

Plan No.	ResponderType	FeedbackCategories	OrderSupport	FeedbackText
8	Visitor	Parking	Object	I am writing to formally object to the proposed 'No Parking' restrictions in the South West Bath Area, reference 26-048. I regularly visit and socially support a resident living in Hazel Grove. My duties include assisting this person with essential day-to-day activities. These include taking them to medical and dental appointments, weekly food shops and essential social outings that support their wellbeing and independence. Implementing the proposed parking restrictions would create a severe barrier to delivering this vital care. An individual with support needs, who is registered as disabled needs direct access to a vehicle from their home. Walking long distances to an alternative parking spot, or not being able to find one at all, is out of the question. Transporting equipment and shopping also requires parking nearby. Having a vehicle parked streets away renders these essential transitions impractical-and probably totally impossible. Therefore, without adequate parking access, my visits would become exceptionally difficult to maintain, resulting in isolation and mental health issues for a vulnerable resident. I can't speak on behalf of other residents, but I do believe that this area has quite a few elderly and/or vulnerable residents who are regularly visited by carers and/or relatives. They also need space to park their own cars on Hazel Grove, as the official residents' parking car park is often full. Tradesmen and delivery drivers also need the option to park on this street. In the case of my own client, their own parents frequently visit -carrying items like heavy garden equipment. As they are elderly themselves, this ban would also limit their visits. Taking public transport from the other side of Bath or parking several streets away are not viable options for them, especially if they need to get to their vulnerable offspring in an emergency. Again, limited or no parental visits would cause a great decline in my social client's quality of life and mental balance. I have been visiting my client in Hazel Grove for over 10 years and have a solid, professional working relationship. I hope that you will take into consideration my objections to this proposal, and allow the quality of social care to continue. For my client, myself and many others.

8	Other	Parking,Traffic,Access, Other	PartlyObject	My wife and I own a flat on Hazel Grove. We do not live there but we purchased the flat as a place for our Autistic daughter. Our daughter needs our help or "support" for something most days of the week so we routinely drive across the city from our home in Lansdown. She also has a "Support Worker" who comes to her flat three days each week. This Support Worker drives her own car to Hazel Grove for a number of reasons; (a) she lives at the furthest corner of the city from Hazel Grove; (b) she usually takes Chloe by car for shopping trips; (c) she takes Chloe by car to medical facilities; (d) she takes Chloe by car to sports facilities for exercise; (e) she takes Chloe by car to social visits and educational events. The Council's Statement Of Reasons and brief summary "description of the proposals" includes that the objective is to "protect the amenity of the street" but if this TRO is put into effect it will have a very serious depletory effect on the amenity currently enjoyed by our daughter. The statement on the map provided with the consultation "Prohibition of stopping, waiting, loading and parking" would make it impossible for our daughter, or indeed any other disabled person living in any of the roads or streets listed on your TRO, to carry on any kind of "normal" life. For our daughter, and for many other disabled people, it is already very difficult for them to carry out many of the everyday tasks that able-bodied people may achieve by walking from place to place; your TRO proposal as presented to us would make life impossible. Certainly your document's assertion that the proposal would not deny anyone access to their property or the use of their property is simply a denial of the obvious outcome of your TRO proposal. "Where are people supposed to park then? In the air?"
8	Resident	Parking,Safety,Environ mental	Neutral	This rule will directly affect me and my husband as well as those who visit us on Hazel Grove as we live on the Grove and do not own a car. Often our friends and family will drop us off at the bottom car park, however, we do not object (to the no waiting rule) because the car park is so steep and difficult to drive, it is hard to get in and out of cars, and everyone needs to hill start which produces more fumes than necessary. We often ask to be dropped off/picked up elsewhere - this will only strengthen that request. Perhaps 'no idling' could be added to the sign? Though since fuel prices have increased I've seen far less idling on the grove. If you are ever thinking of refreshing the car park, please could you consider removing the gradient, helping water drain better and installing solar panelled electric charging points. We are hoping to move house soon, so these changes will not impact us, but I believe they would really improve the lives of those in the area. The lack of electric charging points means no one will buy an electric car who lives here but at some point in the future, electric will be the main car type. Any substantial rainfall streams down the footpath in a flood towards Poplar Close, being partially absorbed by some of the green tree areas and some heading to the houses on the north east of the grove (see photo). Thanks for reading, as we are still residents, it is great to share it our views as this will affect us before we move.

