

Plan	Road / Street	Object	Support	Support In part	Neither	Comments
Plan 3	Avondale Road		X			I support the proposal to remove a section of “no parking at any time” restriction on Avondale Road. Parking on the street and in the area in general is already limited so an extra parking space will help. The current restriction is not necessary because the existing “no parking and any time” restriction on the opposite side of Avondale Road allows sufficient space for turning out of Avondale Road. The only turn required to be accommodated is a right turn out of Avondale Road, as both Avondale and Locksbrook Roads are one-way. There is also a no HGVs restriction on Avondale Road so large vehicles do not need to be accommodated. I therefore support the proposal to remove the section of “no parking at any time” restriction on Avondale Road.
Plan 14	Lucklands Road	X				Plan 14 shows removal of current double yellow lines at the bottom of Lucklands Road. I would suggest this has negative implications that have not been thought through. At present parking is allowed to overlap outside Sabinal Lodge (because of parking being allowed below the drive of no 15) so that at that point cars are frequently parked on both sides of the road. This creates a very clear pinch point which can be an issue for larger vehicles – e.g. recycling trucks. The existing parking allowed on the Sabinal/Nethern side tends to mean that only one direction of traffic can move at a time. Removing the proposed area of double yellows will extend this issue and potentially lead to traffic waiting to come up the hill in a position dangerously close to the turning from Weston Park. Visibility here isn't great at the best of times because of the acute angle of the junction. This does appear to be a case of moving a problem – because of new waiting time restrictions on High Street, Church Street residents can't park there all day so you're displacing them onto Lucklands instead. I would suggest leaving as it is, or at the very least not extending above the entrance to Nethern otherwise residents there will find themselves trying to turn out of their gate into a reduced width road with cars parked tightly either side. Leaving the upper side at least gives one clear side.
Plan 14	Lucklands Road	X				We object to the proposal shown on Plan 14 Lucklands Road, Upper Weston. This is for the following reasons: 1. When drivers ignore the double yellow lines it makes manoeuvring into our drive difficult due to the constrained width of the stone gate posts. If this short length of double yellow lines were removed, it would be almost permanently used for parking and so a frequent problem. 2. Lucklands Road can be busy and vehicles travelling from the High Street up Lucklands Road are often moving quite quickly. To allow parking close to the junction would result in traffic travelling down Lucklands Road towards the junction being on the wrong side of the road, which sounds dangerous.

Plan 14	Lucklands Road	X			<p>I object to the proposed removal of existing No Parking at Any Time markings at the bottom of Lucklands Road for the following reasons. Safety: This is a dangerous junction because vehicle traffic turning into Lucklands Road from the High Street has no visibility of vehicle traffic coming down Lucklands Road, and visa versa, until the uphill traffic is well into Lucklands Road. Such traffic travels at 20+mph because they are either accelerating hard to get past the Old Crown and then 'surge' into Lucklands Road as the slope eases off or struggle to keep their speed low coming down the steep incline of Lucklands Road. With current markings, there is just enough time for both parties to slow/stop, allowing downhill traffic to pull in where the proposed parking places would otherwise be. Without this pulling in space, traffic would back up in both directions, possibly requiring vehicles to reverse back down the hill into oncoming traffic travelling up from the high street. The Highway Code recommends that when there is no space to pass, the vehicle coming up a hill is the one to reverse. It is understood that there were several crashes at this junction some years back, which led to the No Parking At Any Time restrictions being imposed. The proposed parking spaces would make it dangerous for vehicles pulling out of Nethern as they would be forced onto the wrong side of the road where vehicles coming up the road from the High Street would not see this until very late. The proposed parking spaces would block views of Lucklands Road for pedestrians crossing it at the bottom, making it a more dangerous pedestrian crossing. It is quite a wide road for pedestrians to cross at this point and there is no safer option (such as a pedestrian crossing). Creating parking spaces opposite the Old Crown could encourage drink/driving. It would not free up Residents' Parking Spaces: The reason given for removing these restrictions is to free up 4 parking spaces for residents of Church Street. I contend