

– Comments and Officer Response

Support		
Ref	Comments	Officer Response
S1	<p>We are really pleased to see the proposal of parking changes on Berryfield Road, Bradford on Avon - we are sure this will make it much safer for the children of Christ Church School which has become increasingly dangerous over the last year - as well as ongoing congestion issues.</p> <p>The only thing we would like to add is that the no stopping proposal on the corner up to Manor Gardens should be extended to cover the entire entrance to Manor Gardens rather than stopping just before it. We live at number 16 opposite the entrance and often cars park outside the front of this property. On several occasions we have had lorries, work vehicles and the council bin collection trucks knocking on our door asking if we own whichever vehicle is parked there as it stops larger vehicles that need to reverse into Manor Gardens from being able to do so. This is most problematic for the bin men as many times they have had to leave without accessing Manor Gardens because they are unable to manoeuvre due to the parked cars opposite the entrance.</p> <p>Extending this parking restriction by a few meters up to the drive of Number 16 Berryfield Road would alleviate all these issues and is worth considering at this time whilst the proposal is being put forward.</p>	<p>The comments in support of the proposal are recorded.</p> <p>When a Traffic Regulation Order is advertised for public comment, it is not possible, within the Procedure Regulations to alter a proposed restriction to one of greater severity (ie: further restrictions, longer hours) without recommencing the legal procedure by consulting and re-advertising the restrictions.</p>
S2	<p>I am in support of all the proposals, but I am concerned that without making similar changes along the length of Berryfield Road, the problem will just be forced further along. We already have people using the road as a cut through and driving much too fast and the changes to no parking on the bend will push people to park further down the road.</p> <p>I wonder if it would be possible to have chicanes for calming effect on the rest of Berryfield Road too? I also wonder if residents could be offered extension of dropped kerbs to make the most use of front drive parking spaces?</p>	<p>The comments in support of the proposal are recorded.</p> <p>Please see officer comment S1 above.</p> <p>Should residents wish to extend existing or install new dropped kerbs then this would have to be done at their own expense with the approval of Wiltshire Council as Highway Authority</p>

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S3	<p>The improvements should contribute to making the roads safer and more pleasant places to live.</p> <p>As local residents who have experienced repeated poor parking in the area, including people parking across the access to our property, we particularly like the reinstatement and extension of the no waiting areas between the school and Bath Road.</p>	The comments in support of the proposal are recorded.
S4	<p>The road cannot cope with the volume of traffic. The whole area can become gridlocked and is not safe for those walking home from Christchurch School or St Laurence School. This leads to cars mounting the pavement to get past and risking injury to pedestrians. I believe the changes proposed will help to discourage cars from parking on and driving through Berryfield and Christchurch Road.</p>	The comments in support of the proposal are recorded.
S5	<p>The stretch of road in question is dangerous because of regular parked traffic, whether fully on the road or half on the curb. The right-angle bend and high hedge, on the inner curve of the road footpath, means that cars, vans and buses cannot see oncoming traffic until well into the curve. Cars, vans and buses often approach each other head on and one vehicle has to stop and reverse backwards to allow the advancing car to pass. The risk of a collision is significant.</p> <p>The problem is more acute, due to the volume of traffic, when children are dropped off and picked up at the nearby Primary School. The adjacent Christchurch Road is a much safer alternative as it is straight and long.</p>	The comments in support of the proposal are recorded.
S6	<p>Current parking close to the school entrance and on the bend approaching Manor Gardens poses a danger to persons and other traffic using the road. On numerous occasions we have had vehicles forced onto the wrong side of the road approaching us as we drove in the opposite direction having to break sharply. It is an accident waiting to happen.</p> <p>It is a particular concern that people are parking their vehicles without care and attention close to the school which is posing a danger to children. Current parking restrictions are not adhered to and need to be tightened and enforced for the safety of local residents, road users and schoolchildren.</p>	The comments in support of the proposal are recorded.

