

ResponderType	Plan	FeedbackCategory	OrderSupport	FeedbackText
Resident	Plan 1 - Southstoke Road / Midford Road	Parking,Access	WhollySupport	We wholly support this proposal. Accessing the drives is extremely challenging when vehicles are parked on the opposite side of the road.
				As a local resident in Southstoke Road, I have seen how dangerous it can be for cars and vans to park close to the corner of the road. This has cause countless safely incidents with people crossing the road, cars coming around the corner or busses trying to turn into Southstoke Road, so I fully support the no waiting at any time zones near the corner. I would simply ask that you consider road markings infant of some of the local drive ways that have dropped curbs, as many dog walkers and people visiting the cross keys pub park on the road and will cover all of the resident driveways.
Resident	Plan 1 - Southstoke Road / Midford Road	Parking,Safety,Access,Disturbance	PartlySupport	
				Removal of parking spaces on North Road, Combe Down, adjacent to Oxford Place would be wholly illogical and impractical, causing great difficulty and distress to residents of this section of North Road: 1) There is a profound lack of parking on North Road between properties 122 North Road and 106 North Road/The Avenue. 2) In addition to the severe lack of parking there is also extremely high demand for parking due to: i) extremely frequent and relentless parking by visitors to a local tourist destination, the NATIONAL TRUST'S PRIOR GARDENS, Ralph Allen Drive: it is egregious that this section of North Road is an ONGOING CAR PARK FOR A TOURIST ATTRACTION. I contacted both my local councillors about this by email and phone last year, I was deeply disappointed that neither responded to my communication. I saw one of them passing my home - Onkar Saini - dropping off Christmas cards (in December 2024) to residents and I spoke to him about my disappointment at his not having responded and took the opportunity to clarify my deep distress at the continuous parking of National Trust Prior Park visitors in this small section of road. ii) People also park here to visit Rainbow Woods/Freefields Woodland/Bath Skyline Walk. iii) People also park here to visit the Harley Arms pub. iv) Sometimes staff of G Jennings Funeral Directors park here, but this does not appear to be regular, so I list it only to illustrate how all the parking demands contribute to lack of parking for residents. v) non-North Road residents park here; there are properties in the area that do not have any on-street parking directly adjacent to them. Obviously any vehicles used by residents of, or visitors to, such properties have to park in the nearby roads. The properties at the junction of North Road and The Avenue are further examples of properties with no on-street parking directly outside their homes. 3) PULLING OUT ONTO NORTH ROAD: cramped, poor visibility and dangerous. I believe that pulling out onto North Road from roadside parking is more dangerous and difficult than pulling out of Oxford PLACE. Pulling out onto North Road from a parked position - pulling out from being parked roadside - on either side of Oxford Place - is at times extremely busy and difficult. Relentless traffic and poor visibility from all the parked vehicles makes it dangerous. The road is busier than ever and traffic in rush hour and at other times can be non-stop and with the amount of parked cars that there usually are, visibility is poor and you feel very concerned that your car may get hit as you inch out. (full response in file)
Resident	Plan 10 - North Road	Parking	WhollyObject	
				As a resident of North Road for many years , I am writing to object to the plan to remove more parking spaces from outside our house. There have been businesses and residents emerging from Oxford Place onto the main road for over 60 years and there has never been an accident in that time from vehicles emerging onto the main road. If the new recipients from Oxford Place etc cannot pull out from there safely perhaps they need to retake their tests! As a Council you have already removed at least 4 spaces already in this section of road this included lengthening the white line across the entrance and the installation of the rarely used refuge. While at a similar time added double yellow lines by Prior Park meaning that their visitors park in these 4 spaces if they are free, and you propose to make it 2! It would make much more sense to reduce the speed to 20mph especially as the roundabout seems to cause endless horn beeping from approaching cars.
Resident	Plan 10 - North Road	Parking,Safety,Access	WhollyObject	
				As a resident of North Road, I am writing to object to the plan to remove more parking spaces from outside my house. There have been businesses and residents emerging from oxford place onto the main road for over 60 years and there has never been an accident in that time from vehicles emerging onto the main road. If the new recipients from Oxford Place etc cannot pull out from there safely perhaps they need to retake their tests! As a Council you have already removed at least 4 spaces already in this section of road. It would make much more sense to reduce the speed to 20mph especially as the roundabout seems to cause endless horn beeping from approaching cars.