that this would not be the effect. Despite most properties in Lucklands Road have off road parking, the road is often full of off-road parkers. Weston Park spaces are usually taken up by commercial vehicles. Anecdotal evidence suggests many of the cars belong to RUH workers or visitors keen to avoid the hospital car park charges. I would suggests that additional spaces would be taken up by these cars and commercial vehicles rather than residents. If the commercial vehicles currently parked in Weston Park were able to park at the foot of Lucklands Road, the risk of accidents and reduction in pedestrian visibility would be even greater than that for parked cars. There are 5 parking spaces at the bottom of Church Road (in addition to the 4 painted parking spaces). These are closer to Church Street. There is a long stretch of No Parking at Any Time restrictions on Weston Park just beyond the bottom of Lucklands Road (outside Grove Cottages). Unlike the proposal, 4 spaces here would not be unsafe as there is better line of sight visibility between traffic in both directions. It is understood that these were removed for safety reasons - in which case the proposal for parking at the foot of Lucklands Road, which is much less safe, should not be implemented. The best solution to ensuring more residents' parking spaces, however, would be the introduction of a Resident's Parking Zone on Lucklands Road, Church Road, Purler Drive and Weston Park.</p>
Plan 15	Lucklands Road	X			<p>Plan 15 shows the apparent replacement of the current white "Keep Clear" line with double yellow lines. Again the plan is not clear exactly where these lines start and finish. Judging by the positions against no 39 and 24 it appears this would extend around one car length further down Lucklands Road. I don't really understand the logic of this in a number of ways. Firstly I'd be wary of making that particular corner faster by improving width etc because I'm aware of two hit and run incidents involving cars coming up Lucklands too fast, misjudging the corner and hitting a cyclist and a parked car (in neither case the culprit stopped so probably joy riding). Its also a non existent problem. Other than an occasional delivery vehicle (who will in any case park on double yellows under loading exemptions) it is extremely rare to see anyone parked on the white line on that corner. Finally if you're going to do one corner, why not do both - the visibility issue etc is the same on both corners.</p>
Plan 4	Brassmill Lane	X			<p>I object strongly to the proposed parking changes as I need to park my vehicle some where! as I can't enter the congestion zone anymore not having a compliant vehicle. How many new parking spaces are you creating to replace those you are removing. where do residents and visitors who cannot afford your new charges to park? Is this even legal? No provision for these changes have been done it's a disaster...</p>

Plan 4	Brassmill Lane	X			<p>I see the parked car on that stretch as a natural road calming feature. Further down Brassmill Lane toward the trading/ industrial estate the road narrows, leaving enough road space for one vehicle in either direction. Vehicles going toward the trading estate have to give way to traffic to the traffic coming in the opposite direction, these cars increase their speed until they arrive at the cars parked along the side of the Meadow Court stretch of road to the caravan park entrance where they have to give way to the traffic coming down the road toward the trading estate. If those cars weren't there the traffic coming from the trading estate would continue to speed toward the junction of the Upper Bristol Road. The entrance of the caravan park is only wide enough for one vehicle in one vehicle out. Those vehicles are always large campervans & caravans moving very slowly into the narrow entrance. The cars parked along the road force drivers to reduce their speed before they get to the caravan park entrance which has no obvious warnings that a site entrance with large slow moving vehicles is directly ahead after the bend in the road. There is a regular flow of traffic in & out of the site & traffic would not slow down until they're on top of the caravan park site turning. If there is supposedly a 30mph limit, most vehicles coming through the narrowed road bottle neck exceed 40mph to get through the single lane part of the road, they would continue at excessive speed into a deceptive bend in the road & the entrance of the caravan park site & hit turning caravans & large campervans turning into the site. Drivers speeding from the narrowed road do not reduce speed, rather slam on the breaks so as to not hit the parked cars. Without those parked cars, drivers speeds would continue to increase until there is a campervan or caravan slowly & carefully maneuvering across the road into the caravan site approach lane/track/road/driveway, private roadway. There are no large signs or road markings to bring drivers attention to the