9	Resident	Parking,Traffic,Safety, Access,Disturbance,Environmental	Support	I am writing to support the proposed installation of no parking at the bottom of Padleigh Hill. Vehicles regularly park on the bend outside our property, creating a serious hazard. The parked cars reduce visibility, make it difficult to access our driveway, and often force pedestrians, including young children, to step into the road to get past them. The bend is already narrow, and parked vehicles make it even more dangerous for both motorists and pedestrians. Keeping this area clear would improve safety, maintain access for residents, and help traffic flow more safely. For these reasons, I fully support the council's proposal and hope the yellow lines are installed.
9	Resident	Parking,Traffic,Safety, Access,Environmental	Support	I am writing to express my full support for the proposal to install double yellow lines at the entrance to my driveway at the bottom of Padleigh Hill. Englishcombe Lane. The current parking situation has become a significant safety concern. Walkers frequently park on the tight bend outside my property, often blocking or partially obstructing access to my driveway. This makes it difficult and, at times, impossible to enter or leave my property safely. More importantly, the parked vehicles create a serious danger for pedestrians, particularly my grandchildren. When cars are parked on the bend, they are forced to walk around them and into the middle of the lane, where visibility is poor due to the bend. This puts them at unnecessary risk from approaching traffic. The bend itself is narrow, and parked vehicles regularly cause congestion, with larger vehicles and oncoming traffic struggling to pass safely. Despite requests, many of those parking there show little consideration for the safety of residents or the obstruction they cause. Installing double yellow lines would greatly improve visibility, maintain access to my property, and, most importantly, make the area much safer for pedestrians and road users alike. I strongly support the council's decision and hope the proposal will be approved and implemented as soon as possible. Thank you for taking the safety concerns of local residents into consideration.
9	Resident	Parking,Traffic,Safety, Access,Disturbance,Environmental	Support	Parking on the bend has become a persistent problem and creates an unsafe environment for everyone using the road. Vehicles parked in this location restrict visibility, make it difficult for residents to enter and leave their driveways, and create unnecessary risks for pedestrians. As a family, we regularly see children and other pedestrians having to walk into the road because cars are parked on the bend. This is particularly worrying given the limited visibility for approaching traffic. Introducing no parking would prevent dangerous parking, improve road safety, and ensure residents can access their homes without obstruction. I strongly support the council's proposal and hope it is implemented without delay.
