

| Plan      | FeedbackCategories                                  | OrderSupport | FeedbackText                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| All Plans | Parking,Traffic,Safety,Access,Disturbance,Financial | PartlyObject | <p>I have concerns regarding the proposed changes under this Traffic Regulation Order, particularly in relation to the cumulative impact on parking availability, the lack of clear evidence supporting the need for restrictions, and some aspects of practical design and road safety.</p> <p>The introduction of additional double yellow line restrictions across multiple roads will inevitably reduce the availability of on-street parking. However, the consultation materials do not quantify how many spaces will be removed or redistributed, making it difficult to assess the overall impact. Without clear data on parking demand, occupancy, and displacement effects, it is not evident that the level of intervention proposed is proportionate to the issues it seeks to address. There is also a risk that these restrictions will shift parking pressure into nearby streets rather than resolve it. This displacement effect is particularly relevant given the wider context of increasing parking charges and restrictions elsewhere. Without a joined-up assessment, there is a danger that the combined effect will be to reduce access for residents and visitors without delivering clear improvements in traffic flow or safety.</p> <p>In addition, the extension of waiting periods in several locations (for example, increasing from two or three hours to four hours) may reduce turnover of parking spaces. While this may improve convenience for some users, it is likely to make it more difficult for others—particularly short-term visitors, carers, or service providers—to find available spaces during the day.</p> <p>The relocation of infrastructure such as the cycle hanger is, in principle, a positive step. However, its original placement appears to have created issues, and the need to relocate it suggests that design considerations were not fully thought through at the outset. While correcting this is welcome, it would be beneficial to ensure that lessons are learned so that similar issues are not repeated in future schemes.</p> <p>In particular, more attention should be given to the interaction between road layout changes and existing access patterns, such as rear lanes and back entrances. In some areas, visibility when exiting these access routes is already constrained. The placement of cycle hangers, parking bays, or restrictions needs to be carefully considered to ensure that sightlines are not further compromised. It would be helpful to understand whether visibility assessments have been undertaken, and whether alternative siting—such as positioning on the higher or less visually obstructive side of the road—has been considered.</p> <p>More broadly, the consultation does not provide clear local evidence demonstrating that the affected locations currently present significant safety or congestion issues that would justify the proposed changes. Traffic Regulation Orders are intended to address specific, evidenced problems on the highway network, and it is not clear that this standard has been met in the current proposal.</p> <p>Taken together, these points suggest that while some individual elements of the scheme have merit, the overall package lacks sufficient supporting evidence, does not clearly quantify its impacts, and risks creating unintended consequences through displacement and reduced parking availability. A more detailed assessment of local conditions, including parking demand, visibility, and access needs, would strengthen the case for any permanent changes</p> |
| Plan 1    | Parking                                             | PartlyObject | <p>Much as there is a need to safeguard school access on Mount Road, which I understand, the proposal will prejudice all residents of Mount Road, with more than one vehicle and their visitors. The absence of parking opposite our homes will force us to park in other neighbouring areas, thereby pressuring these areas and escalating your problem. . I suggest you adopt resident parking permits for Mount Road as you have done in other areas. This would provide income through permit purchase and allow Mount Road residents to be able to park, and visitors to any house on Mount Road to be able to park.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Plan 12   | Parking                                             | PartlyObject | <p>I object to the extension of double yellow lines in Shophouse Road/Highland Road on various grounds.</p> <ol style="list-style-type: none"> <li>1. The diagram on the notice posted on the junction of Shophouse Road and Highland Road shows the proposed extension of double yellow lines to be in Highland Road whilst the text names Shophouse Road. This is incorrect and therefore possibly renders the Proposal invalid.</li> <li>2. Parking in the area is challenging due to the population density. Earlier this year two parking spaces on Shophouse were lost when the traffic calming measures and zebra crossing were installed. However the double yellows in Highland were reduced in length thereby mitigating the loss. Reinstating these lines will result in a net loss of on street parking capacity.</li> </ol> <p>I have no objection to other proposals in the TRO.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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| Plan 13 | Parking,Traffic,Safety,Access, Disturbance | PartlyObject | <p>I strongly object to the increase in free parking times at the Wellsway end of Shakespeare ave and Bruton ave - As it stands the various free-parking areas are already heavily used by local commuters going into town ( e.g. driving half a mile, park in Bear Flat then go shopping in the city).</p> <p>By extending to 4 hours that will effectively mean free parking from 2pm through the Saturday afternoon and evening. This also creates a viable window for overnight visitors to the city as they could park from 2pm Saturday through to 12 noon Monday.</p> <p>I also note that there are a handful of local residents who 'game' these spaces for second/third vehicles by swapping vehicles around from driveways etc - extending the free times to 4 hours will make this problem worse. (noting that several of these households, Wellsway in particular, already hold more RPZ permits than they should as their off-road driveways/garages do not seem to have been declared/recorded.)</p> <p>The consultation doesn't seem to detail who is intended to benefit from this proposal but I see a worsening in conditions for residents at the Wellsway ends of Poets corner avenues. Shakespeare and Kipling in particular are already very busy with school traffic so making either of these streets more attractive to 'park-n-shop' users would worsen the safety situation.</p> <p>If additional free parking is deemed of benefit to local residents then this should be spread more equitably around the area, e.g Bloomfield Road, Bloomfield Avenue, Maple Grove, Hayesfield park or The Holloway.</p> <p>In addition, I would support an increase in the RPZ operating hours e.g to 6am - 8pm 7 days per week to help control usage of free parking in a time-limited manner.</p> |
| Plan 13 | Parking                                    | PartlyObject | <p>I object to the proposed extension of visitor parking to 4 hours on Shakespeare Avenue. This will be used/known as a free morning/afternoon parking area for shopping /rugby etc in Bath given Bath city centre is only a 10 minute walk down the hill. It will reduce parking 'churn' that does support local businesses . If it is being considered as support for an as yet unknown future use of the church (which has only just gone on the market) it is an unnecessary premature step that will cost money and affect local businesses and residents.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Plan 13 | Parking,Access                             | Support      | <p>Bear Flat Association supports the shift to four-hours parking on certain stretches of Shakespeare and Bruton Avenues. This move will support the use of the Methodist church and hall that has been made an Asset of Community Value by the Council. So, for example, a stall holder at the Market could deliver/set up around 9 and leave around 1 (the Market being 9.30 to 12.30). Also, one possible purchaser of the church and hall that we know of has a particular need for four-hours parking to support one of their intended functions. BFA is keen to encourage and facilitate community use of the church and hall to continue.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

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| Plan 13 | Parking,Traffic               | PartlyObject | <p>I am a resident of Shakespeare Avenue and a holder of a residents' parking permit. I am writing to object to the proposal to introduce sections of the Avenue where parking would be free for up to four hours.</p> <p>The purpose of a residents' parking zone is to protect parking availability for those who live in the area and who pay for that privilege through the purchase of permits. Prior to the introduction of the residents' parking scheme, finding a parking space on Shakespeare Avenue was often a significant problem for local residents, with many having to park some distance from their homes due to pressure from non-resident vehicles. The parking zone was introduced to address this issue and ensure that residents had a reasonable opportunity to park near their properties. Extending the free parking period to four hours would undermine that principle and would effectively create a free long-stay car park within a residents' parking zone. There is a real risk that the problems which existed before the introduction of the parking zone will begin to re-emerge if the Council makes it easier and more attractive for non-residents to leave their vehicles in the area for extended periods.</p> <p>I am concerned that the proposal would attract motorists from outside the area who are looking to avoid parking charges elsewhere in Bath. Four hours is more than sufficient time for people to park and travel into the city centre for shopping, leisure activities or appointments. It may also encourage visitors attending rugby matches and other events to use Shakespeare Avenue as a convenient and cost-free parking location.</p> <p>The result would be increased competition for parking spaces, making it more difficult for residents to park near their homes despite paying for permits. Residents should not be disadvantaged in this way when the parking scheme exists primarily to serve and protect local households. The proposal effectively transfers the benefit of the residents' parking zone from those who fund it through permit charges to non-residents seeking free long-stay parking.</p> <p>I also question whether there is any demonstrated need for a four-hour free parking allowance. The existing two-hour provision already provides ample time for visitors, customers and those accessing local businesses and services in Bear Flat. Extending the limit to four hours appears unnecessary and risks creating unintended consequences for residents without delivering any meaningful additional benefit to the local community.</p> <p>In my view, the current arrangements strike an appropriate balance between supporting local businesses and ensuring that residents retain reasonable access to parking. Increasing the free parking period would upset that balance and would be likely to generate additional parking pressure from non-residents.</p> <p>I therefore urge the Council to reject the proposal for four-hour free parking on Shakespeare Avenue and to retain the existing two-hour limit. I would also ask my ward councillors to represent the concerns of permit-holding residents and oppose this proposal when it is considered by the Council.</p>                                                                                      |