Resident	Plan 10 - North Road	Parking,Access,Safety,Traffic	WhollyObject	

				<p>As a resident of North Road for many years there has never been an incident/accident where residents, visitors or tradespeople working for Mannings when it was still an ongoing and thriving business, and even now Mannings Funeral directors which is still an active business, has occurred when anyone was pulling out of Oxford Place either to the West or to the East on to North Road.</p> <p>Objections we understand have originated from our local neighbours with access to their own off road parking and garages whereas for those of us on North Road there is no option to park other than on the road itself. The group of us that will be affected by the reduced parking are of mixed ages (half of whom are aged over 70 but still enjoy driving) and there are two families with children who are disabled. It would be of great kindness to them if the proposal did not go ahead to allow easy parking close to the home for all of the above mentioned neighbours. Would it be possible for you to come and meet some of us in person so you can meet the demographic for yourself. We have already had some of our parking spaces reduced due to the mini roundabout at the top of Ralph Allen Drive and because of the refuge island. Of course we did not complain because this brought safer crossing for those people in Combe Down who need to cross North Road safely. I would very much like to think we can offer an alternative in order to maintain the parking spaces for us and I wonder by reducing the speed limit to say 20 mph would be enough. This together with all of us edging out of Oxford Place carefully and slowly would I believe not necessitate in reducing the parking spaces raised in this proposal. I very much hope this will be of help in all your considerations and decision making.</p>
Resident	Plan 10 - North Road	Parking	PartlyObject	
Resident	Plan 10 - North Road	Parking	PartlyObject	<p>With reference to the Parking suggestion at the junction of North Road and Oxford Place, I would like the Council to consider reducing the speed limit 20 miles and installing a Two-Way convex mirror opposite the entrance into Oxford Place, so that traffic can be seen from both directions.</p>
Resident	Plan 10 - North Road	Parking,Traffic	WhollyObject	<p>I wholly object against the proposed removal of two parking spaces on North Road junction with Oxford Place. I would like to start by stating that I have not received any correspondence from the council about this proposal; had it not been for my neighbours alerting me to a sign displayed on a lamp post outside of 108 North Rd, I would not have been aware of this proposal. Having lived on North Rd for a number of years. I have not been aware of a single accident taking place at this junction, so I do not see the importance of removing two parking spaces from an area already deprived already of parking spaces. Especially since two parking spaces were removed when the roundabout at the top of Ralph Allen Drive was created. However, in my time at this address, I have unfortunately witnessed many car accidents and countless broken wing mirrors on this narrow stretch of North Road and I would highly recommend reducing the speed limit to 20mph. This would in turn help the drivers pulling out from Oxford Road onto North Road. Let's take this opportunity for actually resolving a problem for all of the residents, not just a handful of people who live and work on a private road.</p>
Resident	Plan 10 - North Road	Parking	PartlyObject	<p>We partly agree with the improvement for anyone exiting from Oxford Place. RE: Plan 10 – North Road, Bath – The extension of the existing No Parking At Any Time restrictions on North Road to improve visibility when exiting Oxford Place. Agree - in principle to a limited extension to No Parking looking Eastwards along North Road as vision on exit from Oxford Place is restricted. Disagree - to removing ANY parking to the West when exiting from Oxford Place. Vision is Not restricted westward at all or unsafe when pulling out Westward onto North Road. We have also in recent years lost parking (2/3 cars) along the proposed stretch of road to the West already when the mini roundabout and pedestrian central refuge were created. There are no garages or off street parking for several hundred metres and for all the residents along the stretch of road.</p>

				<p>I object to the proposal for double yellow lines from Horsecombe Grove across the front of 144, 146 and 148 Bradford Road on the following grounds: 1. The scheme as proposed is unlikely to make egress from Horsecombe Grove safer. The removal of parking spaces is more likely to make the traffic, which often travels above 30mph out of rush hour, speed up more. This will then have the effect of making egress from driveways along Bradford Road and Horsecombe Grove more dangerous. 2. The scheme as proposed is likely to increase the illegal and pavement parking experience daily, generally from builders vehicles, as the short supply of parking will be reduced further. It will also increase parking in Horsecombe Grove where unrestricted parking will still exist. 3. The proposed scheme is likely to devalue properties 144, 146 and 148 by removing the parking outside of these properties. I propose that the following amendments are made: A. Restrict the length of double yellow lines to the extent of the current white lines from Horsecombe Drive. B. Introduce a 20mph speed limit from Combe Road to the west of the Foxhill shopping parade. This will make egress from all Bradford Road driveways, Horsecombe Grove and Foxhill safer thus having a benefit to many more drivers and pedestrians than the proposed scheme. C. Consider parking when approving planning application for home extensions so that number taking place in a small area is controlled. Also make considerate and legal parking a condition of the consent coupled with a maximum number of vehicles associated with any build can be parked in the vicinity at any one time. Also make repair of any affected roads and pavement a condition of planning consent.</p>
Resident	Plan 11 - Horsecombe Grove	Parking,Traffic,Safety	PartlyObject	
				<p>My response relates to the proposed introduction of 'No Parking at Any Time' in respect of the Horsecombe Grove/Bradford Road junction. I understand the need to provide adequate visibility for traffic exiting Horsecombe Grove into Bradford Road. However, it is not clear to me whether the full extent of the yellow lines in an easterly direction is necessary to achieve this objective. The proposals will result in the loss of roadside parking. There is clearly considerable demand for roadside parking in this area, but my concerns principally relate to road safety and the speed of traffic travelling along Bradford Road. More 'clear road' encourages faster vehicle speeds, particularly with vehicles accelerating away from the roundabout at the Mulberry Park entrance. Bradford Road carries a great deal of traffic including commercial vehicles and double decker buses, yet it is also a residential road. Many houses have direct access onto the road. Traffic speeds already regularly exceed the 30mph limit, particularly when the roads are clear. Road safety for all users would be much improved by the introduction of a 20mph limit, which has been successfully introduced on other major roads in the City. Given that the Council supports pedestrian and cycle use, additional parking restrictions should be accompanied by reductions in speed limits. This would encourage non motorised vehicle use and allow pedestrians and cyclists to feel safer when using Bradford Road and North Road, both roads which facilitate access to schools, nurseries, shops and bus routes. However, pavement widths are inadequate in places and traffic speeds excessive. Should the Council nonetheless consider that the extent of the yellow lines proposed at the junction of Horsecombe Grove and Bradford Road are necessary for safety reasons, I would ask these lines continue to the same extent of the white line recently painted outside no 148 Bradford Road. This white line has largely achieved the objective of stopping parked vehicles totally blocking visibility when exiting from the driveway of 148.</p>
Resident	Plan 11 - Horsecombe Grove	Parking,Traffic,Safety,Access	PartlyObject	