9	Resident	Other	Object	I wish to object to the proposed parking restrictions (double yellow lines) on Padleigh Hill, on the corner above my property. The reason given, I presume by the parish council, is obstruction of the road. Firstly, the road there is never obstructed by parked cars on the corner where the single track road widens . I'd like to see photographs of the road being obstructed to support this claim . The road is a single track road with a National speed limit of 60mph. My reason for objecting, is that when cars are parked in the lay-by it makes cars slow down for the bend - over the years speeding cars have crashed into the wall of my property. This proposal has not been thought through - parked cars do NOT obstruct the road but work as a traffic calming /speed reduction. I also see that the yellow lines have been drawn to extend to the end of my property where the road is clearly only one car wide (see photo) I would like to meet with a traffic officer and a member of the parish council to discuss safety measures like reducing the road width to reduce speed and provide safety for my property. I await you're reply

13	Resident	Parking,Traffic,Safety, Access	Object	I am writing to formally register my strong objection to the proposed introduction of "No Parking At Any Time" restrictions on Mount Road, specifically concerning the section opposite numbers 12 and 14. While I understand the Council's intent to manage traffic flow, the current proposals will have a severe, disproportionate impact on my family's daily life, safety, and well-being for the reasons detailed below: 1. Severe Impact on Multigenerational Family Safety, Our family relies heavily on the ability to park closely and safely near our property to support both young children and elderly relatives. Our house is directly opposite the existing traffic calming bollards so we rely on parking opposite no 12 & 14 Mount Rd Grandchildren's Safety: Navigating young grandchildren across a busy road from further away significantly escalates roadside hazards and accident risks. Clear, close parking is vital to transferring young children safely from vehicles to our home. Elderly Relatives: Our elderly family members suffer from reduced mobility. Removing parking spaces directly outside forces them to walk extended distances, creating an immediate physical strain and an unacceptable slip and fall hazard. 2. Aggravation of Existing Commuter Parking Issues, Mount Road is already heavily congested due to non-residential commuter parking. As a two-vehicle household, we already face immense difficulty securing space near our home. We frequently have to shuffle or move our own vehicles simply to secure a safe spot when family members visit, because commuter vehicles displace residents. Removing the existing spaces opposite numbers 12 and 14 will permanently reduce the available parking stock. This will force commuters further into residential pockets, worsening the daily parking deficit for residents. 3. Direct Negative Impact on Quality of Life, The displacement caused by these double yellow lines will introduce daily stress, force us to park a significant distance from our home, and actively penalise residents for a commuter-driven issue. The proposals also do not solve the root problem of speeding. This causes the greatest fear when our family with very young children visit. Parking further away would increase threat to life. The current traffic calming measures are ineffective. Suggested Alternative Resolution: Before implementing a blanket parking ban, I urge the Council to explore alternative traffic management solutions. A residential parking permit scheme would successfully deter all-day commuters, protect vulnerable residents, and preserve necessary access for families. A more stringent enforcement of the 20 mph speed limit would greatly improve safety. Thank you for considering these objections. I look forward to receiving your response and confirmation that these points will be formally evaluated before a final decision is reached.
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13	Resident	Parking,Traffic,Safety, Access,Disturbance	Neutral	Whilst I agree with the proposals in question I don't think that the measures go far enough in Southdown and in particular the Mount Road area. I would like the council to consider parking measures including speed humps or speed camera along Mount Road from the shops up to the mini roundabout. Over the past 4 to 5 years there have been multiple accidents where parked cars on both sides of the road have caused vehicles to crash into each other or parked cars. There have been 2 crashes where my neighbours vehicles have been written off outside my house in the past 18 months. Multiple mirrors have been knocked off of cars all along this stretch. Additionally both local buses and the emergency services have had issues negotiating the small space between the parked cars and also around the bend up from Sladebrook Road to Mount Road. This is also exacerbated because of the amount of HMO's along this road and the Bath Domestic Services vehicles parking on the road at all times. Speeding is a regular occurrence and this is also another factor that exacerbates the situation and leads to both safety concerns for pedestrians but also other road users. There is also 2 dropped curbs for the access way by the side of my house between 73 and 75 Mount Road and the other entrance / exit located at the back of No 85 Mount Road where it meets the entrance road to Roundhill Park. Can I ask that double yellow lines be put on both these dropped curb entrances as this serves 8 houses and people have been parking over these dropped curbs leaving us without access or egress at times. I have asked Cllr Dine Romero to look into this some time ago but have not heard anything back after a lengthy discussion with her. She did take photos of the issues when we met but I can send further photos of the areas and incidents if requested.
13	Resident	Parking	Object	I am against the no Parking areas being introduced on Mount road by Round hill school. Parking spaces for houses/residents along Mount road are very limited with yellow zigzags for Round hill school, traffic calming islands and a zebra crossing. This new zone will not make any difference to road safety or road users driving. It just makes it more difficult to park and therefore live in Bath.
14	Resident	Parking,Safety	Support	Relating to the proposed change at location C, I am very happy that the council has listened to the residents of Wellsway (near Wayside) and are looking to address the safety issue raised due to dangerous parking near the driveways. This is exactly what is needed here, so thank you.
