eighties it's very reassuring to know that when returning home in the dark that I can be in my front door very quickly.</p>		<p>Rule 243 of the Highway Code states that drivers must not park within 10metres of a junction. On Culver Road, parking is taking place within this 10metres and as such creating a road safety concern.</p> <p>The proposed waiting restrictions extended to cover driveway accesses on Culver Road to ensure that parking in close proximity to or over these accesses would not occur. However, in light of the objections raised, a reduced length of 'No Waiting At Any Time' to extend 15 metres north of the junction with Trowbridge Road is proposed for implementation.</p>
13	<p>I am writing to object to the proposal to ban on-street parking on Culver Rd Bradford near the Trowbridge Road junction, as recently advertised on street posters.</p> <p>I have been a resident of Trowbridge Road for 35 years and like many in Bradford have no access to off street parking. I know this problem also applies to several of my neighbours , including two who recently moved into new houses given planning permission by Wiltshire Council with no off street parking !</p> <p>I have very safely parked my car on this stretch of Culver Road for the past 35 years without any problems. The alternative would be to park in front of my house on Trowbridge Road. This would disrupt traffic on the very busy Trowbridge Rd and would be much more dangerous than Culver Rd .</p> <p>My objections to this proposal are as follows :</p> <p>1 .A flawed consultation process - no attempt to discuss this proposal with the people most affected - those obliged to park in Culver Road . They could</p>	Objection	<p>The purpose of the public highway is for the passage and repassage of users (both motorised and non-motorised) and goods, and as such the provision of on-street parking where it does not impede this primary purpose is a benefit, but not a right or requirement.</p> <p>Rule 243 of the Highway Code states that drivers must not park within 10metres of a junction. On Culver Road, parking is taking place within this 10metres and as such creating a road safety concern.</p> <p>The proposed waiting restrictions extended to cover driveway accesses on Culver Road to ensure that parking in close proximity to or over these accesses would not occur. However, in light of the objections raised, a reduced length of 'No Waiting At Any Time' to extend 15 metres north of the junction with Trowbridge Road is proposed for implementation.</p> <p>With regard to consultation, the advertisement of the legal process forms the statutory consultation process for traffic regulation order proposals. Site notices are provided alerting local residents to the consultation process.</p>

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	<p>easily have been identified as they are all local residents.</p> <p>2.The proposal will force more people to park on the increasingly busy Trowbridge Rd with increased disruption to traffic and danger to the public.</p> <p>3.The benefits of allowing most cars to continue parking in Culver Rd were not assessed. This part of Culver Rd is a 20mph zone. Removal of on -street parking will simply speed up car driving on a road where many drivers break the limit. This will lead to increased danger for pedestrians and other road users. The consequences should be assessed before the event. The on street parking slows down the pace of drivers and increases safety levels.</p> <p>4. The part of Culver Rd where this ban on parking is proposed is the widest part of the road. It is therefore the safest part of that road to park in.</p> <p>5. There is no evidence of accidents caused by parking in this area. I know that from my 35 year' experience of using this road.</p> <p>6.If any change is justified on car parking on Culver Rd it should be just be to ban parking just next to the the junction with Trowbridge Rd. Simply take away the last parking space on the corner of Trowbridge Rd to improve visibility and put in yellow lines. Nothing further is justified.</p>		<p>The original request for restrictions was raised by a local resident and subsequently supported by Bradford on Avon Town Council.</p>
4	<p>The Council refused permission for a dropped kerb outside Nos. 183 and 185 Trowbridge Road, to park our cars on the forecourt in front of our houses. So we re-instated our front gardens in a traditional style.</p>	<p>Objection</p>	<p>The purpose of the public highway is for the passage and repassage of users (both motorised and non-motorised) and goods, and as such the provision of on-street parking where it does not impede this primary purpose is a benefit, but not a right or requirement.</p>