Resident	Plan 12 - Cleveland Walk	Parking	WhollyObject	<p>This area of Bath is frequently used by people who walk the Bath Skyline and also those who attend the rugby. These are both activities which are really good for the city but which cannot always be completed within the 2 hour parking limit proposed. The current small area of unrestricted parking works well and is not causing any problems. Yes, there is occasional misuse of the area for longer term parking but this is rare and the proposed suggested increase in restrictions seems entirely unnecessary. We are lucky enough to have our own parking and only use the unrestricted parking areas in extreme weather as access to our property is very steep and can be dangerous in icy conditions. In conclusion, we see no significant reasons which justify the changes proposed.</p>
Other	Plan 12 - Cleveland Walk	Parking	PartlyObject	<p>I have parked from time to time in Cleveland Walk over the last 20 years To access Bath by foot to access shops ,meet friends, dentist, train station etc. I can't do this with a 2 hour restriction. Parking in the town centre is expensive and driving there polluting. Neither is there a P&R from the A36 side of Bath. All the houses on the Cleveland Walk have off street parking so it doesn't inconvenience them if it stays non restricted. It is a wide road with little traffic. Please leave it as it is now!</p>

				<p>We welcome this proposal in relation to Cleveland Walk. The No Parking At Any Time suggestion for the end of our driveway would be a welcome addition, as we often have cars that partially block our drive and make it difficult to get in or out of the driveway safely. We also welcome the second part of altering the parking to 2 hr no return within 4 hrs in the bays near our house. These bays are often filled with cars that are left there for a long duration of several weeks. And quite often they are very near our driveway entrance, making the visibility to the left as you leave our drive very limited and very difficult to safely exit the driveway. If we are allowed to request that the No Parking At Any Time extension a couple of meters to the south of the end of our driveway, this would certainly make things safer.</p>
Resident	Plan 12 - Cleveland Walk	Parking, Access, Safety	WhollySupport	
				<p>I wish to express my concerns regarding the proposal to implement a 2-hour parking restriction on Cleveland Walk. As a resident, I believe this change may have unintended consequences, particularly for visitors to the National Trust's Bath Skyline Walk. The Bath Skyline Walk is a renowned 6-mile circular trail offering breath-taking views of our historic city. This trail attracts numerous visitors annually, including many from nearby towns and villages. Due to limited public transport options, a significant number of these visitors rely on personal vehicles to access the walk. The full trail typically requires 3 to 4 hours to complete, making a 2-hour parking limit insufficient for most walkers. This could deter visitors, impacting local tourism and the associated economic benefits. Currently, Cleveland Walk operates without parking restrictions, a system that has not posed any issues for residents. Given that all houses on our street have ample off-street parking, there is minimal need for residents or their guests to utilize on-street parking. The existing arrangement accommodates visitors to the Bath Skyline Walk without inconveniencing residents. If the council deems it necessary to introduce a parking restriction, I propose extending the limit to 4 hours. This duration would better align with the time required to enjoy the full Bath Skyline Walk, ensuring visitors can complete their experience without concern of parking violations. In summary, I advocate for maintaining the current unrestricted parking on Cleveland Walk. However, if a restriction is deemed essential, a 4-hour limit would be a more balanced approach, supporting both the interests of residents and the visitors who contribute to our local community.</p>
Resident	Plan 12 - Cleveland Walk	Parking	PartlyObject	
				<p>The proposal to restrict parking at the Southern extreme of Perrymead is unnecessary and would be a misuse of public funds if carried out. This is a 'No Through Road', it carries very little traffic and this section has no buildings on either side, i.e. essentially there is no demand for parking there and indeed no-one does park there. Why then has this proposal been made? Could it be that the driveway of the house immediately to the West of this road has recently been resurfaced and that contractors have found it convenient to park here? If so then that would have been a temporary annoyance, easily dealt with and certainly not justifying public expense. One would hope that the council hasn't been subjected to undue influence from ex-local politicians and that the Local Authority Ombudsman will not have to investigate a case of maladministration. Rather than carry out this proposal the current traffic barrier should be moved South, retaining access to the driveway mentioned above. This would have the advantage of permanently removing the non-existent parking 'problem' for anyone living to the North of this section. Proper 'No Through Road' signs should be installed at both North and South ends of this road, replacing the non-standard sign at the South end and the incorrect 'Road Closed' sign at the North end. In addition the priority should be changed at the South end to Queens Drive - Foxhill, both logical and safer. I note in passing that the public notice of this proposal has been prematurely removed. One hopes that this is a case of minor vandalism rather than a deliberate act to frustrate the public consultation.</p>
Resident	Plan 2 - Queen's Drive	Parking	WhollyObject	

				<p>We are pleased that the council are proposing changes to parking in Priory Close; cars parking for both prior Park College and Prior Park NT are making things awkward for residents. The extension of double yellow lines up the road from the junction with Ralph Allen Drive will make turning in and out of the close safer; hopefully having double yellow lines on the north side of the lower part of the road (the small section between sets of double yellow lines currently in place) will encourage parents of Prior Park College not to wait there to pick up children which forces cars to pass them on the wrong side of the road approaching a blind corner. Extending the double yellow lines is a good move. At the top of the uphill part of the close I am not sure that the lines in front of 32 and 33 are necessary; however, would not strongly oppose them. Double yellow lines opposite, each side of the part of the close leading down to Ralph Allen Drive, would certainly be a good move to give better visibility at the junction. I would like the council to consider extending these lines a couple of feet each way to reach no 1's driveway or even go across this driveway to the south and on the north side to finish at the north side of no 33's driveway rather than halfway across as on the diagram; this would prevent having to reverse towards the junction when cars are parked opposite (which they often are) making egress from no 33 safer.</p>
Resident	Plan 4 / 6 - Priory Close	Parking	PartlySupport	
				<p>I completely agree with the proposal to have double yellow lines on the south side of Claverton Down Rd but feel that it is very urgent to have double yellow lines on the north side as well. 1. Since lockdown the use of fairy woods have increased hugely and with that a parking problem that previously did not exist. Large vehicles such as coaches, lorries and dog walkers' vans park, sometimes for extended periods of time, also means that accessing driveways to the houses opposite becomes incredibly difficult. We have had situations where ambulances have been unable to attend a property because they cannot swing into the driveway and parking outside has caused a complete blockage of the road. 2. Another worrying safety concern is that many cars park and unload children and dogs right into the path of oncoming traffic. 3. There have been a number of accidents and if this continues I feel it is only a matter of time before there will be a fatal one. 4. Cars accelerating past all the parked vehicles has caused extra air pollution and substantial extra noise, all adding to a deterioration in the environment. 5. The houses opposite are unable to have grocery deliveries to their door because of access problems. I had a delivery to my door but a large van had come to park opposite and on trying to exit, my van driver was unable to swing out of the driveway and caused thousands of pounds worth of damage to his vehicle. When they park outside it causes inevitable blockages. 6. All these problems would be solved by simply putting double yellow lines on both sides of the road between Shaft Road and along to Paddock Wood. Paddock Wood has very good access and visibility in both directions but has double yellow lines on both sides of the road. The houses between Paddock Wood and Shaft Rd are treated differently and completely disadvantaged by the lack of restricted parking. 7. Since most visitors come to exercise it would be absolutely no problem to walk a few extra steps and park a little further along the road which would not impact any residential properties. There is an alternative entrance to Fairy Wood along by Flatwoods so perhaps that should be better advertised. I would also suggest that walkers are encouraged to use the old Entry Hill golf course which has off st parking and refreshments on hand. This would be a great place to develop and invest in.</p>