18	Resident	Parking,Traffic,Safety	PartlyObject	we have looked at the proposal and we understand about the safety around the junction of Boyce close but we disagree we the double yellow lines going right into Boyce as this will make parking a 100 times more problematic ,we have been in contact with Sarah Moore who has told us the yellow lines into the street will not happen so as long as this is true then every thing else will be ok BUT NOT THE YELLOW LINES IN BOYCE CLOSE
22 / 26	Resident	Parking,Traffic,Safety	Object	Parking in Shophouse Road is already bad for residents. We cannot park due to the amount of student cars parking and also other people using the road to park to then go to work

22 / 26	Visitor	Parking	Object	To be honest I am not understanding the proposal as it's too complicated and the letters are confusing. However ..My elderly parents live on Shophouse Road we as a family regularly park there to visit, deliver shopping, visit . So if parking is not allowed how are we going to do these things ? They will be isolated. Where are residents supposed to park ? As you very well are aware parking has become a major issue in this city and for some families like my elderly parents they are being isolated . My parents have not received any information on this through the post (they don't do internet) so are totally unaware of this plan which is not acceptable
22 / 26	Resident	Parking	PartlyObject	I disagree with the proposal to extend the No Parking Restrictions on Shophouse Road outside of 35 and 36 Shophouse Road. This will lead to reduced parking for the residents of 35-39 Shophouse Road. This is of particular concern when combined with the proposed Residents Parking Zone on Priddy Close where residents of Shophouse Road park due to the existing limits on parking in the area. The combined effect of the No Parking Restriction on Shophouse Road and the RPZ at Priddy Close will increase the likelihood of double parking along this stretch of Shophouse Road as currently occurs on matchdays at the football club.

28	Resident	Parking	Object	I live on Wellsway, near the junction of Wellsway and Oolite Road and directly affected by the proposed restrictions. As such, I have first-hand knowledge of the day-to-day operation of this junction, including traffic movements, parking patterns, refuse collection, and the practical use of the highway by residents, visitors and service vehicles. Whilst I fully support proportionate highway safety measures where they are supported by clear engineering evidence, I do not believe the Council has demonstrated that the proposed extension of the double yellow line restrictions is either necessary or proportionate. My objection is not to the principle of parking controls where genuinely required, but to the absence of any objective evidence demonstrating why this particular extension is needed or why a less restrictive alternative has not been considered. 1. Failure to demonstrate statutory necessity. Section 1 of the Road Traffic Regulation Act 1984 permits the Council to make a Traffic Regulation Order only where it is necessary for one or more of the statutory purposes, including: •avoiding danger to road users; •facilitating the passage of traffic; and •preserving or improving the amenities of the area. The Officer Decision Report states that Additional Plan 28 has been introduced following an additional request from the local Ward Member to prevent obstruction of the highway due to parked vehicles. However, no objective evidence has been provided demonstrating that such obstruction occurs with sufficient frequency or severity to justify a permanent prohibition on waiting. The report contains no evidence of: •personal injury collisions; •recorded highway safety incidents; •traffic surveys; •parking occupancy surveys; •refuse collection difficulties; •emergency service access problems; •visibility assessments; •swept-path analysis; or •any engineering assessment recommending restrictions extending as far as Nos. 1 and 6 Oolite Road. A request from a Ward Member may justify investigation of a highway issue, but it cannot, by itself, demonstrate that the statutory tests for making a Traffic Regulation Order have been satisfied. 2. Failure to demonstrate proportionality. Even where a restriction is justified, it must be proportionate. The proposed extension removes a significant length of unrestricted kerbside parking beyond the existing junction protection already provided by the current double yellow lines. The Council has provided no explanation as to why this particular length has been selected or why a shorter restriction would not achieve the same highway safety objectives. Without any supporting engineering assessment, residents are unable to understand why restrictions extending to approximately Nos. 1 and 6 Oolite Road are considered necessary. The proposal therefore appears excessive when compared with its stated purpose. (Full response in file as too large to include on spreadsheet)