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<p>S7</p>	<p>The stretch of Berryfield Road between Christchurch School and Manor Gardens has become especially very hazardous because of regular parking during the daytime. Often the cars are parking half on the pavement blocking safe pedestrian access off the road.</p> <p>The risk of collision between cars, busses and commercial vehicles is significant as the parked vehicles force traffic into the middle of the road head on with each other. The sharp curve and high hedge mean that oncoming traffic cannot see each other until they meet head on and one or both vehicles have to reverse. The problem is worst in the morning and late afternoon due to the high volume of school traffic from parents dropping off or collecting children from Christchurch School. Christchurch Road is adjacent to the school and much better for parking and traffic management as its wider and straight.</p>	<p>The comments in support of the proposal are recorded.</p>
<p>S8</p>	<p>We would be delighted if you increase parking restrictions around the school up to Manor Gardens as it is often dangerous to drive around the corner and obviously a danger to the children also.</p>	<p>The comments in support of the proposal are recorded.</p>
<p>S9</p>	<p>We fully support the proposed changes in Berryfield Road in Bradford on Avon having regularly complained to local Councillors over recent years about the problems. My remaining concern will be for the enforcement when parents are parking to drop off and collect children from Christchurch School.</p>	<p>The comments in support of the proposal are recorded.</p>
<p>S10</p>	<p>On many occasions buses have been unable to get along the road due to double parking. Parents park all over the pavements in the morning & at 3pm making it increasingly dangerous to see children or approaching cars. It is an accident waiting to happen as well as often making it very hard to access our properties at drop off & pick up time.</p> <p>No one seems to take any notice of the single lines presently there even when police or traffic officers have visited, but the bend is particularly dangerous. I can see the traffic causing havoc twice a day. I appreciate parents may need to drop children off but it's possible to be a lot safer by parking slightly further away & walking a little further.</p>	<p>The comments in support of the proposal are recorded.</p>

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<p>S11</p>	<p>We agree with most of the proposals as it will definitely reduce the through flow and calm traffic on the estate. However, the following points are made for consideration: - The addition of "Access Only" signs at both entrances to the estate at the junctions of Bath Road and Sladesbrook</p> <p>We are concerned that the staggered formalised parking proposed for Christchurch Road will reduce the number of available parking spaces for residents, visitors and school parents/staff - as such we suggest that parking is all on the left side of the road (in the direction of Berryfield towards Sladesbrook) and that a speed hump/ raised area is added at the midpoint of Christchurch Road.</p> <p>The introduction of no waiting on the corner of Berryfield Road as you approach Manor Gardens will also reduce parking for residents. Therefore, could that small portion of Berryfield Road become one way (just on the corner between the junction of Christchurch Road and Manor Gardens) therefore allowing parking for residents to be maintained on one side.</p>	<p>The comments in support of the proposal are recorded.</p> <p>Please see officer comment S1 above.</p> <p>An 'Access Only' or 'One way' restriction would require separate Traffic Regulation Orders, and as these types of restrictions are 'moving vehicle' restrictions and can only be enforced by the Police.</p>
<p>S12</p>	<p>The two bends in Berryfield Road - where no waiting/stopping at any time is proposed - are very dangerous due to thoughtless parking of vehicles. Cars are parked on the road ON THESE BLIND BENDS which means that there is only one car's width to drive around the bend. The blind bend near Manor Gardens' entrance means drivers can see only a few yards ahead and at 20 mph cars heading on these bends in opposite directions have considerable damage and potential physical injury. More significantly, there is no space to avoid any child crossing the road, who cannot be seen until you are a few yards away.</p> <p>Parking by parents collecting their children from Christchurch Primary school is often irresponsible. Cars are parked projecting onto the pedestrian pathway, making it difficult for parents with pushchairs, accompanied by their school children, to proceed safely. Cars are always parked on the bends even though this makes driving along these sections of the road very dangerous for drivers and pedestrians.</p>	<p>The comments in support of the proposal are recorded.</p>