Resident	Plan 7 - Claverton Down Road	Parking,Traffic,Safety,Access,Disturbance,Environmental	PartlySupport	

				<p>Parking has increased dramatically since Rainbow Woods became popularised during Covid lockdown. After lobbying the Council, a single yellow line was subsequently painted on the North side of the road allowing parking at anytime except weekdays from 0730-0930. This is largely ignored as the tiny notice on the nearest lamppost is about 50 metres further down the road. Therefore any one parking during those times on the south side just encourages further parking there throughout the day. This has meant that exiting from our driveways is extremely hazardous because the driver's sight line is blocked in both directions. We have had several scary near misses as one edges out beyond the cars parked on either side of our entrances. So proposed double yellow lines are really important. However trying to enter our driveways with vehicles parked on the North side of the road is also fraught with danger. If there are large vehicles, like private buses, lorries, motorhomes or dog-walkers vans parked opposite, it often requires a three- point turn for our cars and is impossible for delivery trucks, workmen's lorries and particularly an ambulance that has to visit next door on a regular basis. Very dangerous as they have to park on the edge of the pavement and block traffic both ways. We would like to propose: 1. that double yellow lines are painted along the North side of the road from the pedestrian crossing to a point close to the Paddock Woods entrance. 2. that double yellow lines are extended on the South side for a further 20 metres. In addition to the above we are extremely concerned for pedestrians, particularly students at Ralph Allen School. There have been many accidents along this unmarked stretch of road and I have some photos to illustrate the problem. Parked cars on either side of the road often open doors on the traffic side to disembark pedestrians, prams and dogs. Again drivers sight lines are impeded, as they accelerate to pass and access the next gap - ahead of oncoming traffic trying to do the same thing. Many near misses and I believe the cause of some accidents. The parking restriction on the North side of the road does not recognise that about 150 students also return home along the same route. If a restriction was imposed from 1430 - 1730 one might just as well keep it restricted all day! In conclusion it is recommended that a survey is carried out immediately along the whole road from Shaft Road to Brassknocker Hill. (full response in file)</p>
Resident	Plan 7 - Claverton Down Road	Parking,Traffic,Safety,Access,Disturbance,Environmental	PartlySupport	
Resident	Plan 7 - Claverton Down Road	Parking,Traffic,Safety,Access	WhollyObject	<p>I object to the proposal to provide no waiting at any time on Claverton Down Road near its junction with Shaft Road. The proposal seems an ill thought out solution to safety issues created by the recent scheme restricting parking on the North side of the road. I believe the issues need to be considered as a whole not overcoming some problems and creating others. The current arrangement as forecast results in cars being parked on the S side of the road. This is a safety hazard as there is poor visibility for cars emerging from houses and parkers have to cross the road to access the woods. The existing single line marking is poorly signed and once a car parks later cars tend to park on the same side. The existing restriction was created to improve traffic flows but the real problem is further down the road from the school onwards. Any problem tends to be between 0815 & 0845 so the current restriction is too harsh. Other issues are the limited visibility of people emerging from the woods onto the zebra crossing by Shaft Road and the need for cars to park to give access to the woods. The problem with the current proposal is that it is likely to result in parking on both sides of the road which will give traffic conflict. This could be avoided by extending the proposed double yellow lines to Paddock Woods and removing the current limited waiting on the North side. Cars will then park on this side which removes the need for children and dogs to cross the road. Please note the site notice is not within the area proposed for double yellow lines and will not be seen by the vast majority of people who park there as they walk the other way to access the woods.</p>

				<p>We wish to strongly object to 24-037 (Woodland Grove) as it would be a gross waste of public funds, which are of course partially funded by the council tax we pay. For council funds to be spent in this matter, particularly in the current economic climate, there needs to be a proven 100% justification for this expenditure – and this is simply not the case here. Woodland Grove (12-28) is a small quiet cul-de-sac that has no through traffic at all. All properties have at least 2 driveway spaces, and, as the cul-de-sac is already in the resident Parking Zone 9, there are no parking issues whatsoever. The houses both sides have wide, double driveways, giving easy access. Council parking permit records will show there is typically only one resident vehicle parked in the street overnight, and for the majority of the week daytime there are no cars at all parked in the whole cul-de-sac. We have lived in the very end house for over 15 years, our drive is different to all the side houses, in that our driveway is narrow and at an angle. We have never had any issue accessing our drive due to poor parking. Naturally on rare occasions couriers and workmen do need to stop to complete deliveries and maintenance, for instance photo 1 shows a roofing contractor parked up whilst visiting number 14. However this still does not cause access or turning issue for us or any other property (including 14 that the large vehicle is visiting) - and this very occasional necessary parking is no justification on spending public funds on a completely pointless parking restriction scheme. On rare weekend occasions each family in the street do have visitors too, for instance children birthday parties – but it must also be remembered that all of Woodland Grove is already within zone 9 and so, as each vehicle then requires a visitor permit, visitor parking is already carefully managed. The only large vehicles to access the street regularly, the recycling lorries, reverse down the cul-de-sac (and hence do not use the end turning area at all). As photos 2 and 3 demonstrate, forcing larger vehicles like delivery vans to always park at the side of the cul-de-sac could make access more difficult for the recycling vehicles (as it is already very tight for them with just a car parked there). In summary we object to this proposal as this would be a gross misuse of council funds: •There are NO parking or turning issues in Woodland Grove •The proposed parking bays could make access worse for larger vehicles, including the recycling lorries •There is no financial justification for this large expenditure</p>
Resident	Plan 8 - Woodland Grove	Parking,Traffic,Financial,Access	WhollyObject	
				Please see attached representations and photographs. Please do not. hesitate to contact me should you require any further information, or wish to discuss the issues raised in the representations.