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28 / 29 / 30	Resident	Parking,Traffic,Safety, Access	Object	I'm curious to know how banning parking on Upper Bloomfield Road, Oolite Road, Odins Road, Wansdyke Road, what this will do to the local businesses all along Upper Bloomfield Road, access to the school at St Philips from Old Fosse Road, Frome Road, in fact most of Odd Down? Are you trying to isolate Odd Down from all the houses that are likely to be built on Sulis Down, those who cannot walk so use cars to go to the shops or are carers visiting the elderly in the bungalows. I'm not convinced that all these areas need to be parking free? I understand after 6pm people who live in these roads who don't have parking with their houses would like to park by their houses but in the day, it's passing traffic, or short visits to the local shops. All this will do is push this traffic into Banwell Road Estate, Oolite Grove & Mendip Gardens. This is not needed. Why is the first time we are even being consulted on this proposal when in fact you have already decided? Also, Chantry Mead Road, that's just pushing parking for the school out to other little roads. Parking restrictions in that area are already causing havoc in Hillside Road. Not all families have time to walk their children to school, they work & need to be able to drop off quickly in the mornings. Isn't the RTA of 1984 a little outdated based on the busyness of the roads, children walking to school etc. This whole idea is flawed & not properly considered. If this another Sustrans bright idea like Camden, you need to properly survey these areas & start talking to your constituents as I for one will be voting for change next May & I know I'm not the only one. Would love to speak to my local councillors to discuss further.
31 / 32	Resident	Parking	PartlyObject	I wish to object to the proposed parking restrictions. Implementing parking bans on the roads listed in the proposal will not resolve the underlying issue; it will simply displace residents' vehicles onto surrounding roads, including Clare Gardens. This will increase parking pressure in neighbouring streets, creating problems for residents who are not currently affected. As a resident of Clare Gardens, I am particularly concerned that displaced parking will make it more difficult for my family and neighbours to park near our homes. As a parent, I am especially concerned that additional parked vehicles on my road could increase the risk to my children and other local children by increasing the amount of traffic to cul-de-sacs and other roads away from the main thoroughfare as people look for parking. The proposal also unfairly shifts the inconvenience from one group of residents to another. The vehicles affected belong to people who live on the roads where the restrictions are proposed. Those residents should be able to park as close as reasonably possible to their own homes, rather than being forced to park on neighbouring streets and walk further. Furthermore, many properties in Odd Down have driveways that are not suitable for modern vehicles. Although some homes have off-street parking, the driveways are often too narrow to allow occupants to park while still opening vehicle doors safely. As a result, many residents have little practical alternative to on-street parking. For these reasons, I believe the proposal does not address the root cause of the parking issues. Instead, it simply relocates the problem, creating unnecessary inconvenience for neighbouring residents and introducing additional safety concerns. I therefore urge the Council to reconsider the proposal so that vehicles are not merely displaced onto surrounding residential streets.
33	Resident	Parking	Object	I object as the proposed double yellow lines around The Green do not cause any obstruction whatsoever, furthermore the double yellow lines you are proposing are over someone's driveway on the corner around Fosseway estate. This parking is needed as a resident where the yellow lines would be located I strongly object as you'll make the parking situation worse to park on Shickle Grove

36	Resident	Parking	PartlySupport	Perhaps you might consider the corners at wansdyke road junction with Odin road
37	Resident	Parking	PartlyObject	There are 3 blue badge holders in Wedgwood road- why does there need to be the number of indicated places for blue badge holders. With the disgusting number of HMOs in this road (the latest being for 7 bedrooms) and the students that live in these all having their own cars (these students do not pay any Council Tax, hardly any use the bus and certainly do not cycle)) our few parking spaces are taken very quickly and even people that live in other roads come here to try and park. Our council garage was taken away a year ago for so-called social housing- nothing has been built to date. Please suggest where we can park. We are pensioners and the stress of finding a place to park at least somewhere in Wedgwood Road is becoming hard to take.