| Plan 16 | Parking,Traffic,Safety,Access | Object       | <p>The basis for the proposed changes is unclear from the documents available. The reason for the order is given generically as one (or more) of the following: "for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or for preserving or improving the amenities of the area through which the road runs" It is difficult to see how any of these apply to this particular proposal, nor does it demonstrate that the council has specifically considered the impact on pedestrian safety, school access, visibility or local traffic conditions on Darlington Road itself. This is further demonstrated with the subsection 122(2) comments: "the proposals will generally assist to secure the safer movement of vehicular traffic and will not impact on property access. the proposals will prevent vehicles of all types from parking where it is unsafe to do so to ensure the free unobstructed flow of traffic on the highway. A number of the proposals contained within this Order will restrict parking around junctions, along narrow sections of highway and around bends, which will improve the passage for public transport vehicles if required on these routes." These are again generic and, if anything, the reasons and comments provided would seem to strongly support the exact opposite proposal - replacing parking spaces with school keep clear zig zags. School Keep Clear markings exist specifically to maintain visibility and pedestrian safety at school entrances. Replacing them with parking spaces increases parking manoeuvres, introduces stationary vehicles where none are currently permitted and reduces the available space for safe turning movements and access along Darlington Road, including for properties further along the cul-de-sac. No evidence has been provided to demonstrate that the removal of the restriction would improve safety or facilitate the expeditious movement of traffic, nor is it explained how the original safety justification for the markings is no longer applicable. It is therefore unclear how replacing a prohibition on stopping with a designated waiting provision is consistent with the Council's duty under section 122 of the Road Traffic Regulation Act 1984, particularly in relation to securing the safe and expeditious movement of traffic. These changes were in fact erroneously made last year following TRO 24-037. Reference to this change was, however, made in the documents associated with that Order where the following reasoning was provided: "This keep clear section could be removed as it is universally ignored at busy times and provides parking for 2 vehicles in a way that does not impede other access." Surely non-compliance does not constitute a road safety justification for removing a control designed to help ensure the safety of primary school children. The Council's own Active Travel Team previously objected to the proposal, stating: "The proposal ... is counter to everything we are trying to do at the council in terms of encouraging more sustainable, safer, and active travel." (Full response in file)</p> |

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| Plan 17 | Parking              | PartlyObject | <p>I am responding to the proposal to extend the double yellow lines outside 51 Devonshire Buildings. I have lived at this address for 40 years so consider myself well placed to comment on this proposal. There is already considerable pressure on parking at this particular place because there is not enough parking currently on the road behind Devonshire Buildings (confusingly also called Devonshire Buildings) made worse by the number of homes in that street that have been converted to flats. Anyone who is not able to park at the rear of Devonshire Buildings tries to park first at the very spot where you are seeking to restrict the parking, simply because they will not need to walk so far. This will not be apparent to anyone visiting or assessing the need for parking during the daytime when it is not so much of a problem because individuals have driven to work. However, it is a considerable and growing problem at night when drivers come home from work. When the council consulted on the introduction of the resident's parking zone some years ago you stated publicly that it was not the council's intention to reduce the space for parking. In fact the first thing that you did when it was introduced in this particular corner of Bath was to reduce the available parking by extending the double yellow lines. This did not promote confidence in the effectiveness of local consultation. Now you wish to extend the double yellow lines again.....I cannot see on your web-page the reasons for your proposed change. I imagine that it may be a hypothetical safety issue about cars turning the corner at speed. If that is the case then local knowledge may assist you. In the 40 years that I have lived here I have never witnessed or heard of a traffic accident on this particular corner. The most effective traffic safety measure that I think that you have instigated is the 20mph limit. But I have never seen this policed. In my view enforcing the speed limit would be a much more effective measure, and one genuinely supported by the local population, than further restricting parking. This is not least because if residents cannot park within a reasonable distance of their home address they will park illegally overnight on the double yellow lines and then move their car when there is space next morning. This increases the very risk of what I think you may be trying to avoid. You would not know about this night time parking because it requires local knowledge.</p> |
| Plan 18 | Parking,Safety,Other | Support      | <p>Following a 113 signed petition by the residents of Milton Avenue we are pleased to see the relocation of the bike shed which was in a dangerous location at the junction with Chaucer Road. The new location is now safer for users and is not an obstruction to traffic visibility.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Plan 18 | Safety               | Support      | <p>Relocation of existing Cycle Hanger Bay on Chaucer Road, Bath.</p> <p>I fully support the relocation of the cycle hanger from the unsafe position at the crossroads of Milton Avenue and Chaucer Road. As a resident, together with others we have found the position of the hanger dangerous and unsafe for pulling onto Chaucer Road and turning from upper part of Milton Avenue. I hope this will be moved as soon as possible.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Plan 18 | Parking,Other        | PartlyObject | <p>I note that there is a proposal to move the bike hanger to another part of Chaucer Road. I have nothing against the concept of bike hangars but I feel that the one in Chaucer Road is a waste of space. I would expect hangars to be useful in areas where there are a lot of apartments with consequent difficulties in storing bikes. This is not an issue in Poets Corner where there are almost no (if any) apartments, only houses with gardens.</p> <p>In the time that the hangar has been in its existing location, I have never seen it being used and would be surprised if anyone had actually stored a bike there.</p> <p>Given that the proposal to extend the no parking areas at the junctions with Chaucer Road will mean the loss of a number of parking spaces, relocating the hangar to a part of Bath where it might actually be used would mean one less space lost.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Plan 21 | Parking              | Neutral      | <p>We would ask for a wider review of parking on St Ann's Way, St Mary's Close and St Catherine's Close, given that the original parking arrangements were consulted on many years ago and local circumstances have changed, including many house extensions, converted garages, narrower older garages (which BANES more recently defined as being too narrow for use of a car), more residents and increased parking pressure. It doesn't make sense to consider one road without taking into account the impact on the others</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Plan 21 | Parking              | Neutral      | <p>TRO 26-023 - I do not think the current proposal addresses the wider parking pressure affecting St Ann's Way. I ask B&amp;NES to carry out a wider review of parking in this area as since we moved here in 2010, St Ann's Way has lost a great many off street parking spaces. The residents outside of St Ann's Way (ZONE 8) seem to have gained more permit spaces (even though the number of Zone 8 available permit spaces are not always filled) and therefore I can't see the reason why St Ann's Residents should be affected by losing more parking in this road when it doesn't appear that more Zone 8 permit spaces are required. The current Permit A area at the opposite end of St Ann's Way is also not available for residents of this road to buy permits. If this TRO is passed it means 2 areas now not available for full daytime parking. Since the restricted parking came in we have had 2 non-residents cars parked in the remaining free spaces which have not been moved in 2 weeks - so the parking issue has merely been moved 'further down the line' by the restriction. If this matter cannot be dealt with within the current TRO, I ask that the proposal is paused or amended until that wider review has taken place.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

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| Plan 21 | Parking | Object        | <p>I do not think the current proposal addresses the wider parking pressure affecting St Ann's Way . The complete exclusion of St Ann's Way from Zone 8 &amp; the 4 hour option , no return within an hour does not offer a workable compromise . I ask B&amp;NES to carry out a wider review of parking in this area and to consider including the remaining unrestricted part of St Ann's Way, or the wider area, in an appropriate residents' parking zone, so affected residents can apply for resident and visitor permits. If this cannot be dealt with within the current TRO, I ask that the proposal is paused or amended until that wider review has taken place."</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Plan 21 | Parking | PartlyObject  | <p>I want changes to the proposal to "Introduce a dual use Zone 8 Permit Holder and 4 Hour Limited Waiting Bay operating 8am – 6pm no return within 1 hour on St Ann's Way, Bath under Consultation 26-023.</p> <p>What problem does this seek to solve? It should be deleted from the TRO or if that is not possible changes should be made as follows.</p> <p>This proposal is completely unfair to residents of St Anns Way, St Marys Close and St Catherines Close in that they will not be able to apply for residents parking permits for the use of the re-designated parking area in St Anns way at its junction with Bathwick Hill. This parking zone should be exclusively for the use of residents of St Anns Way, St Marys Close and St Catherines Close.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Plan 21 | Parking | PartlySupport | <p>I'm writing as a resident of St Mary's Close, which adjoins St Ann's Way, and I support bringing the remaining unrestricted section of St Ann's Way into a residents' parking zone so affected residents can apply for resident and visitor permits. My own preference is Zone 8, which already operates on part of the street and would give a consistent, enforceable arrangement rather than leaving an isolated pocket of unrestricted spaces.