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	<p>The Council should DEFINITELY introduce double yellow lines on both bends and keep them well painted. The existing single yellow lines are very faded. Parking should be regularly monitored by the Council as many parents ignore any restrictions regardless of the hazards they create for others and for their own children.</p>	
<p>S13</p>	<p>The dangerous parking and waiting in Berryfield Road by the school and on corner of Manor Gardens causes massive problems for cars trying to drive along the road, cars park half on the pavement just on bend of Manor Gardens sometimes all day making it very difficult and dangerous to try and get out, during school pickup and drop off due to the inconsiderate parking of some people visibility is greatly impaired and have been witness to children having to walk in road because cars are on footpath and have been very nearly run over, also people pushing babies in pushchairs have to go into road as they can't get passed the parked cars.</p>	<p>The comments in support of the proposal are recorded.</p>
<p>S14</p>	<p>I wish to support wholeheartedly the proposed action to introduce no waiting & no stopping measures around parts of Berryfield Road.</p> <p>I am a resident of Manor Gardens, and the number of vehicles regularly parked on Berryfield Road between the junctions of Christchurch Road and Manor Gardens is often excessive and effectively turns it into a single lane of traffic around a dangerous corner. It forces me as a driver to go round this very sharp right hand incredibly cautiously as it is impossible to see round the corner and any potential oncoming traffic or pedestrians. Other traffic does not always take such precautions and I have had a number of near misses. The number of parked cars is certainly worse at school drop off and pick up times but certainly not restricted to those periods.</p> <p>Can I request that in the event of these measures coming into force, it is appropriately monitored – there is a “no waiting” zone already in place around Christchurch School at certain times of the day, but it appears to be completely ignored by drivers dropping off or collecting children, who seem desperate to get as close to the school as they possibly can.</p>	<p>The comments in support of the proposal are recorded.</p> <p>The enforcement of waiting and parking restrictions lies with Wiltshire Council. Whilst they cannot be outside every school, every drop off or collection, the Parking Services team can provide targeted enforcement to boost compliance and act as a deterrent.</p>

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Objections		
Ref	Comment	Officer Response
O1	<p>Having digested the proposals and viewed the supplied map, we would like to make the following comments.</p> <ol style="list-style-type: none"> 1. The current parking regulations are often ignored and are never enforced, will the improvements change this? 2. A valuable parking space will be lost outside our house. 3. There is no proposal to calm the traffic entering and leaving the school. This is currently an issue and will likely become worse with the improvements. Drivers do not take into account that there is a driveway next to the school entrance. 4. The improvements will encourage groups of people to congregate at the end of our drive. This is already an issue because of the school policy of not letting pupils into the school until a given time, and the situation will likely get worse due to the extra space available to the public in the future. 5. There is a possibility that the proposed planters will obstruct our field of view when driving a vehicle off our drive. Would it be better if our drive entrance was moved to the other side of our garden? 6. The road drainage needs to be improved, as water will be directed towards our drive entrance. Again, another reason why it might be better to move our drive entrance. Currently, surface water from the road flows down our drive when it rains. 7. The supplied drawing shows our property boundary to be different to the map supplied by the land registry. 8. As we are the people who will be most affected by the proposals, we request a site visit by a member of the improvement team please, so we can discuss our concerns face to face. 	<p>Wiltshire Council has no duty to provide parking for individuals; the statutory duty, as Local Highway Authority, is to maintain the right of passage along the highway and ensure that any parking takes place is in a safe place so as not to cause obstruction.</p> <p>The enforcement of waiting and parking restrictions lies with Wiltshire Council. Whilst they cannot be outside every school, every drop off or collection, the Parking Services team can provide targeted enforcement to boost compliance and act as a deterrent.</p> <p>The remit of these proposals covers parking restrictions only yet is intended that enhancements at the school entrance will provide a large area for parents/carers to congregate, not just right outside the gate causing obstruction.</p> <p>Planters will now not be used, well positioned bollards to prevent the new area being parked on and maintain good visibility from neighbouring driveways.</p> <p>The levels of the new pedestrian area together with the drainage has been considered by engineers and there will be mitigation measures in place to address the surface water so that flows towards the carriageway rather than residential properties.</p>