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<p>Therefore, we are now parking in Culver Road.</p> <p>With this proposal, the possibility to park in Culver Road (already difficult) will be severely reduced, meaning that there will be nowhere for us to park, as there is no rear road access to our property.</p> <p>As a resident of 185 Trowbridge Road, I am writing to express my concern at the above proposal to drastically reduce parking in Culver Road.</p> <p>In 2020, when we bought our house (part of the ex-convenience store), we applied for permission to drop the kerb, in order to be able to utilise the already existing forecourt for parking. This application was refused, so we re-instated a front garden, which has done much to improve the neighbourhood. As there is no rear access to our property (unlike for some of the other houses in our terrace), we have to resort to parking in Culver Road.</p> <p>This is difficult at the best of times. We know of three other neighbouring households who also park there. But to limit parking as per the above proposal will create big problems for us. Where do we park our car? When unloading groceries, for example, we will have to resort to parking directly outside our house on busy Trowbridge Road, right beside the bus stop. This would inevitably create traffic congestion and would be a significant safety hazard for drivers and pedestrians alike.</p>		<p>Rule 243 of the Highway Code states that drivers must not park within 10metres of a junction. On Culver Road, parking is taking place within this 10metres and as such creating a road safety concern.</p> <p>The proposed waiting restrictions extended to cover driveway accesses on Culver Road to ensure that parking in close proximity to or over these accesses would not occur. However, in light of the objections raised, a reduced length of 'No Waiting At Any Time' to extend 15 metres north of the junction with Trowbridge Road is proposed for implementation.</p>
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Location: Woolley Street (Lower), Bradford on Avon			
Ref	Comments Received	Support/Objection	Officer Response
17	<p>I wish to comment on the proposed changes to parking bays on Lower Woolley Street - ref your map EJ21. I suggest that the proposals for this area are an overreaction to pressure from a small number of residents and should be considered in the broader context of short term public parking in this part of the town.</p> <p>Some residents of Lower Woolley Street seem to think that they have a right to park immediately outside their property without regard for the broader issue of access to the many shops and businesses north of the river. The bay between Nos. 11 and 19 Woolley Street is currently 1 hour and is regularly used on those terms. It is the only short-term public parking, north of the river, close to the centre of town. It is the only convenient area for shopping deliveries, utilities services, shoppers and those visiting estate agents, solicitors etc.</p> <p>There are 3-4 unrestricted spaces outside No. 21 Woolley Street which could serve the needs of residents with a change to residents only. Similarly there are 10-12 unrestricted spaces alongside the wall bordering the short one-way section of Woolley Street part of which could be designated residents only. These spaces are no more than 200 metres from the residents on Lower Woolley Street who are eager to see some residents parking.</p> <p>I think it is far more important to retain an area of short term public parking close to the town centre rather than provide residents only parking on Lower Woolley</p>	Objection	<p>It is recognised that there are competing demands for parking in this area, balancing the needs of residents, businesses and visitors.</p> <p>The request for a resident parking scheme was submitted by local residents and met the criteria set out by Wiltshire Council in terms of the initial support level through local consultation led by a local ambassador.</p> <p>The current short stay parking on Woolley Street restricts motorists to one hour parking with no return within one hour between Monday and Saturday 8am to 6pm. The proposed change would see this retained whilst allowing those with a resident parking permit to park without restriction. Whilst this may see a small reduction in availability of spaces for short term use, the joint use of the bays replicates the approach taken elsewhere within the town and balances the needs of all parties. Based on the data provided during the local consultation, it is not expected that all spaces will be utilised by those with a residents permit at all times and a considerable amount of space remains available for short term use.</p> <p>The potential changes resulting from the AtkinsRealis traffic study are acknowledged, however should any physical changes be taken forward as a result of the study, this may take a number of years to be realised. Any parking restriction changes made presently can be altered in the future if required.</p>