</p> <p>I want to be honest that opinion on St Ann's Way is divided. Some residents value keeping a few unrestricted spaces, and I understand that view. But I don't think the status quo is stable or fair. The street is in an unusual position: the majority of spaces are controlled by Zone A, some by Zone 8, yet residents living on St Ann's Way are currently unable to apply for permits in either zone. That leaves a shrinking number of genuinely unrestricted spaces serving a growing number of households with nowhere else to park.</p> <p>The scale of that change is significant. The street historically had around 18 unrestricted spaces; there are now roughly 7. Over time some became Zone A spaces, one was lost to double yellow lines, and the recent Zone 8 signage and enforcement has reduced general-use spaces further. So the "unrestricted" character some residents want to protect has already largely gone — what remains is a small island that fills quickly and is increasingly used by non-residents.</p> <p>This sits against a backdrop of genuinely reduced off-street capacity. Many households have very limited usable off-street parking, and several have only one usable space. B&amp;NES' own permit terms define a garage as off-street parking only if it is at least 5m long and 2.5m wide internally, wall-to-wall. On that basis a number of older garages — including 1950s garages on these streets — simply do not count as usable parking. House extensions and garage conversions have added to the pressure: more residents, more cars, fewer practical spaces.</p> <p>At the same time, parking restrictions have tightened across Bath and locally in Bathwick. That appears to have made the area more attractive to people looking for free parking within walking distance of town, Bathwick Hill and the canal. When the remaining unrestricted spaces are taken by non-residents, residents struggle to park lawfully on or near their own street. This was especially acute during the utility works earlier this year, when the few practical spaces were unavailable and at least one resident received a parking ticket while trying to park on their own street.</p> <p>Bringing the remaining section into Zone 8 would address this directly. It would let affected residents apply for resident permits, and the visitor permit scheme — currently around £10 for 100 hours, or about 10p an hour — is affordable enough to let people host genuine visitors without encouraging all-day commuter parking.</p> <p>As a St Mary's Close resident, I'd also strongly welcome the council looking at St Ann's Way, St Mary's Close and St Catherine's Close together. These streets are connected and share the same pressures, but the original arrangements were consulted on many years ago and local circumstances have changed considerably since. A wider review would help avoid simply displacing the problem from one street to the next.</p> <p>In short: I recognise this will divide opinion, and I don't take that lightly. But the unrestricted arrangement people remember has already eroded, and the fairest, most durable solution is to bring the remaining section of St Ann's Way into Zone 8, alongside a wider review of all three connected streets.</p> |

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| Plan 21 | Parking | Neutral | <p>The proposed parking restriction for St Ann's Way does not represent a holistic solution to the parking challenges within the area. The proposal is limited to one section of the road and fails to adequately consider the wider parking dynamics and displacement effects on surrounding streets.</p> <p>A comprehensive parking assessment should be undertaken across the "Three Saints" roads—St Ann's Way, St Mary's Road and St Catherine's Road—and, for completeness, should also include Sham Castle Lane. Only through a wider area review can an equitable and effective parking strategy be developed that addresses the needs of all residents and visitors.</p> <p>If a broader assessment cannot currently be undertaken due to budgetary or resource constraints, the proposed Traffic Regulation Order (TRO) should be paused or withdrawn until sufficient funding is available. Proceeding with a partial solution risks transferring parking pressures elsewhere and may create unintended consequences for neighbouring roads.</p> <p>Parking is a particularly sensitive and emotive issue for residents. Any proposed restrictions should therefore be based on a robust evidence base and a comprehensive area-wide assessment to ensure the outcome is fair, proportionate and supported by the wider community.</p> |
| Plan 21 | Parking | Neutral | <p>I do not think the current proposal addresses the wider parking pressure affecting St Ann's Way, St Mary's Close and St Catherine's Close. I ask B&amp;NES to carry out a wider review of parking in this area and to consider including the remaining unrestricted part of St Ann's Way, or the wider area, in an appropriate residents' parking zone, so affected residents can apply for resident and visitor permits. If this cannot be dealt with within the current TRO, I ask that the proposal is paused or amended until that wider review has taken place</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Plan 21 | Parking | Object  | <p>I do not think the current proposal addresses the wider parking pressure affecting St Ann's Way, St Mary's Close and St Catherine's Close. I ask B&amp;NES to carry out a wider review of parking in this area and to consider including the remaining unrestricted part of St Ann's Way, or the wider area, in an appropriate residents' parking zone, so affected residents can apply for resident and visitor permits. If this cannot be dealt with within the current TRO, I ask that the proposal is paused or amended until that wider review has taken place.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

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| Plan 21 | Parking | Object | <p>Whilst I appreciate that the proposed dual-use arrangement is an improvement on the recently reinstated Zone 08 permit-only restriction, it does not address the underlying parking issues affecting residents of St Ann's Way, St Mary's Close and St Catherine's Close. The current consultation focuses on a single parking bay. However, the issue facing local residents is much wider than that. The bay at the southern end of St Ann's Way has functioned as unrestricted parking for over 15 years and has become an important parking resource for local residents and visitors. Over the same period, parking opportunities within the surrounding area have gradually reduced. Yellow line restrictions that previously operated Monday-Saturday now operate seven days a week (without consultation), reducing parking opportunities for visitors, carers, tradespeople, and family members. As a result, visitor parking provision within the immediate area has become increasingly limited. The proposed 4-hour parking arrangement provides more flexibility than the current permit-only restriction. However, due to the location of the bay, there is a significant risk that it will simply be occupied by shoppers, city visitors, walkers and rugby spectators for extended periods, rather than serving the needs of local residents and their visitors. More fundamentally, this consultation has highlighted a wider issue in the current parking arrangements. St Ann's Way sits between Zone A and Zone 08, yet residents of St Ann's Way, St Mary's Close and St Catherine's Close are not included within either permit scheme. This seems completely ridiculous and unfair to residents who are therefore unable to use those bays for their own visitors etc on their own street. St Ann's Way itself contains permit parking associated with both neighbouring zones. The bay at the southern end of the street, adjacent to Bathwick Hill, forms part of Zone 08. The bay at the northern end of the street forms part of Zone A. Residents of St Ann's Way, St Mary's Close and St Catherine's Close are not included within either permit scheme. The result is that parking provision on St Ann's Way serves neighbouring permit zones whilst residents of the surrounding streets remain outside both schemes. For this reason, I do not believe the Council should consider the St Ann's Way bay in isolation. Instead, I ask the Council to undertake a wider review of parking provision and permit eligibility for St Ann's Way, St Mary's Close and St Catherine's Close. My preferred outcome would be the creation of a dedicated resident parking zone covering these streets and the current parking bays located within them. Such a scheme would provide a coherent solution for local residents, visitors, carers and tradespeople, whilst ensuring that parking provision within the area primarily serves those who live there. As part of that review, I would also ask the Council to reconsider the extent and operation of existing yellow line restrictions within the area, given the cumulative impact they have had on available parking provision over time. If the Council is unwilling to pursue a dedicated local zone, my secondary preference would be for the area to be incorporated into Zone 08, together with a wider review of existing parking restrictions and parking provision within the area. Most recently on St Catherine's Close I am noticing a significant number of regular people parking on the street and walking into town to go to work, the same on rugby days. Recently we have been having work done on our house and as a result our driveway was not available. There was no street parking free (which was unlined) and due to my daughter being disabled I had no choice but to park on the lines in order to get her safely in/out of the house. The result was a parking ticket! How is this fair for local residents? I also attach a picture of cards which were put on cars in St Catherine's on a particularly busy day where no street parking was available, highlighting the local tensions which are arising as a result. I would welcome the opportunity for residents to be consulted on these wider issues before permanent decisions are made.</p> |
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| Plan 21 | Parking | PartlyObject | <p>My objection is specifically to the proposed 4-hour limited waiting element for non-permit holders, unless the proposal is amended to address that residents on St Ann's Way are not currently eligible for Zone 8 or Zone A permits. The proposal is to introduce a dual use Zone 8 Permit Holder and 4 Hour Limited Waiting Bay operating 8am-6pm, with no return within 1 hour, on St Ann's Way. I understand that this would allow Zone 8 permit holders to park without time limit, while also allowing non-permit holders to park for up to 4 hours. I do not object to the Council regularising the position or introducing clearer parking controls in principle. However, the proposal as drafted does not solve the main local problem for affected St Ann's Way residents. Instead, it risks encouraging additional short-stay parking by non-residents looking for free parking within walking distance of town and the canal, while still leaving a number of St Ann's Way residents unable to apply for a permit for spaces on or very near their own street. St Ann's Way is in an unusual position. Some spaces on the street are controlled by Zone A and some by Zone 8, but none of the residents living on St Ann's Way are eligible to apply for permits in either zone. Historically, the street had significantly more unrestricted parking than it does now. Over time, spaces have been lost to Zone A, double yellow lines and, more recently, Zone 8 signage/enforcement. This has materially reduced the number of spaces available for general use by residents. This matters because several households on St Ann's Way have very limited usable off-street parking. Several of us have only one usable off-street parking space. In addition, some older garages are not suitable for modern vehicles (most do not meet B&amp;NES' own definition of an off-street parking space, which requires a garage to have minimum internal dimensions of 5m long and 2.5m wide, wall-to-wall). As