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<p>O2</p>	<p>Although the scheme has a lot of positives, there is a flaw that will directly affect our property. On either side of the Christchurch Primary School entrance, you have indicated 'Build-out footway and introduce planters to reduce visible width and deter parking while maintaining access as required'.</p> <p>You will see on the plan that there is a garage at the back of our house and there is a drop-kerb and our driveway. We recently installed fencing & gate across our driveway as people were illegally parking on our drive, some school staff stood on it smoking & parents stood on it when coaches drop off after trips. We don't use our garage for our car parking so decided to make it part of our garden whilst we reside at this address.</p> <p>However, this needs to remain our driveway with drop kerbs as, if we decide to sell in the future, new owners may well decide to remove this fence & gate. Therefore your plan will need amending to reflect this and not block access to our space.</p> <p>One further comment is that the single yellow lines, and signs prohibiting parking between 8-4, do not work at all. To make your scheme work, the area must be policed daily or have cameras installed/double yellow lines. Otherwise, it will have no effect at all and you will waste a lot of money.</p>	<p>The new footway build-out will incorporate dropped kerbs to enable access to your property for future residents.</p> <p>The enforcement of waiting and parking restrictions lies with Wiltshire Council. Whilst they cannot be outside every school, every drop off or collection, the Parking Services team can provide targeted enforcement to boost compliance and act as a deterrent.</p>
<p>O3</p>	<p>The proposed improvements to introduce “No Waiting at any time” double yellow lines on certain sections of Berryfield Road will only make matters worse in the existing waiting restriction areas.</p> <p>There is some minor reference in the published documentation about extending the existing single yellow lines timed restrictions. However there is no clarity about the exact nature of this extension. Is it to extend the times only? Is it to extend their starting and finishing points only? Is it to extend the provision from single to double lines? Without any of this clarification it is very difficult to form any view on the proposals. If it is assumed the existing waiting restriction areas are NOT changed to double yellow lines then it is very likely drivers will park their cars in these existing areas rather than the proposed double yellow lined areas. This important lack of clarity calls into question exactly how the proposals will meet their desired aims.</p>	<p>The proposals show what are existing restrictions and what are proposed, see Appendix 3. Some existing daytime restrictions will remain and new double yellow lines (No Waiting At Any Time) are proposed together with No Stopping Markings directly outside the school entrance.</p> <p>The enforcement of waiting and parking restrictions lies with Wiltshire Council. Whilst they cannot be outside every school, every drop off or collection, the Parking Services team can provide targeted enforcement to boost compliance and act as a deterrent.</p>