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	<p>Street, particularly when the needs of a few residents can be met with some minor changes as outlined above. The 1 hour bay outside Nos. 11- 19 is a well-used and valuable public asset, please leave it as it is. I also think it premature to make such changes as proposed when the Town Council and the County Council are working their way through possible major changes to the road layout and traffic flows through the town, Lower Woolley Street is likely to be affected in a number of ways and decisions about parking and designation of parking bays should wait until the overall picture is much clearer.</p>		
16	<p>Residents' Parking Proposal Lower Woolley Street</p> <p>1. Some residents are asking for the right to park directly outside their property although there is a large area of unrestricted parking about 200m away.</p> <p>Why this is unreasonable</p> <p>2. The 1-hour parking on Lower Woolley Street is regularly used by shoppers visiting the many shops and businesses north of the bridge. It is the only free short term, on-street, parking available on this side of town near to town. To prove the point, checks would demonstrate a constant changeover of vehicles. Businesses will suffer if this parking is even more restricted as vehicles with a residents' permit will effectively permanently occupy the bays. Even if it is Permit or 1 Hour it will become much more difficult for any casual visitor, shopper, window cleaner, delivery driver or other service provider to park.</p> <p>3. This stretch provides essential and safe parking</p>	Objection	<p>It is recognised that there are competing demands for parking in this area, balancing the needs of residents, businesses and visitors.</p> <p>The request for a resident parking scheme was submitted by local residents and met the criteria set out by Wiltshire Council in terms of the initial support level through local consultation led by a local ambassador.</p> <p>The current short stay parking on Woolley Street restricts motorists to one hour parking with no return within one hour between Monday and Saturday 8am to 6pm. The proposed change would see this retained whilst allowing those with a resident parking permit to park without restriction. Whilst this may see a small reduction in availability of spaces for short term use, the joint use of the bays replicates the approach taken elsewhere within the town and balances the needs of all parties. Based on the data provided during the local consultation, it is not expected that all spaces will be utilised by those with a residents permit at all times and a considerable amount of space remains available for short term use.</p> <p>The potential changes resulting from the AtkinsRealis traffic</p>

Appendix 3 – Comments and Officer Response

<p>for service personnel, delivery vans and builders and since the properties from 1-17 inclusive have no driveway there is no other place for workmen or delivery drivers to conveniently stop. This row of listed properties need such services much more often than a modern house. In addition, all residents themselves need to be able to safely off load personal shopping, small children and elderly visitors and this is possible under the present situation The status quo works very well for residents, shoppers and workmen.</p> <p>A Fairer alternative for Residents' Permits</p> <p>The short stretch of Woolley Street on B3107, by no. 19, has 3- 4 unrestricted parking spaces, and these are complemented by another 12 spaces round the corner along the wall on the right.</p> <p>So, at the moment, there is unrestricted parking for about 15 vehicles, no space being more than 200m from the homes of those residents asking for residents' parking permits. Why couldn't these spaces be designated as permit holder/ 1 hour spaces?</p> <p>There is a system for a BLUE BADGE for those that need one and can't walk far and in fact 2 properties between 1-19 have such a badge and so already are able to park all day near to their house. The unrestricted spots referred to above are already used by residents of 1 to 17 but what is asked for, understandably, is a more reliable system which a permit scheme would grant but such a change should not make things more difficult for the majority.</p> <p>Continuing up Woolley Street beyond 33b and the one</p>		<p>study are acknowledged, however should any physical changes be taken forward as a result of the study, this may take a number of years to be realised. Any parking restriction changes made presently can be altered in the future if required.</p> <p>Tradesmen's Waivers are available, subject to criteria being met, to allow parking in restricted areas for works to properties etc.</p> <p>Loading and unloading is permitted for residents, businesses, and deliveries etc on the existing double yellow lines. This is providing that this activity does not cause an obstruction.</p>
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	way stretch there are plenty of unrestricted parking spaces for non-residents. This is, in effect, a free useful car park for north of the river for visitors who need to park for more than 1 hour.		
23	We live in the last house in Whitehill, before it joins Woolley St., which has no available parking. With over 70 houses in Whitehill, very few of which have garages or driveways, parking there has become practically impossible. This means trying to find a space between our house and the petrol station where Woolley St. meets New Road. The proposal to make the parking spaces on Woolley St. into one hour limited parking will mean that 3 or 4 parking spaces for residents will now disappear, leaving 3 or 4 more cars trying to find parking on Woolley St., which is already extremely difficult, and will become even more so with your proposal to extend double yellow lines in Woolley St. I already find that often I have to park in Springfield, which is 4 or 5 hundred metres from our house and is now about to have its parking reduced even further. I appreciate the problems attached to parking in the town, but your proposals appear to be making it even more difficult for people like us who live and work here.	Objection	The proposed changes would see the unrestricted parking bay offer restricted parking for non-permit holders of one hour between 8am and 6pm Monday to Saturday. Whilst during this time, parking for permit holders will be unrestricted, outside of these times, unrestricted parking will be available to all users.

