

Plan	ResponderType	FeedbackCategories	OrderSupport	FeedbackText
2	Resident	Parking,Traffic,Safety,Access	Support	1. Statement of support. I have lived in Durley Lane for more than 50 years. Over that period the volume of vehicular, cycle and pedestrian traffic has increased markedly, and with it the hazard of negotiating the lane by car, on foot or by bicycle. I support the proposed additional No Parking At Any Time (double yellow line) restrictions on Durley Lane. They will make a significant contribution to road safety, and are in my view well founded on grounds (a) and (c) of the Council's Statement of Reasons — avoiding danger to persons and other traffic using the road, and facilitating the passage on the road of all classes of traffic, including pedestrians. I should be grateful if this representation is recorded as support for the Order. Nothing set out below is intended to delay it. 1.1. Observations on the proposals as drawn. Continuity of the restriction. The indicative plan appears to show a break in the proposed double yellow lines where Durley Lane runs, on its eastern side, adjacent to private land. I ask that the restriction be made continuous along this length. 2. Related highway matters — request for referral. I recognise that the following are matters of highway maintenance and design rather than traffic regulation, and cannot be delivered through this Order. I raise them because they bear directly on whether the proposed restrictions will achieve their purpose, and I ask that they be referred to the appropriate teams and considered alongside implementation. 2.1 Verge overrun and the need for kerbing. On the eastern side of Durley Lane the carriageway has been effectively widened by vehicles running over the grass verge, particularly during passing manoeuvres. Unless the edge of the carriageway is clearly defined by a kerb, there is every likelihood that vehicles will simply park on the overrun verge once the double yellow lines are in place, and the benefit of the Order will be lost. A kerb would both prevent this and remove the cause of the damage. 2.2 Damage to the supporting banking. At points the compressive destruction of the verge has been sufficient to damage the supporting banking between the lane and the Broadlands School playing field. This is a hazard in its own right and should be inspected. 2.3 Post and rail fence. As a consequence of the same overrun, the post and rail fence on top of the banking has been progressively demolished and is in need of urgent replacement. 2.4 Carriageway condition and sequencing of works. The surface of the carriageway is in a very poor state of repair. I ask that resurfacing be programmed before the proposed lines are laid. Lining applied to a failing surface will neither adhere nor last, and would have to be relaid at further public expense. 3. Provision of a footpath along Durley Lane. Durley Lane has no footway along its length, so pedestrians share a narrow carriageway with motor traffic. Pedestrian use has already increased following construction of the public footpath between The Chocolate Quarter and Durley Lane. It will increase further on completion of the planned Somerdale Bridge linking Keynsham and Hanham, and again if the proposed new settlement at Hicks Gate proceeds, which will add both walkers and cyclists. In the interests of public safety I ask that consideration be given now to the provision of a footpath along the whole length of Durley Lane, and that this request be recorded with the relevant teams so that it can be taken into account in connection with the Somerdale Bridge and Hicks Gate proposals and any associated developer contributions. Removing parked vehicles from the lane is a valuable first step; a footway would address the underlying problem.
3	Resident	Parking,Safety,Access	Support	I fully support the council's proposal to introduce double yellow lines on Culvers Road. Parking has become increasingly overcrowded, with vehicles often parked in a way that makes it difficult to drive into and out of my own property, and at times the road is partially blocked altogether. The biggest concern is safety. When pulling out of my driveway, parked cars on both sides of the road severely restrict my visibility, making it impossible to see approaching traffic clearly in either direction. This creates a significant risk for both residents and other road users. The current parking situation is simply out of hand and can no longer continue. Introducing double yellow lines would greatly improve safety, traffic flow and access for residents, and I wholeheartedly support the proposal
4	Saltford Parish Council	Parking,Safety,Access	Support	Saltford Parish Council supports Additional No Parking / No Loading At Any Time restrictions on Manor Road, Saltford, as listed in the Notice for TRO 26-051
7	Resident	Parking,Traffic,Access	Object	With regard to the proposed yellow lines to Ludlow Close, I disapprove of this proposal as it will have a detrimental impact on all the residents of numbers 9 to 18, not just myself. These houses do not have road access to their properties and rely entirely on the limited number of spaces at the top of the close. Every house has at least one car, some two. We also have a problem with parents parking in our close at drop off and collection times for St Keyna Primary School. Also we have residents who live in both Monmouth Road, Arundel, Barnards and Raglan Walks parking in our close. Residents in numbers 1 to 8 Ludlow Close already have drop down kerbs and when they have guests or workmen they park across their own driveways, by putting yellow lines in front of these houses, they will come up to our area. If these lines are implemented you must put up some signs to say 'Ludlow Close Residents Only' at the beginning and the top of the Close. Also a letter to St. Keyna Primary School asking them to inform parents not to park in Ludlow Close. What would help with the parking problems in our vicinity would be if you were to convert the green areas in both Arundel and Raglan Walks into more parking specifically for those residents. I sincerely hope you do not implement this proposal because it will have a detrimental impact on everyone in our Close dramatically.