a result, at least one vehicle per several of the households depends on on-street parking. The proposed 4-hour limited waiting arrangement could increase parking turnover and encourage further use of the street by non-residents, without giving affected residents any corresponding ability to apply for resident permits or visitor permits. In my view, that would be an unsatisfactory outcome. It would regularise use of the bay by Zone 8 permit holders and short-stay visitors, but would not fairly address the parking needs of residents on the affected part of St Ann's Way itself. My preferred solution is for the remaining unrestricted part of St Ann's Way to be brought into a residents' parking zone, whether Zone A, Zone 8 or another appropriate arrangement, so that affected residents can apply for resident permits and visitor permits. This would be a more practical and fair long-term solution than simply allowing 4-hour public parking. Visitor permits are currently relatively low cost at £10 for 100 hours, so inclusion within a residents' parking zone would also give residents a practical way to manage genuine visitors, without encouraging wider short-stay parking by non-residents. If the Council does not consider it possible to include the remaining part of St Ann's Way within a residents' parking zone as part of this TRO, I would ask that the proposal is not implemented in its current form until there has been a wider review of parking on St Ann's Way, St Mary's Close and St Catherine's Close. The original parking arrangements appear to date from many years ago, and local circumstances have changed, including house extensions, converted garages, older narrow garages, increased car ownership, and wider parking restrictions elsewhere in Bathwick. I would therefore ask the Council to amend the proposal so that it either: brings the remaining unrestricted part of St Ann's Way into a residents' parking zone, allowing affected residents to apply for resident and visitor permits; or carries out a wider review of parking on St Ann's Way, St Mary's Close and St Catherine's Close before introducing a 4-hour public limited waiting arrangement; or reinstates the previous unrestricted arrangement (having been without signage or enforcement for years) pending a wider review.</p> |
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| Plan 21 | Parking | PartlyObject | <p>My objection is specifically to the proposed 4-hour limited waiting element for non-permit holders, unless the proposal is amended to address that residents on St Ann's Way are not currently eligible for Zone 8 or Zone A permits. The proposal is to introduce a dual use Zone 8 Permit Holder and 4 Hour Limited Waiting Bay operating 8am-6pm, with no return within 1 hour, on St Ann's Way. I understand that this would allow Zone 8 permit holders to park without time limit, while also allowing non-permit holders to park for up to 4 hours. I do not object to the Council regularising the position or introducing clearer parking controls in principle. However, the proposal as drafted does not solve the main local problem for affected St Ann's Way residents. Instead, it risks encouraging additional short-stay parking by non-residents looking for free parking within walking distance of town and the canal, while still leaving a number of St Ann's Way residents unable to apply for a permit for spaces on or very near their own street. St Ann's Way is in an unusual position. Some spaces on the street are controlled by Zone A and some by Zone 8, but none of the residents living on St Ann's Way are eligible to apply for permits in either zone. Historically, the street had significantly more unrestricted parking than it does now. Over time, spaces have been lost to Zone A, double yellow lines and, more recently, Zone 8 signage/enforcement. This has materially reduced the number of spaces available for general use by residents. This matters because several households on St Ann's Way have very limited usable off-street parking. Several of us have only one usable off-street parking space. In addition, some older garages are not suitable for modern vehicles (most do not meet B&amp;NES' own definition of an off-street parking space, which requires a garage to have minimum internal dimensions of 5m long and 2.5m wide, wall-to-wall). As a result, at least one vehicle per several of the households depends on on-street parking. The proposed 4-hour limited waiting arrangement could increase parking turnover and encourage further use of the street by non-residents, without giving affected residents any corresponding ability to apply for resident permits or visitor permits. In my view, that would be an unsatisfactory outcome. It would regularise use of the bay by Zone 8 permit holders and short-stay visitors, but would not fairly address the parking needs of residents on the affected part of St Ann's Way itself. My preferred solution is for the remaining unrestricted part of St Ann's Way to be brought into a residents' parking zone, whether Zone A, Zone 8 or another appropriate arrangement, so that affected residents can apply for resident permits and visitor permits. This would be a more practical and fair long-term solution than simply allowing 4-hour public parking. Visitor permits are currently relatively low cost at £10 for 100 hours, so inclusion within a residents' parking zone would also give residents a practical way to manage genuine visitors, without encouraging wider short-stay parking by non-residents. If the Council does not consider it possible to include the remaining part of St Ann's Way within a residents' parking zone as part of this TRO, I would ask that the proposal is not implemented in its current form until there has been a wider review of parking on St Ann's Way, St Mary's Close and St Catherine's Close. The original parking arrangements appear to date from many years ago, and local circumstances have changed, including house extensions, converted garages, older narrow garages, increased car ownership, and wider parking restrictions elsewhere in Bathwick. I would therefore ask the Council to amend the proposal so that it either: brings the remaining unrestricted part of St Ann's Way into a residents' parking zone, allowing affected residents to apply for resident and visitor permits; or carries out a wider review of parking on St Ann's Way, St Mary's Close and St Catherine's Close before introducing a 4-hour public limited waiting arrangement; or reinstates the previous unrestricted arrangement (having been without signage or enforcement for years) pending a wider review.</p> |
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| Plan 21 | Parking | Object | <p>I object to the proposal in its current form. Whilst I appreciate that the proposed dual-use arrangement is an improvement on the recently reinstated Zone 08 permit-only restriction, it does not address the underlying parking issues affecting residents of St Ann's Way, St Mary's Close and St Catherine's Close. The current consultation focuses on a single parking bay. However, the issue facing local residents is much wider than that. The bay at the southern end of St Ann's Way has functioned as unrestricted parking for over 15 years and has become an important parking resource for local residents and visitors. Over the same period, parking opportunities within the surrounding area have gradually reduced. Yellow line restrictions that previously operated Monday-Saturday now operate seven days a week (without consultation), reducing parking opportunities for visitors, carers, tradespeople, and family members. As a result, visitor parking provision within the immediate area has become increasingly limited. The proposed 4-hour parking arrangement provides more flexibility than the current permit-only restriction. However, due to the location of the bay, there is a significant risk that it will simply be occupied by shoppers, city visitors, walkers and rugby spectators for extended periods, rather than serving the needs of local residents and their visitors. More fundamentally, this consultation has highlighted a wider issue in the current parking arrangements. St Ann's Way sits between Zone A and Zone 08, yet residents of St Ann's Way, St Mary's Close and St Catherine's Close are not included within either permit scheme. St Ann's Way itself contains permit parking associated with both neighbouring zones. The bay at the southern end of the street, adjacent to Bathwick Hill, forms part of Zone 08. The bay at the northern end of the street forms part of Zone A. Residents of St Ann's Way, St Mary's Close and St Catherine's Close are not included within either permit scheme. The result is that parking provision on St Ann's Way serves neighbouring permit zones whilst residents of the surrounding streets remain outside both schemes. For this reason, I do not believe the Council should consider the St Ann's Way bay in isolation. Instead, I ask the Council to undertake a wider review of parking provision and permit eligibility for St Ann's Way, St Mary's Close and St Catherine's Close. My preferred outcome would be the creation of a dedicated resident parking zone covering these streets and the current parking bays located within them. Such a scheme would provide a coherent solution for local residents, visitors, carers and tradespeople, whilst ensuring that parking provision within the area primarily serves those who live there. As part of that review, I would also ask the Council to reconsider the extent and operation of existing yellow line restrictions within the area, given the cumulative impact they have had on available parking provision over time. If the Council is unwilling to pursue a dedicated local zone, my secondary preference would be for the area to be incorporated into Zone 08, together with a wider review of existing parking restrictions and parking provision within the area. I would welcome the opportunity for residents to be consulted on these wider issues before permanent decisions are made.</p> |
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| Plan 21 | Parking,Traffic,Access                                  | PartlyObject | <p>My objection is specifically to the proposed 4-hour limited waiting element for non-permit holders, unless the proposal is amended to address that residents on St Ann's Way are not currently eligible for Zone 8 or Zone A permits. The proposal is to introduce a dual use Zone 8 Permit Holder and 4 Hour Limited Waiting Bay operating 8am-6pm, with no return within 1 hour, on St Ann's Way. I understand that this would allow Zone 8 permit holders to park without time limit, while also allowing non-permit holders to park for up to 4 hours. I do not object to the Council regularising the position or introducing clearer parking controls in principle. However, the proposal as drafted does not solve the main local problem for affected St Ann's Way residents. Instead, it risks encouraging additional short-stay parking by non-residents looking for free parking within walking distance of town and the canal, while still leaving a number of St Ann's Way residents unable to apply for a permit for spaces on or very near their own street. St Ann's Way is in an unusual position. Some spaces on the street are controlled by Zone A and some by Zone 8, but none of the residents living on St Ann's Way are eligible to apply for permits in either zone. Historically, the street had significantly more unrestricted parking than it does now. Over time, spaces have been lost to Zone A, double yellow lines and, more recently, Zone 8 signage/enforcement. This has materially reduced the number of spaces available for general use by residents. This matters because several households on St Ann's Way have very limited usable off-street parking. Several of us have only one usable off-street parking space. In addition, some older