Resident	Plan 8 - Woodland Grove	Parking,Traffic,Safety,Access,Disturbance	WhollySupport	
				I wholly object to this proposal on the basis that there is absolutely no need for change. Access to parking for visitors and tradespeople is necessary for all parts of the close and not just parts of the close. The proposed parking restrictions will not aid access to driveways at the end of the close because the present arrangements are sufficient, as attested to by our neighbours with the most restricted access at #16. The proposed parking restrictions will not aid access to the recycling and garbage lorries but hinder this access via cars parked in other places of the close. The proposed parking changes will also increase the frequency of parking outside #26 to which clear site of the road in both directions is necessary on safety grounds for daily disability access via a mobility scooter.
Resident	Plan 8 - Woodland Grove	Parking,Access,Safety	WhollyObject	
				I live in Woodland Grove where you are proposing a no parking at any time area. There currently isn't a problem with parking in the road, I don't think the new restrictions will benefit anyone and could lead to more problems in the future. We do not support the proposal. Please can you reconsider doing this as it's unnecessary.
Resident	Plan 8 - Woodland Grove	Parking	PartlyObject	
				I am one of the three main households directly affected by the proposed "No Parking at Any Time" restriction in Woodland Grove, and I strongly oppose this unnecessary and wasteful proposal. This plan would drain taxpayer funds without providing any tangible benefits. It would unnecessarily restrict visitor parking for the few households that rely on it, causing significant problems for residents like myself and those further up the road. In an area with little to no existing parking problems, this proposal would only serve to narrow the road at the end of the cul-de-sac, making access to driveways more awkward and potentially dangerous. The narrowed road would force drivers to manoeuvre around parked cars, increasing the risk of accidents. It's a poorly thought-out plan that will inconvenience the majority of residents. Guests already park respectfully, and I have never had an issue with resident or visitor parking. As one of the three residents directly impacted, I feel these new restrictions would simply create problems further up the road, and inconvenience the majority of users on this road. Before any decision is made, I request clear evidence showing that the majority of affected residents support this change. Only those of us directly impacted in the cul-de-sac should have a say, as it will not affect anyone else. That is numbers 12, 14, 16, 18, 20, 22, 24.
Resident	Plan 8 - Woodland Grove	Parking	PartlyObject	No one voice is more important than another, even if they shout louder.

				<p>I understand the stated reason for these restrictions is to prevent obstruction due to parked vehicles, as requested by the local Ward Member on behalf of local residents. However, I must emphasize that as a resident directly affected by this proposal, I was not consulted or made aware of these requests.</p> <p>My primary concerns are as follows: My garage is situated precisely on the corner of Stonehouse Lane and the main street, creating a blind and hazardous entry/exit point. The design of my garage door being exactly at the beginning of the corner makes entering and exiting extremely difficult and dangerous. The proposed "No Parking At Any Time" restrictions will force residents, including myself, to park on the main road, which is already a dangerous location due to limited visibility and traffic on this road. This will significantly increase the risk of accidents, particularly for drivers entering and exiting Stonehouse Lane and for myself and my children when attempting to use my garage. I have 4 children, and I am very concerned about the additional danger that parking on the main road will present to them, and other pedestrians. It is worth noting that parking on this corner has not historically resulted in significant obstructions or accidents. Impact on Residents Without Off-Street Parking: My neighbour at 68 Stonehouse Lane, and other residents in the vicinity, do not have off-street parking. The proposed restrictions will severely impact their ability to park near their homes. Request for Time-Limited Restrictions: I respectfully request that the council reconsider the "No Parking At Any Time" restriction and instead implement a time-limited restriction, specifically "No Parking between 8:00 AM and 6:00 PM" or even better "No Parking between 8:00 AM and 6:00 PM, Monday to Friday". Outside of these hours, particularly during the evening and overnight, traffic flow on Stonehouse Lane is minimal, and parking is not obstructive. This would allow residents to park safely near their homes during non-peak times. I would prefer the time limit to be changed to no parking between 8 am and 4 pm Monday to Friday, as listed for Old Frome Road. However, I understand that the 6 pm end time is also a possibility. I believe that the time-limited restriction will allow the council to meet the needs of the residents who requested the restriction, during the day, while also allowing the residents of Stonehouse Lane to park at night. Lack of Resident Consultation: I am disappointed that the local residents of Stonehouse Lane were not asked for our opinion on the proposed changes.</p>
Resident	Plan 9 - Stonehouse Lane	Parking	PartlyObject	
				<p>I am in almost complete support of this proposal. As a resident we are affected daily by the parking of cars that make pulling on and off our own drive very difficult and dangerous. Often due to lack of space, with cars parking over the dropped kerb, it is impossible to swing onto our drive from one direction and we have to continue down the road and turn in Stonehouse close before attempting to pull on the drive from the other direction. When cars are parked on both sides it is incredibly difficult. It is also very hard for people to pull in and out the lane that leads to garages opposite our house. Visibility is usually extremely poor, especially if large cars park right up to our drive, meaning it is dangerous to get off our drive as we simply cannot see around the parked vehicles. If a cyclist was travelling 'behind' the parked cars, they would be impossible to see. It is very clear that residents from the Firs park on our road as well as employees from local businesses (including the Dr surgery) or people who then use the bus into town. We are also aware that a business in Widcombe uses the road as an unofficial staff carpark and collects employees in a van to take them down the hill! My only point to consider, is that our neighbour at Number 68 Stonehouse lane is the only house without a drive to park in. If they could be given a marked, official parking space outside their property, it would be better.</p>
Resident	Plan 9 - Stonehouse Lane	Parking	PartlySupport	
				<p>I am almost fully in support of this proposal. Our house will be directly affected by the changes on Stonehouse Lane. Currently it is both awkward and dangerous to exit and enter our driveway as often cars are parked right up against or even slightly overlapping the dropped kerb. This means that we have to reverse in, which can sometimes be very tight, as reversing out is dangerous due to the complete lack of visibility of traffic coming from both directions. This is made even worse when cars are also parked on the opposite of the road within the turning arc needed to get in or out. The parked cars also cause issues for people using the lane to access the back of the properties on North Road. The only concern I have is that as far as I can see all of the houses on Stonehouse Lane that are along the stretch with the proposed parking limitation have offroad parking except No. 68. If there was a way to provide a reserved parking space for that house it would be better.</p>
Resident	Plan 9 - Stonehouse Lane	Parking,Access	PartlySupport	

Resident	Plan 9 - Stonehouse Lane	Parking	PartlyObject	My problem with the proposal is this. Between Stonehouse Close and the exit of Stonehouse Lane it seems to me to make no sense to prevent parking on the western side of Stonehouse Lane - as things stand parking usually occurs on that side of the road with drivers being able to see clearly up and down the road. If this parking is prevented, but allowed on the eastern side, in view of the curvature of the road, this will create visibility problems with drivers being unable to see clearly up and down the road. As things stand, this part of Stonehouse Lane on the western side can take 5 cars with a further 3 or 4 on the south side of Stonehouse Close at the Stonehouse Lane end. I believe these parking arrangements should remain.