7	Resident	Parking,Safety,Access	Object	I object to the proposals as it will make the parking in the "hammerhead" area far worse and more dangerous. Access to properties and emergency vehicles is a currently compromised. The "hammerhead" is currently unadopted and should be adopted and double yellow lines implemented here at the same time as the proposals currently being consulted. I originally approached Councillor Alan Hale about this issue; if the current proposals progress I will hold him accountable for making the current situation even worse.
7	Resident	Parking,Traffic,Safety,Access	Neutral	At the end of the proposed parking restrictions are the Ludlow Close residents garages, to which access and exit is constantly denied by mass indiscriminate parking by non residents, especially during school term times. On many occasions it has been impossible for ambulances and emergency vehicles to access and leave this area owing to the amount of parked vehicles completely blocking the square in front of the residents garages. With the onset of the new St Kenya school extension, this problem will only worsen. This serious problem needs to be addressed by the Council, and the only remedy is by drastically restricting parking in the Ludlow Close square.
7	Resident	Parking	Object	I object to implementing yellow lines on Ludlow Close because it will restrict parking for residents, causing a lack of parking and congestion. In any event, parents at the school will simply ignore the restriction however it will make life very difficult for residents, when it is already difficult to find parking.
7	Resident	Parking,Safety,Disturbance,Environmental,Other	Object	Putting DYL outside the homes of the residents is an expensive waste of money and a pointless exercise - since 99% is drop kerb, whilst the little actual sensible parking spot, will just be used any way. BANES DOES NOT ENFORCE existing DYL in Ludlow Close. Worse still BANES in their infinite wisdom decided to arbitrarily add a large chunk more traffic onto this close by expanding the school, to yet more pupils. The Close is inundated with vehicles during school drop off and collection. The turning area between the garages is filled with as many vehicles as the parents think they can squeeze into it. The grass is apparently a parking space, using my drop kerb to access it. You have spent a lot of money for aesthetic road decoration which achieves ZERO, since no one enforces, no warning notices are handed out. WORSE still, in the summer the engines are running, pumping fumes into my home, so the aircon can be used to keep the earlier arrivals cool, some arriving up to 45 minutes earlier than the true drop off time to park on the unenforced DYL to be sure of a spot, their poor taste in music often blaring out. In the winter; starter for 10 what happens - oh yes - the engines are running because it's cold, fumes once again an issue for my asthma, nothing done about it. You are wasting money putting in DYL in Ludlow Close - if no enforcement happens (apparently the 'vulnerable' rule overrides the NO PARKING AT ANY TIME, rule. Heaven forbid that legs and feet might be utilised to achieve the journey. I have written to parking services so many times complaining about the issues raised above. They are only there for 'ex' minutes to 'safely get the children into the school' Wonderful, then why are you bothering with expensive DYL, that you never intend to actually enforce, which cost money to replace as the weather fades them and still they are simply decorative distractions from the potholes. WHEN will councils ever use something called COMMON SENSE?
7	Resident	Parking	Object	The proposed DYL in Ludlow Close are pointless. The existing DYL are not enforced, so adding more seems futile. None of the residents park regularly in the locations marked for DYL, it's only people dropping kids off at St Kenya school - they already park on the existing DYL, on the corners, and blocking dropped kerbs without penalty, so it seems a waste of our Council Tax to add more lines to be ignored.
8	Resident	Parking	Object	I strongly object to this proposal. This is now the third time double yellow lines have been added to our road while more houses have been built and parking has become increasingly limited. You cannot keep removing parking without considering the impact on the residents who actually live here. In this case it appears a parking space is being removed because one neighbour claims they cannot get out of their space. Yet they themselves regularly park in a way that makes it difficult for their own neighbour to get out. (Picture included) How is it fair to remove a parking space used by everyone to accommodate one household? You have already added double yellows elsewhere so this will simply push vehicles further up the road onto a narrower bend. This risks creating more obstruction and making access harder for emergency vehicles and bin lorries and further obstructs other neighbours from being able to get out of their fixed car ports that was from the first development of houses. This proposal does not appear to solve the parking problem, it simply moves it and penalises everyone else. I strongly urge the Council to reject it and properly consider the impact on all residents. If this is not the reason for the proposed restriction please provide a clear explanation of why the double yellow lines are being proposed at this exact location and what specific problem they are intended to resolve.
