

**Appendix B - Blakers Park Road Safety Scheme – TRO**  
**Summary of representations received**

Objector	Summary of Objection	Response	Recommendation
1	Extent of yellow lines; loss of resident parking spaces at all times;	Proposed parking controls restrict parking within 10 metres of the junction and across a vehicular crossover access to the school at all times. A further section of 7 metres length deters parking on a pedestrian desire line.  Existing School Keep Clear markings are retained in a new position but permit parking after 6pm and before 8am each day.	Objection Refused
2	Proposal to narrow the entrance to Cleveland Road will increase congestion already caused by parents who drop and collect the children at the school.  Reducing the parking area and access to Cleveland Road will create a dangerous situation.	The measures reducing road width were supported by the majority of residents and deliver several benefits including reduced crossing distances, deterrence of u-turn movements and allow for the creation of pedestrian footway where none exists.  Parking controls will deter unsafe parking in the locations described.	Objection Refused
3	Proposed parking controls will prevent Stanford Avenue residents from parking in Cleveland Road after 6pm.  Footway way works in Cleveland Road are too long and narrow the road too much.  The relocation of a bus stop is considered unnecessary.	On street space will remain for parking vehicles after 6pm, on the School Keep Clear markings.  The extent of proposed kerb works only reduces carriageway width to 10 metres which is in excess of the width required to permit existing on-street parking on the south-west side of Cleveland Road whilst allowing traffic to pass safely.  The bus stop is relocated to enable introduction of a Kassel Kerb and to improve visibility to the right for drivers using Cleveland Road.	Objection Refused
4	Objection to the need for narrowing Cleveland Road.  The proposed 10 metre	Kerbworks enable creation of footway and safer pedestrian entrance to the existing school; Proposed parking controls restrict parking within 10	Objection Refused

	<p>deep no waiting restriction is excessive.</p> <p>Objector makes recommendations for alternative layouts.</p>	<p>metres of the junction and across a vehicular crossover access to the school at all times</p> <p>Alternatives would not achieve the required objectives for safe Routes to School measures and be unlikely to overcome objectors own comments.</p>	
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