camp site entrance. No 'reduce speed now', 'large vehicles turning ahead' ' Site entrance ahead Beware slow moving vehicles turning in the road ahead' But the traffic from the trading estate headed to the Upper Bristol Road junction will have either continued from the narrowed road bottle neck at speeds in excess of 30mph & potentially have reached 40mph by the time they round the bend & see the campervan full of kids looking forward to their holiday break, making it's was carefully into the entrance. That campervan full of innocent crash victims CAN NOT SEE AROUND CORNERS & will not see or have time to see the speeding motorist hurtling towards them as they slowly turn into an all to obvious tragedy & headline of BATHNES Council ignored warnings that new road measures would end in tragedy. And it will You can't see round corners that are so deceptive you hardly know it's there but it is Dog walkers using the very popular dog walking park that runs down the side of the caravan park entrance road. People not wanting to use the park & ride car park because they walk or cycle into Bath or wherever they're going. The MOT & mechanic garage on the corner of Newbridge Hill & the Upper Bristol Road, park the cars that need fixing along that stretch. The carers for my nextdoor neighbour with MS park there & my neighbour has need of carers at many times throughout the day and I park my car in that stretch of road.</p>
Plan 2	Sion Road			X	<p>We would like to make the following observations regarding Sion Road parking. Firstly, parking is an amenity for local people and visitors and should be valued as such. Secondly, the correct placement of parking can be beneficial for all by slowing down traffic. Without parking, the straight line Sion Road would invite drivers to go faster than is safe on a residential road. When the Council altered the road markings about ten years ago, we (the local residents) asked for a staggered parking arrangement for this purpose. When you finalise the proposed parking arrangements, would you please take these two factors into account and in particular ensure that parking positions are optimised for safety.</p>
Plan 2	Sion Road	X			<p>Can I please register my strong objection to the proposal to remove the existing double yellow lines from outside 11 Sion road, to allow car parking. Allowing cars, or worse vans, to park in this proposed area (marked with a yellow rectangle on your plan) will make exiting no. 11 and no. 9 Sion road, between 2 Bath stone pillars, extremely dangerous. We will be unable to see if any vehicles are approaching along Sion road. Similarly, any approaching vehicles will not have sight of our car until the bonnet is directly in front of them. It's an accident waiting to happen. Our preference would be to retain the double yellow lines as shown on your plan. However, if you are seeking additional parking for traffic calming purposes then may I suggest that a suitable compromise could be to allow parking for 2 or 3 cars in your yellow rectangle at the furthest end away from our exit. This would give us clear sight when exiting from no. 9 & no.11 onto Sion road and help avoid a dangerous exit.</p>
Plan 5	Station Road	X			<p>I would like to support the request from several residents to keep the parking on Station Road directly in front of the Bath Spa campus. The introduction of the Chelsea Rd RPZ has had a knock on effect for residents living in Newbridge Rd/Ashley Ave and Station Rd., so to lose a further 5 spaces in this area would cause huge issues. This proposal could perhaps be re-visited in the event of an RPZ being implemented in this area in the future.</p>

Plan 5	Station Road	X			I am writing to object, specifically, I object to the prohibition of parking at the bottom of Station Road - Plan 5 of the Proposal. The proposed measure would further reduce parking in an area that already experiences significant parking pressures - it is regularly very difficult to find a parking space. These parking spaces are used by members of the boating community, like myself, who moor in the area along the Weston Cut and nearby. This parking stretch is close to the river and benefits from not being outside any houses. If parking is prohibited here, boaters will have to park on Locksbrook Road, outside people's houses, which is likely to increase conflict between boaters and local residents, as has been seen previously on Mead Lane in Saltford. The suggested purpose of the change to parking is to allow passage of larger vehicles, but the gains made by banning parking would be marginal. With the entrances to the university campus car park, parking is already impossible on one side of the road, so there is already plenty of room for vehicles to pass and manoeuvre. I believe the introduction of these parking measures would disproportionately affect the itinerant boating community, so am copying in the Equalities team to make them aware of this issue and ensure they are involved in the consultation process.