Resident	Plan 5 - Old Frome Road	Parking	WhollyObject	We do not support the above notice and plan. We understand that the residents of 145 opposite do OCCASIONALLY have difficulty getting in and out of their drive, and the possible need for some restriction directly opposite their drive only but not the whole distance between 200 and 198. We have concerns that if the restriction is implemented as proposed it would encourage vehicles to park on both sides of the road leaving small gaps between them which from past experience creates an even worse problem with vehicles zig zagging up the road and also making it extremely difficult for larger vehicles i.e. emergency vehicles, refuse and recycling to get through. We do not understand or see the need for no parking at any time restriction outside 196 as the road is completely clear of vehicles after 4pm weekdays and all day at the weekend.
Resident	Plan 5 - Old Frome Road	Parking	WhollyObject	Ref Old frome road 24-037 This notice is absolutely ridiculous. Two selfish people. A single line between 8am - 4pm just to stop someone from parking opposite there drive and one double line so someone can get out of there drive. What a joke. It will create a chicane. Which will make it difficult for delivery's and emergency services getting to the rest of the street. This won't solve anything it will only make matters worse, for every one else. This road if anything needs a single line all the way down the north side.
Resident	Plan 5 - Old Frome Road	Safety,Parking	WhollySupport	Re car access to 145 Old Frome Rd local residents have major difficulty in using their driveway safely on account of vehicle parking directly on the opposite side of the road to their driveway. Their request for a single yellow line opposite their driveway would deal with this difficulty and it does not appear to have issues for other residents. I trust that this reasonable request will be considered positively.
Visitor	Plan 5 - Old Frome Road	Parking,Safety	WhollySupport	I am writing solely in response to the installation of single yellow lines Mon-Friday 8-4 opposite 145 Old Frome Road. I am a frequent visitor to an elderly friend. It is virtually impossible to access their drive during the daytime period as cars are parked making manoeuvrability virtually impossible. It is a safety risk and with this in mind I think it's excellent that the traffic management team are addressing this. Sometimes I have to block the road slightly whilst I collect my friend to take him to an appointment as I cannot get onto the drive. Unfortunately this is not ideal as he is frail. I have experienced a little road rage whilst I do this but it cannot be helped. Therefore I can only see this proposal as an improvement.
Visitor	Plan 5 - Old Frome Road	Parking,Safety,Access	WhollySupport	I fully support the council's proposal to implement single yellow lines on Old Frome Road, opposite 145. I frequently visit both my friend and their parents and have repeatedly faced difficulties accessing their driveways due to parked vehicles. As you drive up Old Frome Road, most houses on the left-hand side have large, low-level driveways that allow for easy access. However, 143 and 145 are located on the right-hand side, set on an incline with narrow, width-restricting driveways bordered by high concrete kerbs. When vehicles park opposite, the road's width is significantly reduced, making it nearly impossible to manoeuvre into or out of the driveways safely—especially for anything larger than a very small car (smart car). This is a serious safety concern that must be addressed. Implementing single yellow lines during the working week would greatly improve accessibility and ensure safer entry and exit for residents and visitors. I strongly urge the council to take this matter into consideration.