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<p>It is suggested therefore these proposals would in fact increase the danger to persons or traffic using the road. The existing waiting restrictions on Berryfield Road in Bradford on Avon are meant to restrict vehicles parking between 8am and 4pm. Despite these restrictions many vehicles are parked there on a regular basis mostly at the beginning and end points of these restrictions. It is assumed the offenders are parents of children attending the nearby primary school.</p> <p>One other thing to note, that given this is a residential area none of the roads are classified as either A or B roads. The roads were designed to meet the foreseeable needs of the residents. Sadly, it was never foreseen that the school would need to cater for pupils and their parents who lived some distance from the school. Over the years, the estate lost it's corner shops meaning residents had to travel further afield for essential items. There are quite a few bends and junctions. The Highway Code says you should not park opposite or within 32 feet of a junction or on a bend.</p> <p>Yet, for many years drivers have been ignoring the Highway Code in this regard in this area. The existing waiting instructions were meant to reinforce the Highway code and yet drivers still ignore the provisions and continue to park.</p> <p>The point being here, is extra provisions are not really needed. They will only increase the deterrence if the restrictions are properly and constantly policed. Clearly, the existing provisions simply do not work. One of the reasons for that is the lack of policing that ensures restrictions are complied with. Another reason, is that drivers have very little choice on where to park. The hearts and minds of these drivers simply do not see what they are doing is unsafe.</p> <p>Parents with children at the school though are to be sympathised with. Exactly what are they supposed to do? Putting heavily policed restrictions in place will either move the problem elsewhere or increasing poor behaviour which the children witness. The extra cost in provisioning restrictive materials, policing/enforcing the restrictions would be better spent on a feasibility study to establish whether a safe dropping-off/collection point could be established within the school grounds which</p>	<p>The proposal was developed to tackle the parking issues immediately outside the school access, to provide a safer area for pupils and parents/carers. It should be noted that additional restrictions such as creating a 'no through road' or 'speed humps' would require separate Traffic Regulation Orders, and as these types of restrictions are 'moving vehicle' restrictions, they can only be enforced by the Police.</p> <p>The marked parking bays were included in proposals for Christchurch Road as a feature to deter through use. However, given the concerns raised through this consultation process, these marked bays will not be provided as part of the scheme. The proposed bays did not hold any legal status, being advisory only, and as such do not impact the traffic regulation order process.</p> <p>The waiting restrictions hereby proposed are designed to complement the Berryfield Road improvement scheme which shall emphasise the entrance to the school, by way of pedestrian build-outs and contrast surfacing.</p> <p>Improvements will also be made at the Bath Road junction to slow vehicles entering Berryfield Road together with contrast surfacing at the Sladesbrook junction, to further highlight to drivers that they are entering a residential estate.</p>
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	<p>ideally could provide an extra benefit when not used in this way. On the issue of traffic using Christchurch Road and Berryfield Road as some sort of rat-run from Bath Road to Sladesbrook and vice-versa, the suggestion of creating marked parking bays may in fact make things much worse. From the accompanying map it looks as if these bays are to be staggered on each side of the road. Cyclists and motor-cyclists could well see this as some form of challenge. The last thing wanted is some form of racing circuit around Christchurch and Berryfield Roads. Nothing is stated about signs at both ends of the estate to war drivers it is a residential area. Nothing stated about signs indicating “No Through Road” at both entrances. Nothing stated about signs indicating “Access Only”.</p> <p>The overall aim though is supported, but not the proposal as laid out. A public meeting, would be a good idea to dis-spell any misconceptions, allow questions to be asked and re-assurances given to all interested parties.</p> <p>In summary, the proposals (as presented) are objected to on the grounds:-</p> <ul style="list-style-type: none"> • they are ambiguous and lack clarity • there are no statements of any other proposals that have already been rejected and for what reasons • nothing is stated on how these deterrents will be reinforced in terms of periodicity. • There is no mention of any alternative or additional measures that could be considered • They simply will not achieve the desired aims, necessitating further action at a future date. 	
<p>O4</p>	<p>We do not think your proposed improvements will resolve problems for the residents:-</p> <ol style="list-style-type: none"> 1) The marked parking bays to create “Chicanes” are only chicanes if cars are parked there, otherwise cars can and will still race through even though there is a 20mph limit - which doesn’t work either. 2) Where will residents’ visitors park if there are no spaces available on the road and the residents drive is full? 3) If there are no double yellow lines between these parking bays and people start parking outside the bays, it will cause more chaos than we have at times now. 4) Apart from speed humps, which would certainly slow traffic, perhaps the only solution to make everything flow more smoothly and safely is to make 	<p>When a Traffic Regulation Order is advertised for public comment, it is not possible, within the Procedure Regulations to alter a proposed restriction to one of greater severity (ie: further restrictions, longer hours) without recommencing the legal procedure by consulting and re-advertising the restrictions.</p> <p>Wiltshire Council has no duty to provide parking for individuals; the statutory duty, as Local Highway Authority, is to maintain the right of passage along the highway and ensure that any parking takes place in a safe place so as not to cause obstruction.</p>