garages are not suitable for modern vehicles (most do not meet B&amp;NES' own definition of an off-street parking space, which requires a garage to have minimum internal dimensions of 5m long and 2.5m wide, wall-to-wall). As a result, at least one vehicle per several of the households depends on on-street parking. The proposed 4-hour limited waiting arrangement could increase parking turnover and encourage further use of the street by non-residents, without giving affected residents any corresponding ability to apply for resident permits or visitor permits. In my view, that would be an unsatisfactory outcome. It would regularise use of the bay by Zone 8 permit holders and short-stay visitors, but would not fairly address the parking needs of residents on the affected part of St Ann's Way itself. My preferred solution is for the remaining unrestricted part of St Ann's Way to be brought into a residents' parking zone, whether Zone A, Zone 8 or another appropriate arrangement, so that affected residents can apply for resident permits and visitor permits. This would be a more practical and fair long-term solution than simply allowing 4-hour public parking. Visitor permits are currently relatively low cost at £10 for 100 hours, so inclusion within a residents' parking zone would also give residents a practical way to manage genuine visitors, without encouraging wider short-stay parking by non-residents. If the Council does not consider it possible to include the remaining part of St Ann's Way within a residents' parking zone as part of this TRO, I would ask that the proposal is not implemented in its current form until there has been a wider review of parking on St Ann's Way, St Mary's Close and St Catherine's Close. The original parking arrangements appear to date from many years ago, and local circumstances have changed, including house extensions, converted garages, older narrow garages, increased car ownership, and wider parking restrictions elsewhere in Bathwick. I would therefore ask the Council to amend the proposal so that it either: brings the remaining unrestricted part of St Ann's Way into a residents' parking zone, allowing affected residents to apply for resident and visitor permits; or carries out a wider review of parking on St Ann's Way, St Mary's Close and St Catherine's Close before introducing a 4-hour public limited waiting arrangement; or reinstates the previous unrestricted arrangement (having been without signage or enforcement for years) pending a wider review.</p> |
| Plan 21 | Parking                                                 | Object       | <p>I'm concerned that your proposal to allow Zone 8 permit holders to park without time limit, while also allowing non-permit holders to park for up to 4 hours, will encourage ore short-stay parking by people looking for free parking near town, or the canal, while still not allowing any St Ann's Way residents to apply for a permit for those spaces. There are some regular people who clearly park in our neighbourhood (even in restricted parking slots, because the perception is that they are unenforced in this area) and commute into town during the week, leaving few options for residents or visitors of residents.</p> <p>I would like to request that the remaining unrestricted part of St Ann's Way to be brought into a residents' parking zone, whether Zone A, Zone 8 or another appropriate arrangement, so that affected residents can apply for resident permits and visitor permits.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Plan 21 | Parking,Traffic,Safety,Access,Disturbance,Environmental | Object       | <p>The remaining unrestricted part of St Ann's Way to be brought into a residents' parking zone, whether Zone A, Zone 8 or another appropriate arrangement, so that affected residents can apply for resident permits and visitor permits.</p> <p>The street is very narrow and when used often causes disturbance (as it is becoming in effect one way road), environmental pollution from traffic and noise, and safety for children and animals as cars park or ride over the pavement.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Plan 21 | Parking                                                 | Object       | I feel a complete overhaul of the parking for residents on st Mary's, st Anne's and st Catherine's needs to be undertaken.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Plan 21 | Parking                                                 | Object       | I request a wider review of parking on st Mary's, st Anne's and st Catherine's close as local requirements from property owners has changed massively since these parking arrangements were made. Increase size of cars for drives, increase number of cars per household, property extensions, and overall parking pressures.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

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| Plan 21 | Parking                       | Neutral      | <p>The parking pressure is excessive and when we have elderly relatives visit they have to park several streets away from our house.</p> <p>We would happily pay for residents parking so that our guests can visit us and park near our house.</p> <p>On St Ann's Way we have continual commuter parking Monday-Friday (with people trawling up and down for spaces) and rugby/shopping parking on weekends. It is worse than when we lived in London!</p> <p>Please can the remaining unrestricted part of St Ann's Way to be brought into a residents' parking zone, whether Zone A, Zone 8 or another appropriate arrangement, so that affected residents can apply for resident permits and visitor permits.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Plan 21 | Parking,Traffic,Access        | Object       | <p>cons 26-023</p> <p>I RECOMMEND NO CHANGE TO EXISTING, The present arrangement allows free parking at the Hill end of st anns. The car dumping that occurred there has, with the threat of restrictions, now spread to the road opposite nos.12 and 14, with permanent occupancy. Together with the banning of traffic through Sydney Place this proposal and increased traffic movement is making St Anns Way an UNLIVEABLE neighbourhood area.</p> <p>The double yellow lines opposite No. 14 must be retained as was agreed with Councillor Toby Simon some years ago. They provide a short term pullin for delivery vehicles, they maintain an element of good traffic visibility (an aid to safe free flow of traffic) and they provide the sort of open vehicle access area to No.14 of the sort which is enjoyed by other properties in St Anns Way.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Plan 21 | Parking                       | Object       | <p>I am responding to your proposal to change the current residents parking regime on St Anne's Way to 4 hours no return visitor parking and residents parking.</p> <p>There are only 6 spaces in the area proposed and this provides the ability for residents in the area to park unlike the previous arrangement where the unrestricted parking meant that all spaces were permanently occupied. A 4 hour visitors option would take away all or most of these spaces during the day and the time limit will inevitably be abused.</p> <p>The parking designation has only recently been changed and is now to the benefit of the local, council tax paying residents. Why change it again ?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Plan 6  | Parking,Safety                | Object       | <p>re: Rosemount Lane</p> <p>Rosemount Lane already takes far too much traffic for its size, (1200 vehicles/ day according to Council records), and many drivers 'race' when they see the road seems clear. This is because for most of its length Rosemount Lane is a single track highway. This means that the section marked K on your plans for increased RPZ CANNOT be used for parking: the road would be completely blocked if people parked higher up than No 3 (Oak Cottage) - something a simple site visit would have shown (see attached photo to show the road). This is a direct violation of Council's duty to mitigate danger (Section 122 of RTRA 1984)- far from making the roads safer, this could make them more dangerous!</p> <p>As it is, the presence of parked vehicles at the bottom do have the effect of slowing vehicles: something the Council is keen to promote, so I wonder why this is being recommended? We are, by parking our cars there, naturally restricting the road width which has the effect of helping to enforce the 20mph limit - very much in line with the Highways (Traffic Calming) Regulations of 1999. The removal of the parking (which has been used for some residents here for more than 30 years), when four spaces were explicitly allocated by the Council as part of the RPZ 21 seems illogical and against the interests of both those that park there AND the need to restrict speeds, This all seems to contradict the design philosophy in the DoT's Manual for Streets and Local Transport Note 1/07. Any site visit will show that the parking spaces on Rosemount amd Lyncombe Vale are very often heavily used, so to remove some only means greater parking problems elsewhere. Please do visit the site and see for yourselves that the apparent increase in RPZ (marked k) doesnot exist and thus the plans would lead to a reduction in the Council's own allocated RPZ spaces, much as I would love to park closer to my own home!</p> |
| Plan 6  | Parking,Traffic,Safety,Access | PartlyObject | <p>I can only assume that the proposal for Rosemount Lane has been made without the benefit of a site visit. It would seem that the area coloured blue and marked K should have been marked as a no parking zone D coloured orange. I suggest that the proposers of this scheme consult with the B&amp;Nes department responsible for the collection of domestic waste and recycling or maybe the Police. . Rosemount Lane is one of the steepest hill in Bath, 25in 1, and is virtually single width access at its steepest. Currently if any vehicle stops/parks in the area marked blue no other vehicle can pass or use the roadway. The safety for pedestrians, as I experience, when on the footway is often challenged by hanging vegetation and also by the sound that a van wing mirror makes when passing one's ear! QED. DO NOT CARRY OUT THIS RIDICULOUS PROPOSAL</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Plan 6  | Parking                       | PartlyObject | <p>I note with concern the proposed loss of one residential parking space at the bottom of the lane and the addition of parking places further up the lane. On the basis of witnessing what can occur if a vehicle gets stuck in the centre section of the lane, I feel that the creation of a bottleneck - traffic back up and delay - could become a regular disturbance, especially if the lane remains two - way. Some drivers are vulnerable to stalling their vehicles where the lane steepens going up, and if parked vehicles are to be factored in to the uphill climb , as well as the possibility of meeting vehicles travelling downhill and pedestrians going both ways, reconsideration is indicated.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