Visitor	Plan 5 - Old Frome Road	Parking,Safety,Access	WhollySupport	<p>I fully support the implementation of a single yellow line opposite 145 Old Frome Road. As a frequent visitor to this address, I have repeatedly encountered difficulties accessing and exiting the driveway due to obstructive parking. Despite polite signage requesting that drivers avoid parking opposite the entrance, these requests are often ignored. The driveway is narrow, situated on an incline, and bordered by a grass bank and high kerbstones. When vehicles park directly opposite, the road width is significantly reduced, making manoeuvring extremely challenging. Last month, I was unable to reverse out due to a vehicle blocking my exit. As I drive a low sports car, mounting the kerb or grass bank would have caused substantial damage. Instead, I was forced to wait an hour for the vehicle's owner to return after their working day—an entirely unnecessary and frustrating situation.</p> <p>A single yellow line, restricting parking during working hours, would be a practical solution to prevent such issues from recurring. This measure would improve accessibility for residents and visitors while ensuring that inconsiderate parking does not create unnecessary obstacles.</p>
Business	Plan 5 - Old Frome Road	Parking,Safety,Access	WhollySupport	<p>I am writing in support of the installation of a single yellow line opposite 145 Old Frome Road. As a regular visitor to this property and the neighbouring 143, where I provide window and gutter cleaning services, I have encountered frequent difficulties accessing and exiting their driveways due to vehicles parked directly opposite, particularly affecting number 145. The driveways at these properties are narrow and on an incline, necessitating additional manoeuvring space to reverse into them safely. Unfortunately, inconsiderate parking opposite these driveways often obstructs this space, leading to significant delays. On numerous occasions, the residents and I have attempted to locate the owners of these vehicles to request their removal, typically without success. Implementing a single yellow line with restrictions from Monday to Friday, 8:00 AM to 4:00 PM, would alleviate these issues. The road narrows in this section, and parking opposite further restricts its width and visibility, exacerbating the problem. I am concerned that this situation poses a safety risk, and without intervention, an accident may be imminent.</p>
Visitor	Plan 5 - Old Frome Road	Parking,Safety,Access	WhollySupport	<p>I am writing to express my strong support for the implementation of a single yellow line (Monday to Friday, 8 AM – 4 PM) opposite number 145. I visit close friends at this address regularly, and on numerous occasions, I have experienced significant difficulties when trying to exit their driveway due to inconsiderate parking directly opposite their drop-down driveway. Most recently, yesterday, I found myself completely blocked in, unable to exit. The only solution was to contact Threeways School to see if the obstructing vehicle belonged to a staff member. After a delay of half an hour, the owner was identified, and she eventually moved her car to a safer location that did not obstruct access. This situation is not only frustrating but also poses a safety risk, as blocked driveways can prevent emergency vehicle access if needed. The introduction of a single yellow line would help prevent such obstructions, ensuring that residents and visitors can enter and exit safely while still allowing for parking at non-restricted times.</p>
Visitor	Plan 5 - Old Frome Road	Parking,Safety,Access	WhollySupport	<p>I am writing to express my strong support for the application to introduce single yellow lines opposite 145 Old Frome Road. As a frequent visitor to the area, I have personally witnessed numerous instances where parked vehicles obstruct driveways, particularly in this section of the road opposite number 145 where it appears to narrow and the driveways are on a slope without the benefits of a flat wider kerb area. The obstruction caused by parked cars creates significant safety concerns, making it difficult for residents and visitors to enter and exit safely. Implementing a single yellow line restriction from Monday to Friday, 8 AM to 4 PM, would greatly help alleviate these issues by preventing inconsiderate parking and ensuring safer passage for all road users. I urge you to consider this application favourably for the safety and convenience of residents, visitors, and other road users.</p>
Resident	Plan 5 - Old Frome Road	Parking	PartlySupport	<p>I am responding on behalf of the owner of the property 194 Old Frome Road. The proposal as it stands appears to place double yellow lines across the entrance of the property at 194 Old Frome Road. This we would oppose on two grounds. The first is it appears redundant, the highway code does indicate that parking across property access is prohibited. Secondly, double yellow lines would not address the issue. The issue we are seeking to address is visibility up and down Old Frome Road when exiting the property in a motor vehicle. When vehicles are parked close to the delineation of the driveway access to 194 Old Frome Road it is very difficult to view cars travelling on the road, which is effectively single lane due to the parked vehicles, making exiting a perilous process. Our suggestion would be to place a single yellow line with the same restrictions as those proposed for the new restriction opposite 145 Old Frome Road, for a distance of five meters either side of the driveway delineation at 194 Old Frome Road.</p>

Visitor	Plan 5 - Old Frome Road	Parking,Safety,Access	WhollySupport	I am writing to express my full support for the proposal to implement a single yellow line opposite 145 Old Frome Road. Currently, parking in this area is causing significant obstruction and chaos, particularly impacting access to my relatives' homes at 145 and 143 Old Frome Road. As someone who visits my brother twice weekly, I frequently encounter difficulties manoeuvring in and out of their driveways due to parked vehicles blocking access. This not only creates an inconvenience but also raises safety concerns. The introduction of a single yellow line (Mon-Fri 8am-4pm) would greatly improve the situation by ensuring safer and more efficient access for residents and visitors. It would help prevent unnecessary obstructions and enhance overall road safety in the area. I strongly urge the implementation of this measure and appreciate your consideration of this matter.
Visitor	Plan 5 - Old Frome Road	Access	WhollySupport	As a regular visitor to 145 Old Frome Road. I am very aware of the issues trying to gain access to this address, or indeed trying to leave the premises, and I fully support the application of a single yellow line opposite this address. The main issue tends to be on Monday to Friday during day times, as the road itself is not very wide, and with the noticeable increase of parking, at times it feels impossible to get through, as for emergency vehicles, this definitely would not be possible. During this particular period, I find it very difficult to navigate this road, and near impossible to get into or exit my friend's driveway. My friend who lives at this address is the main organiser for a national charity, and regularly has visitors dropping of items, or visiting as part of her involvement in this work, and as previously mentioned, with the poor parking, this has caused us some difficulties. I think that having such a yellow line, with parking restrictions during the week days 8 am - 4 pm, would make a huge difference to the residents of this location, and visitors.
Resident	Plan 5 - Old Frome Road	Parking	PartlyObject	With reference to the parking proposals for Old Frome Road. I think it is totally unnecessary to have double yellow lines outside 194 Old Frome Road and restrictive parking outside 198 Old Frome Road. It is very obviously two separate applications for personal preference, both of which will, I believe have a knock on effect on the rest of the road.
Resident	Plan 5 - Old Frome Road	Parking	PartlyObject	I am writing to object to the proposed changes to parking regulations in two short stretches in Old Frome Road, notably outside 194 Old Frome Road and outside 198 Old Frome Road. One stretch, outside 194 Old Frome Road, is proposed to be double yellow lines. This is completely unnecessary, as vehicles that have parked there up until now have not interfered with traffic flow at all, and residents opposite do not have a problem reversing from their driveway. Why is this proposed parking restriction different from the proposed one outside 198 Old Frome Road, which is no parking between 0800 and 1600 Monday to Friday (this is also completely unnecessary)? Why, indeed, are these two stretches the only ones proposed on Old Frome Road? It would appear that two individual and separate applications have been made for these two stretches of road without the full knowledge and agreement of other residents. There has been much discussion with the council over the years regarding parking restrictions along the whole of Old Frome Road. As consensus was not reached by everybody in the street, it was previously decided to maintain the status quo of no parking restrictions. I therefore object to these proposals.