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	<p>Christchurch Rd and Berryfield Rd (from the top of Christchurch Rd past Cedar Court to the junction of Leigh Park Rd) one-way. Allow parking one side and double yellow lines on the other. With all the traffic travelling one-way, this would avoid Cars / Delivery vans etc. from mounting the pavement to avoid oncoming vehicles - as they do regularly at the moment and at speed!! To deter parking in one area will only push the problem to another area. When parents arrive on the school run, morning and afternoon, they will and do park their vehicles anywhere – sometimes partly across residents drive, no consideration at all. It’s these vehicles that cause a lot of the safety issues you are trying to address! As residents for nearly 40 years, we hope you will consider these comments seriously.</p>	<p>Whilst it is recognized that the proposed restrictions could result in parked vehicles moving further along the road, they are designed to improve the current situation on the bend outside the school gates, for greater visibility for drivers round the bend and therefore enhance the safety of parents/carers and pupils walking in the area.</p> <p>It is intended that these additional measures will encourage parents/carers to walk as the environment will feel safer, thus reducing the number of vehicles at peak school times.</p>
<p>O5</p>	<ol style="list-style-type: none"> 1. How will refuse collection lorries, home delivery vans, buses, lorries and coaches which are all vehicles seen driving along the road get around the parked cars in bays. 2. Parents and carers on the school run will still park anywhere on the road regardless if the bays are in use or not as they want the nearest space to the school. 3. If you have yellow lines to stop parking you will need to patrol the road and dispense parking fines which would also have the added benefit of raising revenue. 4. On the bend on Berryfield Road near Cedar court you state there will be additional no waiting at any time to prevent parking on the bend. Why have you not put the same restrictions on the bend on Christchurch Road from 34 to 48 Christchurch Road. 5. In order to slow traffic it would seem more logical to put speed bumps all along Christchurch Road. 6. If you assume the formalised parking will create chicanes for a calming effect then this will only work when the parking bays are in use. What will happen when it is outside school open times or in school holidays and they are not being used. The residents will have no calming measure in force. You should build permanent chicanes not base the system on arbitrary parking that will only work some of the time. 7. This proposal seems to exacerbate the problem. When cars are jammed face to face and held up I envisage more cars using residents drive to turn around in (something they do already). 8. You have not taken into account that neighbours have bushes along 	<p>The marked parking bays were included in proposals for Christchurch Road as a feature to deter through use. However, given the concerns raised through this consultation process, these marked bays will not be provided as part of the scheme. The proposed bays did not hold any legal status, being advisory only, and as such do not impact the traffic regulation order process.</p> <p>The proposal was developed to tackle the parking issues immediately outside the school access, to provide a safer area for pupils and parents/carers. It should be noted that additional restrictions such as creating a ‘no through road’ or ‘speed humps’ would require separate Traffic Regulation Orders, and as these types of restrictions are ‘moving vehicle’ restrictions, they can only be enforced by the Police.</p> <p>The enforcement of waiting and parking restrictions lies with Wiltshire Council. Whilst they cannot be outside every school, every drop off or collection, the Parking Services team can provide targeted enforcement to boost compliance and act as a deterrent.</p> <p>The waiting restrictions hereby proposed are designed to complement the Berryfield Road improvement scheme which shall emphasise the entrance to the school, by way of pedestrian build-outs and contrast surfacing.</p>

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	<p>their boundary along the pavement. When reversing out of our drive we have to go further into the road onto oncoming traffic to have vision passed the bushes. This means we are in danger of being hit as we are already committed in the road before we can see around cars.</p> <p>9. Cars coming up and down the road do not slow down or stop to allow cars reversing out of drives. In some cases they manoeuvre round the car onto the pavement to pass around the back of the car as they are too impatient to stop</p>	<p>Improvements will also be made at the Bath Road junction to slow vehicles entering Berryfield Road together with contrast surfacing at the Sladesbrook junction, to further highlight to drivers that they are entering a residential estate.</p>
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General Comments