38	Business	Parking,Traffic,Safety	Support	The entrance to our charity's premises (Radio Bath CIO) lies just outside the zone where the speed limit drops from National Speed Limit applies to 30mph. Consequently, vehicles travelling towards the city centre begin to accelerate and pick up speed. All too often, vans and other vehicles are parked right along the main highway, completely obscuring the line-of-sight for any drivers leaving our car park to join the road. Vehicles have to pull out into the road without being able to tell whether oncoming traffic is approaching. We have a dozen or more volunteers and guests in the radio station most days and it is only a matter of time before there is a collision. And given the accelerating traffic, potentially a serious one. Many of the vehicles (but not all) belong to the Enterprise car hire further out of town. The Area Manager agrees the situation is dangerous and his staff are instructed to remove any vehicles parked there as soon as possible. But they are unable to prevent returning customers parking up in front our our building in the first instance. And others park there too.
39	Resident	Parking	Object	Strongly disagree with the proposal to stop parking on Cynthia Road. This would inconvenience all residents on Cynthia Road especially those who are disabled. Where are all the residents on Cynthia Road then suppose to park? -would this not add pressure to parking on other streets? And why exactly is this proposal even being suggested?

39	Resident	Parking	PartlyObject	I live on Cynthia Road, Bath and we currently pay for two vehicle permits. We already struggle to find parking in a regular basis throughout the year, whether that be outside or even in the nearby roads. To remove all of the parking along Cynthia Road entirely would mean pushing any existing residents (of which many are families or older persons) and their vehicles onto the surrounding roads, which are also already often full of cars. This would make daily life challenging with an elderly person living with us. We rely on nearby parking for unloading the car, getting our daughters and dog safely to the vehicle as well as elderly mum. I understand the need for good flow but this decision seems wholly disproportionate and would be better achieved by considering a few other measures instead - shortening the bay that is nearest top of Herbert Road, not having so many double decker buses running (often only half full), restricting larger vehicles through the local streets, enforcing restrictions on students whilst here, often not moving them for weeks at a time and taking up valuable spaces. We have lived on this street for a number of years and contributed fully to the community and the council as required. Taking away such a vital addition to our quality of living here is unfair and will also be detrimental to the value of the properties along the street as no doubt having no on street parking outside will undoubtedly put buyers off. There is also the added likely cost of no longer being able to say our vehicles are parked outside for insurance purposes. Visitors to our house already find it challenging when coming round as often finding parking is a challenge - this will also increase if residents are forced to park further away or use up shared permit/visitor bays more often.
1 / 3 / 28-36	Business	Parking	Object	This application to make dozens of road around residential areas in Bath would be catastrophic to my small independent business. My business currently depends on parking for short periods of time on majority of the roads affected. It would leave me no choice but to let my clients go which in turn will sink my small business, which will likely be the case for a lot of self employed workers.
1 / 3 / 28-36	Resident	Parking,Safety	Support	I support the proposals to add the proposed no parking or waiting at anytime to the noted areas in odd down. The parking situation in Odd Down is a nightmare with cars repeatedly parking on corners and blocking views of possible oncoming traffic / or other hazards when turning onto and out of side roads. People often park on those roads when dropping off kids to the JuJitsu club on Bloomfield Road and do not consider that cars have difficulty seeing children and other pedestrians because they are blocking viewpoints. It's very dangerous and I think the proposed restrictions will make Odd Down safer for pedestrians and drivers alike. I hope there is enforcement of these new restrictions in the area because currently there are repeated violations of people parking on double yellows without blue badges and they do it because they know they can get away with it. Without enforcement in the area the new restrictions will be meaningless.
1 / 3 / 28-36	Resident	Parking,Safety	Support	I am in favour of the proposals for double yellow lines on the road junctions in the Odd Down area. Please can I asked for the junction of Eastover Grove and Old Fosse Road to be included,