Other	Plan 5 - Old Frome Road	Parking,Safety,Access	WhollySupport	I am writing to formally agree to the proposal for a single yellow line opposite 145 Old Frome Road. Given the ongoing issues with vehicles parking directly opposite the driveway, which I witness regularly when visiting, this measure is essential to improving accessibility and safety for my parents. As their home serves not only as their residence but also as a crucial base for caring for my grandparents next door, it is concerning that parked vehicles frequently obstruct their driveway. On multiple occasions, this has resulted in delays or missed appointments, causing undue stress and disruption to their responsibilities as carers. It is evident that the primary cause of this issue stems from school-related parking, requiring frequent intervention to request vehicle owners to move their cars. This ongoing problem highlights the need for a formal restriction to prevent further inconvenience and ensure safe and reliable access at all times. A single yellow line restricting parking from 8 AM to 4 PM, Monday to Friday, would be a practical and effective solution to address these concerns. I appreciate your support in facilitating this request and look forward to any next steps in implementing this necessary change.
Resident	Plan 5 - Old Frome Road	Parking,Access	WhollyObject	We have never had a problem with parking on our road, we are a big family and the restrictions would mean that often it would be very difficult to park by or near our house. Residents are mainly retired and have big drives and private parking, the impact of workers from local schools and the hospital is so minimal, there are always spaces available even during working hours, so a restriction would be bonkers and unfair.

Visitor	Plan 5 - Old Frome Road	Parking,Traffic,Safety,Access	WhollySupport	I strongly support the proposal for a single yellow line opposite the driveway at 145 Old Frome Road, as I frequently visit a family member there. Parking on the road is excessive during weekdays, and I have personally experienced significant obstruction when trying to exit the driveway safely. The current situation poses a serious safety risk, and I fear that a severe accident could occur if no action is taken. Implementing a single yellow line with restrictions from 8 AM to 4 PM would help alleviate these risks by improving visibility and allowing safer maneuvering.
Visitor	Plan 5 - Old Frome Road	Parking,Traffic,Safety,Access	WhollySupport	I am writing to formally express my support for the proposed installation of a single yellow line opposite my family members address of 145 Old Frome Road, from Monday to Friday, 8:00 am to 4:00pm. As a frequent visitor to this property I have repeatedly experienced difficulty accessing and exiting the driveway due to vehicles being parked directly opposite. This not only causes inconvenience but also poses a safety risk, particularly when visibility is reduced, or maneuvering space is restricted. The implementation of the proposed restriction would greatly improve accessibility and enhance safety for both residents and visitors. I appreciate the efforts of the traffic management team in addressing this concern and strongly support the initiative. Thank you for your time and consideration. Please do not hesitate to contact me should you require any further information.
Resident	Plan 5 - Old Frome Road	Parking	WhollySupport	As a resident of Old Frome Road, I fully support the proposed restricted parking with a single yellow line opposite number 145, Monday to Friday from 8am to 4 pm. This property is next door to ours and belongs to our daughter and son-in-law, who are our primary carers. They frequently need to take us to important medical appointments, but due to inconsiderate parking obstructing their driveway, we have often been delayed or, in some cases, missed our appointments entirely. Despite placing polite signs on both gateposts requesting that drivers avoid blocking the entrance, these are frequently ignored. The introduction of this parking restriction would greatly alleviate this issue and ensure better access and safety for all.
Resident	Plan 5 - Old Frome Road	Parking	WhollySupport	As a homeowner on Old Frome Road, I strongly support the proposed plan to implement single yellow lines opposite my daughter and son-in-law's driveway at 145 Old Frome Road. They are our main carers, and their ability to exit their property is essential for our well-being. On numerous occasions, I have missed or been late to important hospital appointments because inconsiderate drivers have blocked their driveway. Despite polite notices on both gateposts requesting that people not obstruct the entrance, these requests are frequently ignored. There have even been multiple instances where they have had to contact local schools at the top of the road, asking staff to move their vehicles. Introducing single yellow lines, restricted Monday to Friday from 8 AM to 4 PM, would significantly improve this situation, especially during peak parking hours. We strongly urge the approval of this measure to ensure safer and more accessible parking for residents.
Resident	Plan 5 - Old Frome Road	Parking	WhollySupport	I am writing to express my full support for the proposed installation of a single yellow line opposite our property, operating Monday to Friday from 8:00 AM to 4:00 PM. This measure will significantly help in preventing the frequent obstruction we currently face when reversing vehicles out of our narrow driveway. At present, parked vehicles restrict the width of the road, creating a safety concern for both ourselves and other road users. Despite having polite signage on both gate pillars requesting that drivers refrain from parking opposite our driveway, these requests are consistently ignored. Unfortunately, this ongoing issue has caused us considerable stress and anxiety over a prolonged period. We sincerely appreciate your efforts in addressing this matter and believe the proposed restriction will greatly improve access, safety, and overall traffic flow in the area.
Resident	Plan 5 - Old Frome Road	Parking	WhollySupport	I am writing to express my full support for the introduction of a single yellow line opposite our property, operating Monday to Friday from 8 am to 4 pm. Currently, we experience frequent issues with vehicles parking directly opposite our driveway, despite polite signage on both gate pillars requesting drivers to avoid causing an obstruction. This often makes it extremely difficult and unsafe to reverse out of our narrow driveway, posing a risk to both ourselves and other road users. The proposed restriction would significantly improve safety and accessibility, ensuring clearer visibility and reducing the potential for accidents. We appreciate your efforts in addressing this issue and look forward to the positive impact this measure will have on traffic flow and overall road safety.