Location: Bridge Yard, Bradford on Avon			
Ref	Comments Received	Support/ Objection	Officer Response
2	I am writing regarding the change of the parking bay in Kingston Road, alongside Lamb Yard in Bradford on Avon, from a 2 hour parking slot to a loading bay. This will not serve the area well.	Objection	The proposed alternative restrictions put forward have merit however they would require the support of Bradford on Avon Town Council and be subject to a further Traffic Regulation Order consultation. A request should be made to Bradford Town Council in the first

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<p>These are the reasons I oppose this and the suggested alternatives:</p> <p>1 While we need spaces for deliveries, the large vans that will occupy this space will block the view of the Yard and my shop for potential customers which will be unsightly and an eyesore - even for the limited time that they will be there.</p> <p>2 this 2 hour spot is vital for owners of the businesses in Lamb Yard to be able to pop into their businesses, unload and sort out problems, issues - the unloading criteria does not fit with this behaviour.</p> <p>I had a word with the traffic warden and he said that an unattended car will be observed for 5 minutes then a ticket given!</p> <p>The businesses in lamb yard do not have allocated parking on site and so rely heavily on this 2 hour slot parking to allow them to conduct business and see to their daily maintenance</p> <p>3 The current spaces are limited to Monday to Saturday 9-6 which is crazy in a 7 day a week trading area. What you have is residents parking from 4pm on Saturday and leaving their cars there until Monday morning - this causes lots of problems with delivery - this was not a well thought through idea.</p> <p>4 The space is not big enough for say the Coop large delivery van, the Suma van, and will block the car park - on the left as you enter the site. There is a constant battle for the people whose car park it is against people blocking the entrance - this is because the</p>		<p>instance for consideration to be given to these alternative restrictions using the Highway Improvement Request form found here: https://www.wiltshire.gov.uk/article/6149/Local-Highway-and-Footway-Improvement-Groups</p>
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	<p>initial design is bad and there should have been tarmac into the car park not the brick parking bay as was laid - this is poor inspection of plans and checking their viability</p> <p>What i propose would be a better idea is: 1 The unloading bay is located outside the coop - a well designed, well signed area that is big enough for the vans. Then 2 spaces behind of 30 minutes for people popping into the post office / Coop. These bays serve the whole area not just the coop - this proposal is only beneficial to the Coop. They get a loading bay across from them while maintaining 5 x bays of 30 minutes for people to pop into them. We need people to spend more time so maintaining the 2 hours slots is vital and fair.</p> <p>2 Change the parking bay restriction to run from Monday to Sunday 8-8</p>		
12	<p>We are writing regarding the proposal to change a 2 hour parking bay in Kingston Road, alongside Lamb Yard Bradford on Avon, to a loading only bay.</p> <p>We disagree with this proposal as we do not feel it would be beneficial for local businesses or visitors & residents wanting to visit businesses in our area.</p> <p>1. The current 2 hour bay is useful. We run a business in Lamb Yard (The Mill Cafe) and the current 2 hour bay is useful and vital for our customers to use to visit shops and cafes in our area.</p> <p>We are restricted as adequate parking was not provided in our development during its planning and the current bay is one of only a few that gives people</p>	Objection	<p>The proposed alternative restrictions put forward have merit however they would require the support of Bradford on Avon Town Council and be subject to a further Traffic Regulation Order consultation.</p> <p>A request should be made to Bradford Town Council in the first instance for consideration to be given to these alternative restrictions using the Highway Improvement Request form found here: https://www.wiltshire.gov.uk/article/6149/Local-Highway-and-Footway-Improvement-Groups</p>