Ref	Comment	Officer Response
GC1	<p>I am writing to ask if you would consider as part of this work to add a zebra crossing onto Sladesbrook Road leading onto the grass area/ Sladesbrook Close. During school rush hour many adults & children cross this area of the road to get to school & the nursery. It would really improve safety if there was a crossing and I believe it would also slow traffic down.</p>	<p>The provision of a formal crossing on Sladesbrook is not included as part of the current proposals.</p> <p>Requests for such features can be made to Bradford on Avon Town Council for its consideration and request to the Bradford on Avon Local Highway Footway Improvement Group (LHFIG).</p>
GC2	<p>I agree with the proposal as the congestion and parking issues have got worse over the past couple of years.</p> <p>The proposed restriction in parking around the bend in Berryfield Road is very welcome. I'm a motorcyclist and consider that bend one of the most hazardous parts of my ride. However, the parking outside the rest of the houses in Berryfield Road will inevitably get worse. What concerns me is how drivers park on the pavements - is there anything that can be done about this? I've taken some photographs to illustrate my point and will email them if that helps.</p> <p>Finally, if the proposed works go ahead will it be reviewed and reassessed after a certain period of time?</p>	<p>Pavement parking remains an offence which the Police can deal with under their powers yet would need to witness an obstruction being caused. We will observe parking behaviour on an ad-hoc basis and will respond to any reports by the Town Council or individuals concerned with any knock-on issues caused by the restrictions.</p> <p>Post construction monitoring will take place to determine impact on vehicle volumes and speeds. The aim of the overall proposal is to reduce through traffic at all times and as such a reduction in both volume and speed of vehicles is expected.</p>

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<p>GC3</p>	<p>I'm glad to see something is being proposed to slow down the rat run/car park that's Christchurch Road. I have no issues with the proposed amendments except for the proposal for "parking outlines" marked on Christchurch road to create a chicane effect. Firstly, because people already park on this road in a chicane pattern and it does nothing to slow through traffic down. Secondly, it's already hard to park on my drive due to people parked on the road "informally". Due to the width of the road and people parked either opposite my drive or on the same side as it, it forces me to swing into my neighbours' drives to be able to park. Furthermore, formalising the parking will mean that people may park in front of my house permanently (as I can see on the plans it is directly in front of mine.) When you pair the restrictions on parking, this will squeeze on road parking space down. My neighbours opposite have 4 vehicles, one of which is regularly parked outside my house and makes parking in my house hard. I don't want to "formalise" making it harder to park. These markings are only useful if you intend to stop on the road and does nothing to affect the rat run through traffic. Instead of parking markings, I would propose to leave road as is without markings but put down speed bumps as this will not squeeze parking/formalise it but will slow down the speed of the road overall, benefitting both the residents and keeping kids safe on their way to/from school.</p>	<p>The proposal was developed to tackle the parking issues immediately outside the school access, to provide a safer area for pupils and parents/carers. It should be noted that additional restrictions such as creating a 'no through road' or 'speed humps' would require separate Traffic Regulation Orders, and as these types of restrictions are 'moving vehicle' restrictions, they can only be enforced by the Police.</p>
<p>GC4</p>	<p>We are writing to you on behalf of the concerned residents of Berryfield Road and Christchurch Road in Bradford-On-Avon to address several considerations regarding the proposed improvements to these roads. We believe that it is essential to thoroughly assess and address these issues to ensure the successful implementation of the project and the well-being of our community. We kindly request your attention to the following points:</p> <p>1. Junction at the end of Christchurch Road: No Waiting at Any Time We strongly advocate for the designation of the junction at the lower end of Christchurch Road (nearest to houses 47 and 48) as a "No Waiting at Any Time" zone with consideration to include a change of carriageway surface here too - same as proposed for the entrance of Sladesbrook close. This measure is necessary to reduce traffic flow and alleviate congestion in the area. By restricting parking and dissuading traffic from using Christchurch</p>	<p>The proposed changes at the junction with Sladesbrook are intended to dissuade drivers using this as a through-route before they reach Christchurch Road. Changes at this junction are not included in the current proposal as a result.</p> <p>The marked parking bays were included in proposals for Christchurch Road as a feature to deter through use. However, given the concerns raised through this consultation process, these marked bays will not be provided as part of the scheme. The proposed bays did not hold any legal status, being advisory only, and as such do not impact the traffic regulation order process.</p>