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| Plan 6 | Parking,Traffic,Safety,Disturbance | Object       | This proposal removes parking for cars which currently help to slow traffic down at the lower end of Rosemount Lane. By making it easier for cars to navigate this narrow lane - the proposal will only encourage more rat running and usage by parents on the school run. Maintaining this route as difficult to navigate is the best mechanism for reducing rat running etc. making it easier will encourage car users to drive even faster and more recklessly than they already do - with no regard for pedestrians incising school children who have been now to be clipped by wing mirrors on a route that should not be a through route at all. The total disregard for pedestrian safety shown by the engineers is abhorrent                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Plan 6 | Parking,Traffic,Safety,Access      | PartlyObject | Making Rosemont lane one way rather than restricting parking would be a way to solve the problems in this area and doesn't inflict more hassles on the residents. The local residents have been asking for this for years.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Plan 6 | Parking                            | PartlyObject | To continue my response to the plan to put double yellow lines in part of Rosemount Lane I should add that while I support some of the plan, in particular I do not support the plan to put double yellow lines in front of the gates at the bottom of Rosemount lane( and opposite my house) There is already only space to park 3 cars including in front of the gate putting double yellow lines on this space is completely pointless and will reduce parking spaces to two with a need for 4 houses to be able to park there. The owner of the field is more than happy for us to park there and we have done so for 30 years with no problem and happily move our car on the odd occasion they need access. It also means there is more options for workmen to park to access the houses at the bottom or Rosemount Lane. If and when needed.Maybe someone should actually come a look at the road and how narrow it is at the top making it impossible to park higher up without blocking the road.... Perhaps we should do that!? It makes absolutely no sense....as you know we are all permit holders and pay a huge amount every year to be able to park here.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Plan 6 | Parking,Traffic,Safety,Disturbance | Object       | <p>I wish to formally register my strong objection to the council's proposal to introduce double yellow lines at the bottom of Rosemount Lane, BA2 4NE.</p> <p>I live at the bottom of this steep 1:4 gradient, single-track hill, I am intimately familiar with the daily traffic dynamics of this specific location. Removing four or more critical residents' parking spaces (by installing double-yellow lines) will actively compromise public safety, escalate vehicle speeds, and worsen the city's existing parking pressures.</p> <p>The Council's proposed removal of these spaces directly contradicts the design philosophies established in the Department for Transport's Manual for Streets (MfS) and Local Transport Note (LTN) 1/07 (Traffic Calming). These national standards explicitly advocate for the use of on-street parking as a form of passive traffic calming. By maintaining these spaces, the road benefits from a horizontal deflection (or priority narrowing), which legally operates under The Highways (Traffic Calming) Regulations 1999 to naturally restrict geometric road width and self-enforce the 20mph speed limit.</p> <p>DfT empirical research published in Manual for Streets demonstrates that reducing a driver's forward visibility is the single most effective psychological factor in lowering vehicle speeds. Currently, the parked cars restrict the forward sight line, compelling drivers descending the severe 1:4 gradient to operate at defensive, low speeds. Removing this layout feature will create a wide, unobstructed carriageway. This increases forward visibility, which Manual for Streets warns will inevitably lead to an escalation in speed. Given that downhill motorists (a significant number of cars carrying school age children to and from the Paragon School) are entirely blind to traffic entering Rosemount Lane from Lyncombe Vale. Removing this passive safety feature will drastically increase the kinetic energy and severity of head-on collisions, in direct violation of the council's statutory duty to mitigate danger under Section 122 of the Road Traffic Regulation Act 1984.</p> <p>Furthermore, the parking spaces for which you plan removal, are strictly designated for residents holding valid permits. Bath already suffers from an acute shortage of residential parking. Eliminating these spaces does not remove the residents' vehicles from the local parking ecosystem; it merely displaces these cars into the surrounding, already over-saturated Lyncombe Vale, additionally compounding the parking crisis for that road.</p> <p>The current layout perfectly achieves the council's broader safety and speed management goals. Replacing this self-enforcing traffic calming measure with double yellow lines will invite faster, more dangerous driving conditions on a severe blind hill. I urge the traffic department to reconsider this proposal and maintain the parking spaces in their current configuration for the safety of both residents and motorists.</p> <p>Thank you for considering my feedback during this consultation process. I look forward to your response and the outcome of the review.</p> |

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| Plan 6 | Parking,Traffic,Safety,Disturbance | PartlyObject | <p>I wish to register my concerns about the proposed changes to resident parking spaces in Rosemount Lane which do not appear to be in any way feasible. The plan proposes making the road up until halfway along no 2 Rosemount Lane “No Parking” and then allocating the stretch of the road from No 3 right up to Ivy Cottage as parking spaces.</p> <p>Rosemount Lane is situated on a very steep hill with a 1 in 4 gradient and has one very narrow pavement running up the right-hand side of the road -It is a single-track road and only widens at the bottom of the hill at nos 1- 3 Rosemount Lane which allows space for 3 parking spaces.</p> <p>Therefore, it will be impossible to create permit parking bays up past number 3 Rosemount Lane because the parked cars would totally block the lane.</p> <p>Rosemount lane endures unacceptably high levels of traffic during commuting times largely due to parents delivering children to the Paragon School and Prior Park and also cars driving to the University. Many of these vehicles are large 4x4s which are totally unsuitable for such a narrow lane, the vast majority of whom totally ignore the 20 mph speed limit and the risk to impose to pedestrians. The parked cars at the bottom of Rosemount Lane between numbers 1- 3 have always acted as a traffic calming measure because cars travelling in both directions have to slow down to pass them. This prevents collision with vehicles entering the road from Lyncombe Vale who have to navigate a blind corner as they manoeuvre around no 1 Rosemount Lane and those cars travelling down the hill. In the past, other traffic calming measures have been considered eg sleeping policemen but have been ruled out as unsuitable.</p> <p>Your amendment to the parking would mean that no cars could park on Rosemount Lane unless they wish to totally block the road. Consequently, this would lead to a further demand for the spaces available along Lyncombe Vale for which there is already quite heated competition. In addition and more worrying, stopping parking at the bottom of the hill would encourage cars to speed downhill putting pedestrian users and cars round the corner from Lyncombe Vale at great risk of personal injury.</p> <p>Therefore, it is my firm belief that the allocated parking spaces along Rosemount Lane should remain as they are now.</p> |
| Plan 6 | Parking,Traffic                    | Object       | <p>I live and park opposite my house at the bottom of Rosemount Lane. The proposal seems to involve cutting my parking space in half ( halfway along my house) There is already limited parking for our houses at the bottom of Rosemount Lane and you are now proposing to cut it in half.! We are currently allowed to park in front of the gates to the fields with the owners consent and happily move the car when they have occasional deliveries of hay for the sheep.. you seem to be proposing that it will be ok to park further up the road where it is single track and therefore to block the road but not to park at the bottom where there is adequate space and where it is needed for the houses that otherwise have nowhere to park!</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Plan 9 | Safety                             | Support      | <p>Due to the slope of the road and restricted vision it is very dangerous pulling out to the right when vehicles block vision. I had to pull out this week beeping my horn because a van was parked entirely blocking visibility of any oncoming traffic and so I was pulling out onto the main road blind. It is an accident waiting to happen without the changes being implemented. There is alternate close parking so safety should be the priority.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Plan 9 | Safety                             | Support      | <p>Driving out of the road at present is dangerous.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Plan 9 | Parking,Safety                     | PartlyObject | <p>I object to the double yellow lines being put in on Bradford Road/Horsecombe Grove. The proposal, in my opinion will have the opposite effect to the desired one to improve egress from Horsecombe grove. This is because the traffic on Bradford Road already exceeds 30 mph as cars speed up on exiting the roundabout. removing more car parking will allow the traffic to speed up further making egress from Horsecombe Grove more dangerous, not less. what Bradford Road needs is a 20mph limit from the Mulberry Park roundabout to the East side of the Foxhill shops. This will make egress from all the drives along this part of Bradford Road and all the blind turnings such as Foxhill. it will also protect the many children who use the stretch of road to get to Combe Down school.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Plan 9 | Parking,Traffic                    | Support      | <p>As a resident of Horsecombe Grove, I would like to express my support to this proposal. Currently it is very dangerous to exit our road because it is impossible to see traffic approaching from the right because of vans and cars parked on the main road. Traffic having exited the Mulberry Park roundabout tends to speed up and it is unaware that cars may be trying to exit our road without a clear view of anything approaching from the right.</p> <p>Exiting our road either right or left requires edging forward into the path of traffic approaching, often at speed, from the right. Parked vehicles are often being overtaken by cyclists and they too are impossible to see when exiting our road. I fear that a major accident could happen at anytime.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Plan 9 | Traffic,Safety                     | Support      | <p>As a resident of Horsecombe Grove, I am writing to provide my full support to this proposal. The current arrangement represents a constant and inherent danger, as vehicles parking close to the right side of the exit block the view of traffic exiting the Mulberry Park roundabout. Exiting the road in either direction therefore requires edging fully into the path of traffic approaching the exit from the right. This has meant, on my part, countless near misses as drivers accelerating off the roundabout can be unaware of the exit as it is hidden from their view by those parked vehicles. To date, we have been fortunate not to see a major accident, but that risk remains ever constant as it relies fully on trusting other drivers are paying all necessary attention when accelerating off the roundabout.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