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	<p>longer time to be able to visit. It is also useful for us as a business if we need longer than 30 minutes (current parking time restriction on bay outside the Co-op opposite) to deliver or collect goods to our business. Unfortunately, we are not providing with any parking for our business within the development.</p> <p>2. The delivery bay would not be useful. The bay is not large enough for delivery lorries such as the size that visit the co op shop & it risks blocking access to other properties. We would also be blocked from view as a business and visibility is key for visitors and potential customers.</p> <p>3. We are also troubled hearing that parking wardens would only grant 5 minutes of delivery time before potentially issuing parking fines to unmarked delivery vehicles. 5 minutes is not enough time if we are delivering goods to our own business. Usually these are items requiring specific storage eg in freezers or fridges and have to be sorted and put away straight away which needs time. We do not need to risk parking fines and additional charges put on simply trying to run a business in these times.</p> <p>We feel a delivery only bay would be better suited to be positioned in the parking bay outside the co op. The current design of the parking bay outside the co op could be re designed to better fit the parking & delivery needs of the area.</p>		
18	<p>At the moment, the layby has a two hour, no return policy and your proposal is to change the use to loading and unloading only. From my understanding and from conversations with the traffic warden who patrols this area, this would</p>	Objection	<p>The proposed alternative restrictions put forward have merit however they would require the support of Bradford on Avon Town Council and be subject to a further Traffic Regulation Order consultation.</p>

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<p>entitle only larger commercial vehicles - clearly marked - with company signage to park in this area and that any personal vehicles would be ticketed.</p> <p>Having witnessed the size of the current vehicles that load and unload, this would cause a huge problem for the independent retail outlets on Lamb Yard.</p> <p>1 The mere size of the vehicles would have difficulties actually fitting into the layby.</p> <p>2 Visibility of the shops and market stalls would be obscured, reducing customer footfall.</p> <p>3 Any unmarked, non commercial vehicles owned by the retail outlets' managers or owners would be ticketed after 5 minutes of observation, regardless if they have displayed their own loading and unloading sign on their own vehicle.</p> <p>4 As independent shopkeepers, five minutes is an impossible ask for us, we don't have the same loading or unloading equipment as the bigger vehicles and we don't have surplus staff to rush to our aid, whilst panicking in fear of being ticketed.</p> <p>5 I am not sure if your offices are aware, but Lamb Yard owners / business managers don't not have permanent allocated parking areas within First Port's estate and are constantly forced to circle the area to enable them to locate a parking space to unload and load. Often this entails having to walk and carry from a considerable distance and none of us are spring chickens.</p> <p>As a shop keeper situated on Lamb Yard, without visibility from the street (next to the Dog House and in the passageway) having additional obstacles blocking access and views would be extremely detrimental to our business.</p>		<p>A request should be made to Bradford Town Council in the first instance for consideration to be given to these alternative restrictions using the Highway Improvement Request form found here: https://www.wiltshire.gov.uk/article/6149/Local-Highway-and-Footway-Improvement-Groups</p> <p>The request for changes at Bridge Yard were made by local businesses and supported by the Bradford on Avon Town Council. The formal consultation process with the wider community, including the businesses in the area, is through the legal Traffic Regulation Order process, to which this comment has been received.</p>
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<p>I believe and I also speak for others who load and unload, that the current loading and unloading bays outside the Co-op on Bridge Yard should remain as the primary loading bays for larger vehicles and that the Lamb Yard bays should not be used for this purpose. In addition, I would like your offices to consider the problems that the current owners / managers encounter on a daily basis and take this into account when making changes.</p> <p>As a final comment, not at any stage during your decision making did your offices ask or consult with any of the owners / managers of Lamb Yard, a massive oversight if I might say.</p> <p>I hope that I have managed to clarify our concerns and that you take them into your consideration for the next phase of this project.</p>		
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Location: Woolley Street/Luccombe Quarry

Appendix 3 – Comments and Officer Response

Ref	Comments Received	Support/ Objection	Officer Response
9	<p>I write in support of the requirement for the above. As a resident of Luccombe Quarry who raised the issue in the first place this is hardly surprising. Since this matter was first raised the situation on exiting Luccombe Quarry -for residents/tradespeople/delivery vans- has deteriorated.</p> <p>Over the last few years both the size of cars and the number of large vans parked in Woolley Street have increased; the consequence being that sight lines - previously poor- have worsened.</p> <p>We now switch on the hazard warning lights when exiting Luccombe Quarry.</p> <p>We believe that this is a safety issue. Several times we have nearly been hit by vehicles travelling too fast despite us inching out. Longer yellow lines will enable vehicles to partially turn left before coming out onto the road.</p>	Support	The comments of support are noted.