Plan 5	Station Road	X			Although I can understand that this proposal will make turning right for lorries exiting Station Road onto Locksbrook Road both safer and easier, this area is subject to extensive parking congestion so the removal of 5 spaces is in fact going to make an already terrible problem even worse. As a resident of Station Road I can attest to just how dire the parking situation is. Were this proposed change to be implemented in conjunction with a Residents' parking scheme then I would have no objection. A Residents' parking scheme would reduce parking to a sensible level that would allow residents to be able to park consistently in their own residential area. At the moment this is not the case. I hope that you will take this into account and postpone your proposals for Station Road until such time that Residents' Parking is also introduced.
Plan 5	Station Road	X			I object to the purposed changes. Reasons for objections. 1.parking in the area is already over subscribed. Removing the parking with make it more of a problem. 2.That section of station road is not a through road (a small dead end). The purposed changes are more restrictive that the surrounding roads that are through roads. 3.This parking is largely used by the boating community. It is not directly outside the front of any residents property. Removing it will move boaters vehicles to outside the front of residential housing with the risk of causing tension between the boating community and residential housing. Similar to some of the issues at Mead Lane. 4.The boating community are largely unrepeated in this type of engagement. I Request the council engages with this community before making a decision.
Plan 5	Station Road	X			I'm very concerned to see further variations planned that will restrict parking for residents in the area around Station Road and Ashley Avenue - near Locksbrook Road. Most residents in Station Road and Ashley Avenue only have access to on-street parking and spaces are already extremely limited - with a lot of non-residents using the area to park, particularly during the week. Recently created residents parking zones around Chelsea Road, as well as zones around Audley Grove, Edward Street and St Michael's area (including the Eastern end of Locksbrook Road), have pushed more non-residents towards Station Road and Ashley Avenue. This, alongside students parking for access to the Bath Spa Locksbrook campus, means there are rarely any free parking spaces and being able to park anywhere near our house is often impossible. We are a one-car household and are regularly having to park our car in two or three hour spaces on Park Road or Foxcombe Road and then move it during the day. The order says that "restrictions were requested by the local Ward Member to prevent obstruction of larger vehicles traveling along Station Road caused by parked vehicles.". For larger vehicles to be given preferential treatment over residents seem ridiculous. The north end of Station Road has houses on both sides and is unsuitable for larger vehicles - furthermore, these vehicles already have sufficient access to Locksbrook Road from the Upper Bristol Road. If there are to be any restrictions like this for commercial traffic, they should be implemented after, or at least in conjunction with, new Residents' Parking Zones for the area around Station Road and Ashley Avenue.
Plan 5	Station Road	X			My wife and I would like to object to the removal of the parking spaces proposed above on Station Road. Parking is a big issue for us and we are rarely able to find a space on Ashley Avenue due to the high level of commuters, hospital staff and workers/visitors to the local businesses on Chelsea Road and the surroundings. It is a daily issue which has got worse since parking restrictions were introduced on Chelsea Road. We appreciate the need to ensure access on Station Road but removing any parking spaces will only exacerbate the situation for those of us already struggling to find spaces. Please please consider the wider problem and bring in residential parking on Ashley Avenue.