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| Plan 9 | Parking,Traffic,Safety,Access | Object  | <p>I object to the proposal to extend the double yellow lines at the junction of Horsecombe Grove and Bradford Road. My objection relates only to this element of your consultation and not to any other measures elsewhere.</p> <p>The yellow lines will extend in front of the driveway at 148 Bradford Road and beyond. Some months ago I had a discussion on site with a council officer about this and I assumed that matters were resolved. In consultation with my neighbour, we paid for a white line to be painted across our adjacent driveways. This has worked fairly well - the only vehicles which do not respect the white line tend to be those used by building businesses and their sub contractors working in the vicinity. The reason I asked for the white line was to make exiting from my drive a little safer.</p> <p>The extension of the double yellow lines and removal of parking spaces would seem to be unnecessary in safety terms - no detail has been provided as to why this extension of the yellow lines is required. What data is there to indicate vehicles existing Horsecombe Grove require longer sight lines.? The only justification I have found on line is somewhat general and applies to the whole range of proposals included in the consultation.</p> <p>The main threat to safety in the immediate area is the speed of traffic using Bradford Road. Parked cars reduce road width and so provide some incentive for drivers to moderate their speed. The removal of roadside parking as proposed by the additional yellow lines will encourage greater traffic speeds. Consequently the proposals will harm safety for road users, rather than improve it. The measures proposed will not encourage walking or cycling and will add to the dangers already perceived by those using the pavements.</p> <p>Rather than adding parking restrictions and increasing space for moving vehicles, the traffic speed on Bradford Road should be reduced to 20 mph and there should be monitoring and enforcement of traffic speeds. This would increase safety for all road users - on the carriageway and on the pavements.</p> <p>If, despite these objections, you press ahead with the changes to extend the double yellow lines please can you ensure that they fully extend to the length of the existing white line outside 148. The scale of the plans is not sufficient to confirm whether this is proposed.</p> <p>Finally I would also point out that I did not receive a letter from the Council advising me of the consultation yet others less directly affected did so.</p> <p>I trust you will fully consider this objection and in particular act on the need to ensure traffic speeds are reduced, and subsequently monitored.</p> |
| Plan 9 | Parking,Traffic,Safety,Access | Support | <p>I strongly support the proposal to introduce double yellow lines on Bradford Road on both sides of the junction with Horsecombe Grove.</p> <p>At present, vehicles are frequently parked close to the junction, significantly restricting visibility for motorists attempting to exit Horsecombe Grove onto Bradford Road. The lack of clear sight lines makes it difficult to see approaching traffic in sufficient time, creating a hazardous situation for drivers, cyclists, and pedestrians alike.</p> <p>The compromised visibility means that drivers are often forced to edge out into the carriageway before they can obtain a clear view of oncoming vehicles, increasing the risk of collisions. This problem is particularly concerning during busy periods when traffic volumes are higher.</p> <p>Introducing double yellow lines on both sides of the junction would greatly improve visibility, enhance road safety, and reduce the likelihood of accidents. It would also improve access for emergency vehicles and provide a safer environment for all road users.</p> <p>For these reasons, I fully support the proposed installation of double yellow lines at the junction of Bradford Road and Horsecombe Grove.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

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| Plan 9 | Safety                        | Support       | <p>I am writing as a resident of Horsecombe Grove to express my strong, urgent support for the council's proposed Traffic Regulation Order regarding the introduction of double yellow lines at the junction of Bradford Road and Horsecombe Grove.</p> <p>The current lack of parking restrictions at the top of our road presents a severe and ongoing safety hazard. Vehicles regularly park on Bradford Road directly adjacent to the junction, as well as on the corners of Horsecombe Grove itself. This completely blocks critical sightlines for any motorist attempting to exit onto Bradford Road.</p> <p>As a resident who navigates this daily, I am routinely forced to "edge out" blindly into Bradford Road, guessing whether oncoming traffic is approaching. This maneuver is incredibly dangerous, particularly during the morning peak hours. The heavy volume of commuting traffic on Bradford Road, combined with our severely restricted visibility, means that residents are forced to take an unacceptable risk of a side-impact collision on a daily basis.</p> <p>Implementing double yellow lines around this junction is a necessary, common-sense measure that will:</p> <ul style="list-style-type: none"> <li>Eliminate blind spots by ensuring vehicles cannot park close to the intersection.</li> <li>Prevent severe collisions during the heavily congested morning rush hours.</li> <li>Allow safe, confident egress for residents who are currently forced to nose out into live traffic streams.</li> </ul> <p>While I understand the competing demands for parking spaces in Combe Down, the fundamental safety of residents and the traveling public must take precedence over convenience. The current layout is an accident waiting to happen.</p> <p>I fully endorse the council's proposal to amend the yellow lines at this specific location and urge you to proceed with the installation without delay.</p> <p>Thank you for your attention to this critical road safety matter.</p> |
| Plan 9 | Parking,Traffic,Safety,Access | Support       | <p>To Whom It May Concern,</p> <p>I am writing to express my support for the installation of double yellow lines on Bradford Road on the turn out from Horsecombe Grove.</p> <p>Parking in this area creates a serious safety issue for residents and motorists. When cars are parked close to the junction, visibility is significantly reduced when attempting to pull out onto the main road. In particular, it is extremely difficult to see traffic approaching from the right-hand side, which increases the risk of accidents and near misses.</p> <p>Drivers are often forced to edge out further into the main road before they can see clearly, placing themselves and other road users in danger. This situation is especially concerning for families, elderly residents, cyclists, and pedestrians who use the junction regularly.</p> <p>The introduction of double yellow lines would greatly improve visibility, make the junction safer, and help prevent potential accidents. I strongly support this proposal and ask that the necessary measures be taken as soon as possible.</p> <p>Thank you for your consideration.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Plan 9 | Parking,Traffic,Safety        | PartlySupport | <p>I support the double yellow lines at the top of the road to increase the visibility when existing the road. Making it safer for drivers both on the road and those joining it. These lines don't need to come down as far into horsecombe drive, they just need an additional car's length to allow safe entering of the road.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

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| Plan 9 | Parking,Traffic,Safety,Disturbance | PartlySupport | <p>I support the proposal to introduce/ extend double yellow lines at the junction of Horsecombe Grove &amp; Bradford Road for safety reasons. At busy times it can be extremely dangerous exiting on to the main road for the following reasons:</p> <p>Exiting Horsecombe Grove to the right can be extremely difficult as the current road markings do not allow a sufficient sight line of oncoming traffic, as the view is obscured by both residents' cars and vans, the additional height of which results in even more limited vision. This is further compounded when cars are parked directly opposite Horsecombe Grove, meaning that when turning right, resident's vehicles are in the middle of the road directly in front of oncoming traffic. In addition, vehicles accelerating having just exited the Mulberry Park roundabout and travelling at speed in the direction of Horsecombe Grove have their visibility of the road entrance obscured by the parked vehicles making them unaware that vehicles including bicycles and motorbikes are trying to exit.</p> <p>Exiting Horsecombe Grove to the left - the current road markings do not allow sufficient room to pull out safely (due the points raised above).</p> <p>Extending double yellow lines into Horsecombe Grove – I think only an additional car length needs to be added to the existing double yellow lines to make this area safer for cars to turn into the road safely.</p> |
| Plan 9 | Parking,Traffic,Safety             | PartlySupport | <p>I fully support the need to restrict parking on Bradford road close to the exit of Horsecombe Grove for safety reasons. As a motorcycle rider when exiting Horsecombe Grove, particularly when turning right, it is currently extremely dangerous due to the inability to see oncoming traffic. When a large car or van is parked on the side of the road it becomes impossible to view vehicles accelerating from the roundabout outside the Forester and Flower pub.</p> <p>However, I understand that the current proposal would remove all the on-street parking available to 144 Bradford Road (whose garage and off-street parking are in Horsecombe Grove). I believe there is sufficient space from the entrance of the road to allow one or two parking spaces next to their drive, before commencement of the double-yellow lines leading up to the street entrance.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Plan 9 | Parking,Traffic,Safety             | PartlyObject  | <p>I support the provision of double-yellow lines in the vicinity of the junction of Bradford Road and Horsecombe Grove, as this will increase visibility and therefore safety for road users when pulling out of Horsecombe Grove. However, the other houses at this junction (Northholm, Twillow, 146 Bradford Road, and the houses opposite (143, 145, 147) all have double or triple driveways, so can accommodate at least two cars off the road. Unfortunately our house (144 Bradford Road) has no driveway on Bradford Road, and a single driveway at the back of our property on Horsecombe Grove. Therefore we are requesting that the plan for the double-yellow lines be amended according to the attached diagram, so as to afford one parking space on the road adjacent our driveway. While we agree with the provision of double-yellow lines at the front of our property for the visibility/safety reasons stated above, we do not believe that extending them down Horsecombe Grove up to and including our driveway is necessary for safety/visibility reasons.</p>                                                                                                                                                                                                                                                                                                                                                                            |