9	Resident	Parking	Support	It would be better if the double yellow lines continued further up Chandag Road
10	Resident	Parking	PartlyObject	Given that the affected properties in Cranmore Avenue are separated from the highway by the green which I understood to be owned by Curo, has the Council consulted Curo about the proposal and investigated whether alternative residents' parking could be provided on the green?

10	Resident	Parking	PartlyObject	I object to the proposed additional parking restrictions on Cranmore Avenue unless suitable alternative provision is made for affected residents. Several houses on Cranmore Avenue face onto a green and are set back from the public highway. These properties have no direct vehicular access and no practicable opportunity to provide off-street parking. Their residents are therefore necessarily dependent upon the limited on-street parking available nearby. What assessment has the Council made of the number of residents' vehicles likely to be displaced by these restrictions, where those vehicles are expected to park instead, and the resulting effect on neighbouring streets? What suitable alternative parking provision or other mitigation will be provided for existing residents who have no access to off-street parking?
10	Resident	Parking,Traffic,Disturbance	PartlySupport	I would like to respond in relation to proposed yellow lines on Cranmore Avenue and Culvers Road. Both of these roads are subject to regular dangerous parking by non residents, however i do not believe adding more yellow lines is the best solution to this problem. It is easy to see that this problem is caused by non-residents using it as free parking to then go to the high street or to their place of employment, rather than paying to use the car park in town. If you go to these roads after 5pm there is no issue with parking, there are spaces available and people park considerately. Between 9am and 5pm it is a slalom course trying to get around. Many of the residents who go out during the day will then block other cars in, or drive their cars on to the green area because there is nowhere to park on the road, this leads to confrontations as well as damage to curbs the council will inevitably have to pay for. I have plenty of evidence of cars driving on to the green space which I can share if required. Adding in more yellow lines will make parking even more restrictive on these roads and continue the frustration for residents. I believe the best solution to this problem would be to introduce a resident only parking permit for these roads between 9am and 5pm. Not only would this keep the roads safer and clearer, it would also bring more revenue to the car park. The other alternative in my mind is to allow a drop curb on to the green on Cranmore avenue to allow residents to convert their front gardens to drive ways (one house already done this). As mentioned above, residents are already driving on to the green when there is no road parking, so adding a drop curb would be getting ahead of the problem before it ends up as a repair to the curb. There are between 8 and 10 cars belonging to the houses around the green on Cranmore avenue, if we took those cars off the road that would also immediately relieve some stress on the parking around here. Please consider the additional frustration it will cause if there is even less parking available on these roads. A resident only permit would solve all of these issue and provide additional revenue to the council. If this is not possible I would please request a drop curb on the green in Cranmore Avenue to allow the residents without driveways to build one. If either of these were allowed then the yellow lines could be safely brought in without making it harder for us living on these roads.
10	Resident	Parking	PartlySupport	Please consider as a priority enabling residents on the green in Cranmore avenue to have numbered bays please in the current parking as we have no option for creating off road parking on our own properties and need to function for work purposes with access to a car. This would mean minimst cost of painting numbers on the current road . Thank you
10	Other	Parking	PartlySupport	Currently, the proposed lines stop outside number 21. Vehicles regularly park across mums drive, despite there being a white line present. This includes other residents and their visitors, tradesmen and possibly commuters. As such this makes it difficult and awkward, sometimes impossible, for visitors such as myself and other family members to get in and out of the drive, which we have to regularly do in order to provide support for her, with multiple visits a week for things such dropping off shopping and administering medication. In addition, the vehicles encroaching on the white line can make it very difficult to see any oncoming traffic when attempting to leave the drive, which can be very dangerous, especially as cars have been known to use excessive speed on the road. Mum has limited mobility, and posses a blue badge. When vehicles park across the drive it can mean having to park further from the house than ideal, which can make it hard for mum to get to and from the car if we have to give her a lift to an appointment at the GP or the hospital, or if we take her out for the day. It has also been known to cause issues for drivers for the local dial a ride service when picking her up and dropping her off for any day trips. As such, we would appreciate it if the proposed double yellow lines can be extended to also cover number 23. Whilst we know it will not necessarily solve all issues as people don't always comply with parking restrictions, we believe it will be a great help, and hope the possibility of a parking fine might dissuade people from parking there. In fact, Mum called the parking department last week to see if double yellow lines could be put in outside, and as advised was going to contact her local councillor about this when the letter for this consultation arrived.