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<p>GC4</p>	<p>Road at this junction, we can improve safety for both motorists and pedestrians: particularly the many school children in the area. We urge the council to consider implementing these regulations to benefit our community.</p> <p>2. Parking</p> <p>a. Enforcement of the no parking rule: We seek clarification on the strategies and mechanisms that will be employed to enforce the proposed "No Waiting at Any Time" rule effectively. It is crucial that appropriate measures are put in place to ensure compliance with parking regulations. We kindly request information on the enforcement procedures and resources that will be allocated to this task.</p> <p>b. Selection of parking spot locations: We would appreciate transparency regarding the process and criteria used to determine the locations of the proposed parking spots. It is important to involve the community and consider their needs when selecting these areas. We kindly request information on how the council will engage with residents to determine the most suitable parking spot locations that cater to the needs of both residents and visitors.</p> <p>c. Parking spots for residents and visitors: We seek clarification on the intended users of the proposed parking spots. Will the parking spots be exclusively reserved for residents, or will they be open to everyone, including visitors? Clear guidelines on parking allocation would help ensure fairness and convenience for all community members. We kindly request information regarding the parking policy and any relevant regulations.</p> <p>d. Purpose of 'no waiting times' on parking spots on Christchurch Road: We would appreciate an explanation of the purpose and rationale behind the proposed 'no waiting times' on the parking spots on Christchurch Road. We kindly request clarification on the reasons for implementing these restrictions and the expected benefits they will bring.</p>	<p>The provision of formal traffic calming features is not included as part of the current proposals. Vertical deflection such as speed humps can create vibration and noise that negatively impact upon surrounding properties. Horizontal deflection, such as chicanes or build-outs, are not suitable for this road due to the number of accesses with which they would conflict. Parking for residents would also be impacted.</p> <p>Post construction monitoring will take place to determine impact on vehicle volumes and speeds. The aim of the overall proposal is to reduce through traffic at all times and as such a reduction in both volume and speed of vehicles is expected.</p> <p>When a Traffic Regulation Order is advertised for public comment, it is not possible, within the Procedure Regulations to alter a proposed restriction to one of greater severity (ie: further restrictions, longer hours) without recommencing the legal procedure by consulting and re-advertising the restrictions.</p>
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– Comments and Officer Response

<p>GC4</p>	<p>3. Impact on drop kerb applications We are concerned about the potential impact of the proposed on-street parking bays on drop kerb applications. As the improvements progress, it is important to ascertain how these alterations will affect residents' ability to apply for drop kerb installations. We request detailed information on how the proposed improvements will address accessibility for residents who require drop kerbs for their properties. It is vital to ensure that the changes do not hinder accessibility.</p> <p>4. Furthermore, we would like to request access to the evidence that demonstrates the effectiveness of alternative parking spaces in reducing traffic speed throughout the day, particularly when parking capacity is not fully utilized. Understanding the data and evidence supporting this approach will help address any concerns or scepticism within the community.</p> <p>5. Moreover, we would like to know if there have been any considerations to install speed bumps and implement road narrowing measures on the corner of the lower end of Christchurch Road (Houses 42 to 48). This would be our preference as the current situation poses significant safety risks, with vehicles often exceeding the speed limit of 20 MPH and encountering close calls with parked cars, cars coming from the opposite direction, and residents trying to enter/leave their driveway. We believe that direct measures are necessary to mitigate these issues effectively.</p> <p>6. Lastly, we kindly request the installation of lines over driveways to indicate "No Waiting/Blocking at Any Time." This measure would prevent the blocking of driveways, which has become a recurring problem for residents. Clear markings would help enforce this rule and ensure residents' accessibility to their properties.</p>	
<p>GC5</p>	<p>My husband and I have lived in Christchurch Road for 57 years and the traffic using our road as a rat-run is horrendous now. If something isn't done soon there is going to be a fatality, we need sleeping policemen placed down the road to deter the traffic. People are parking their cars on the corner of Christchurch Road, restricting our view when coming out of our drive. The formalised parking you are suggesting won't work because that will restrict our view as well perhaps putting double yellow lines on the corner would stop the parking there</p>	<p>The provision of formal traffic calming features is not included as part of the current proposals. Vertical deflection such as speed humps can create vibration and noise that negatively impact upon surrounding properties. Horizontal deflection, such as chicanes or build-outs, are not suitable for this road due to the number of accesses with which they would conflict. Parking for residents would also be impacted.</p>