Plan 5	Station Road	X				<p>We wish to object strongly to the removal of parking spaces at the bottom of Station Road . Station Road is not suitable for heavy goods vehicles, in fact, there are notices at the top and bottom of the road stating this, so this application runs counter to your own recommendations . We should be making it more difficult for lorries to access Station Road and not making it easier. Our objections are as follows - 1. Coaches, lorries, car transporters all come up and down the road and when they meet in the middle it causes chaos with larger (and sometimes articulated lorries) trying to reverse. This is a much used pedestrian and cycling route for people using the footbridge over the river and mixing large lorries and pedestrians in this street is a real safety hazard. Lorries should access the industrial premises from the Upper Bristol Road along Locksbrook Road and not come down a narrow residential street. The Council should implement measures to enforce this and not encourage HGVs to use Station Road. .2. The heavy vehicles damage the road surface . In the autumn last year a water main burst at the top of Station Road and the engineers who came to repair it said the heavy vehicle traffic had probably contributed to causing this. 3. Since the implementation of the RPZ around Chelsea Road , we have noticed a marked increase (predictably) in cars parking on Station Road and Ashley Ave. Removing 5 more spaces will exacerbate this problem further. 4. Noise and pollution from HGVs in this residential street is unacceptable. Are the residents of Station Road not entitled to reside in a livable neighbourhood ? Please reconsider these proposals .</p>
Plan 5	Station Road	X				<p>1. Please note that Plan 5 shows the introduction of ‘No Parking At Any Time’ restrictions to both sides of the bottom section of Station Road but that restriction is in fact already in place on the east side of that section of road (directly in front of the Bath Spa University Locksbrook Campus building). 2. As a result of 1. larger vehicles seeking to access the nearby Locksbrook Road Trading Estate do already benefit to some extent of the proposed restriction.3. The proposed introduction of the ‘No Parking At Any Time’ restriction on the west side of the carriageway will remove 5 parking spaces from an area that suffers from a serious shortage of on street parking for local residents. This situation has recently worsened significantly due since the introduction of RPZ's near the top of Station Road (Chelsea, Park, Warwick, Foxcombe & Kennington Roads) and the eastern end of Locksbrook Road.4. Locksbrook Road Trading Estate has been in existence for many years without these parking restrictions being in place. Vehicles are almost always parked in the 5 spaces proposed to be removed. Their presence may well make access for some larger vehicles more difficult - but it is clearly perfectly possible for any competent driver as they have done so successfully multiple times a day for decades.The decision for the proposed restriction should balance the need for easier access for large vehicles against the impact on the amenity of local residents. I believe that the marginal improvement in access for larger vehicles does not outweigh the further worsening of the parking issues suffered by local residents. At the very least the proposed restrictions should not be implemented in isolation but delayed and included in a holistic plan for addressing both access and parking issues in the area. To push this through following the on the introduction of the nearby RPZs would show complete disregard for the inevitable impact on residents on Newbridge, Station & Locksbrook Roads and Ashley Avenue.</p>
Plan 5	Station Road	X				<p>It is unbelievable that such a proposal is suggested at a time when parking difficulties are extreme for residents of Newbridge Road, Station Road and Ashley Avenue following the introduction of the Chelsea Road RPZ. Whilst I'm in support of the Chelsea Road RPZ, the expected 'teething problems' are having enormous impact on residents just outside the zone and I would encourage the council to delay any decision on the above until the resulting issues from RPZ are sorted out. As residents we are already having to park 0.4 miles away from our houses at times and this latest proposal will just make things worse.</p>
Plan 5	Station Road	X				<p>Please find objection to traffic proposal 23-004, Plan 5 Station Road, Newbridge included as a PDF letter with maps in file.</p>
Plan 5	Station Road	X				<p>Parking near our home has become such a problem for us that it is really impacting our quality of family life. We simply cannot lose any more on-street parking (and in fact as my husband has said, are in desperate need of Residents' Parking) and having large lorries using our road is not appropriate for such a residential area with a vibrant local community on Chelsea Road. I sincerely hope that this proposal will not be allowed to go ahead.</p>

Plan 5	Station Road	X			As a resident of Ashley Avenue it is very obvious that parking along our street and neighbouring roads is getting more and more difficult. Since the RPZ has been active in Chelsea Rd and surrounding roads there has also been a further increase in the number of cars using Ashley Avenue, Station Road and Locksbrook Road for parking. It is an almost daily occurrence that I am unable to park on our street, no matter what the day or time. I understand the 5 spaces along Station Road could be causing an access problem for the nearby businesses however I am very disappointed that the issue of the incredibly difficult resident parking situation is not addressed alongside this. I am in favour of resident permits along Ashley Avenue and nearby roads which I believe would alleviate this problem. I would be grateful if this is an option that could be investigated further as currently we do not have the space for the current volume of vehicles and the loss of these 5 spaces will only add to that.
Total:		19	1	1	