| Plan 9 | Parking,Traffic,Access             | Support       | <p>Consultation 26-023 i Horsecombe Grove and Bradford Road junction</p> <p>When vehicles are parked on Bradford Road close to the junction with Horsecombe Grove visibility in all directions is very limited, particularly when turning right out of Horsecombe Grove.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Plan 9 | Parking                            | Support       | <p>Consultation 26-023 'I' Horsecombe Grove and Bradford Road junction.</p> <p>I support this proposal. Horsecombe Grove is very narrow and the kerb radius at the junction is very sharp which makes visibility limited in all directions, this is exacerbated if vehicles are parked close to the junction. The situation has become worse as a consequence of additional traffic from new developments.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Plan 9 | Parking                            | Support       | <p>It is very risky exiting from Horsecombe Grove into the Bradford Road, turning either left or right, if vehicles are parked on the right because any traffic driving West on Bradford Road is completely obscured.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Plan 9 | Parking                            | Support       | <p>As a resident of Horsecombe Grove I wholly support these proposals. Turning right onto the main road is a lottery if a high-sided vehicle is parked to the right. Indeed any vehicle parked there makes it a very dangerous turn requiring guesswork and luck given cars are coming past at +30mph.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Plan 9 | Parking                            | Support       | <p>I support the proposal related to parking restrictions in the area of Horsecombe Grove. Visibility is very limited if leaving the road and this has caused potential accidents on a number of occasions as vehicles exit the new estate at Mulberry Park and head towards Foxhill.</p> <p>Restricting parking will, I believe, create a safer environment for the residents of Horsecombe Grove and in the immediate vicinity.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

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| Plan 9 | Parking,Safety                | Support | <p>Consultation 26-023: Currently it can be very dangerous exiting by vehicle from Horsecombe Grove onto Bradford Road. Parked vehicles close to the junction heavily restrict visibility of traffic on Bradford Road (and likewise restrict the visibility of vehicles attempting to exit Horsecombe Grove to the oncoming traffic on Bradford Road). It can be particularly difficult for cars exiting Horsecombe Grove to see cyclists heading west on Bradford Road due to parked vehicles blocking visibility.</p> <p>The proposed double yellow lines to prevent parking at the top of Horsecombe Grove and on the south side of Bradford Road either side of the Horsecombe Grove junction are essential to reduce the risk of a collision. They would greatly increase the visibility of all road users to each other at the junction and increase the safety of these road users, especially the cyclists (that would come off worse in a collision with a vehicle).</p>                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Plan 9 | Parking,Traffic,Safety,Access | Support | <p>I wholly support putting double yellow lines at the end of Horsecombe grove and onto Bradford Road. The visibility when turning out of Horsecombe grove onto Bradford Road is currently very poor, and therefore very dangerous and often frightening. The proposal will very much help to keep residents safer when Turing out of our road.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Plan 9 | Parking,Traffic,Safety        | Support | <p>My response concerns a safety hazard at the junction of Horsecombe Grove and Bradford Road in Combe Down , Bath. (Consultation 26-023 ?) I am a frequent visitor to Horsecombe Grove to see my daughter and her young family and am frequently very alarmed when trying to exit Horsecombe Grove and turn right, and have several times had to make emergency stops to avoid serious collisions with traffic moving at speed along Bradford Road from my right . This is because parked cars , and particularly large vans are frequently parked on Bradford Road very close to the junction with Horsecombe Grove making it impossible for a driver emerging from Horsecombe Grove to see if any vehicles are approaching from the right. At this point such traffic is usually moving at or above the speed limit so exiting Horsecombe Grove is tantamount to taking your life in your hands. I would hate to think that it will take a tragedy at this junction before a simple solution , ie extending the no parking zone to the right of the junction to enable drivers emerging from Horsecombe Grove to see oncoming traffic, is enacted.</p>                                                                                                                                                                                                                                                   |
| Plan 9 | Safety                        | Support | <p>Regarding 26-023.</p> <p>Turning to join traffic on Bradford Road from Horsecombe Grove is notoriously difficult. Visibility is regularly very restricted by parked vehicles when looking Eastwards towards the Mulberry Park roundabout, with fast moving traffic typically accelerating from the roundabout with little awareness that traffic may be joining from a side road, particularly if visibility of the road is obscured by parked vehicles. Visibility to the west is less commonly obstructed, presumably from a combination of Bradford road narrowing and no properties fronting Bradford road on the south side in that area. Should the vehicles be high-sided, or without windows (ie vans), this increases the risks further.</p> <p>Likewise when turning into Horsecombe Grove from Bradford road when approaching from the East/Mulberry Park roundabout there is reduced visibility of any vehicles that may be within the road, parked or otherwise. Of course speed should be reduced suitably to mitigate this risk, but an area of restricted parking would be sensible to limit parked vehicles in close proximity to the junction.</p> <p>I think the junction is an accident waiting to happen! All adjacent properties to the scheme have dedicated off street parking, and therefore the loss of on-street parking seems to be of little consequence in my opinion.</p> |
| Plan 9 | Parking,Traffic,Safety        | Support | <p>I fully support the proposed new parking restrictions at the junction of Horsecombe Grove and Bradford Road as shown on Map 12 of proposal 26-023. This area has long suffered cars being parked close to the junction resulting in drivers being unable to clearly see causing difficulties for cars to safely turn out of Horsecombe Grove. This results in regular near misses. Traffic along Bradford Road frequently exceeds the 30mph speed limit and so there is a high risk of a serious accident.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Plan 9 | Safety                        | Support | <p>I feel getting out of Horsecombe Grove into Bradford Road is dangerous if cars are parked on the road leading up to Horsecombe Grove. There have been a few close calls trying to ease our way out.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Plan 9 | Parking,Traffic,Safety        | Support | <p>I am disabled .When I am in my car it can be very frightening exiting Horsecombe Grove when visibility is oscured. When I want to walk to the Bradford Road shops with my rollator, left out of Horsecombe Grove, I have to walk up to the zebra crossing past the shops, but if their are no cars parked on either side of the entgrance, then I can see both ways when I can cross safely thus shortening my journey.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Plan 9 | Safety                        | Support | <p>There is a need to extend double lines on the Bradford Road where it meets Horsecombe Grove as the visibility of exiting Horsecombe Grove is dangerously hampered by parked cars blocking the view of oncoming traffic - there have been some close calls.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Plan 9 | Parking                       | Support | <p>I fully support this proposal on road safety grounds.</p> <p>At present when vans/cars/lorries are parked on Bradford road it us totally impossible to see when exiting. Horsecombe Grove.</p> <p>Also when turning into Horsecombe Grove. Parked cars near the junction make it impossible to turn into the road without taking a risk.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

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| Plan 9 | Parking        | Support | I fully support no parking restrictions at the top of Horsecombe Grove.<br>At present It is a danger every time I try to get into Bradford Road                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Plan 9 | Parking        | Support | I wholly support the proposal for Bradford Road at the intersection with Horsecombe Grove. Vehicles, and coaches regularly park on the corner, on double yellow lines which makes visibility exiting the road impossible and you have to just pull out and hope for the best - not very safe! Especially as cars travel along Bradford Road at 30 mph or more.<br>Coaches parked there during the Bath Christmas Market which was particularly unsafe.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Plan 9 | Parking        | Support | I fully support no parking at any time at the junction of Horsecombe Grove and Bradford Road, preferably extending 30 metres in each direction on Bradford Road. It is currently very dangerous pulling out from Horsecombe Grove due to lack of visibility due to parked cars and in particular vans.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Plan 9 | Parking        | Support | I am writing in support of the no stopping proposal on Bradford Road at the top of Horsecombe Grove. It is currently very difficult to exit Horsecombe Grove when cars and vans are parked close to the junction. There are times when you are almost half way across Bradford Road before you have visibility to see oncoming traffic. It is an accident waiting to happen.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Plan 9 | Traffic,Safety | Support | The scheme to have double yellow lines to the east of the junction between Horsecombe Grove and Bradford Road is long awaited and developed by your Highways officer into the agreed and now published plan following the petition by the residents of Horsecombe Grove to Bath and North East Somerset Council in 2025. You are referred back to that petition that had every resident's signatures requesting this road safety plan. It is common to find large vans parked in the above two easterly parking places that completely block sight lines about oncoming traffic from the east along Bradford Road at 30 miles per hour as they accelerate after the mini roundabout. it is often necessary to pull out into the main carriageway almost 'blind' and there have been several near accidents. Road safety and accident prevention must be more important than the loss of just two parking places when there are alternatives either further east or on the north side of Bradford Road directly opposite. This scheme is essential and strongly supported without reservation. |
| Plan 9 | Safety         | Support | For double yellow lines in Bradford road at the top of Horsecombe Grove - it's impossible to see past the parked cars and vans to know when it's safe to pull out.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Plan 9 | Traffic        | Support | I full support the introduction of double yellow lines at the junction of Horsecombe grove and Bradford rd. this is dangerous blind spot for any vehicle exiting Horsecombe grove to the east or entering Horsecombe grove from the east. The number of near misses is way too regular. I have raised this issue for over 10 years with councillors & police. the photo shows the real problem which is almost daily.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Plan 9 | Traffic        | Support | I fully support the extension of double yellow lines on the junction between Horsecombe Grove and Bradford Road and the continuation of those double yellow lines into Horsecombe Grove. I have been worried for some time that traffic emerging from Horsecombe Grove is blind to oncoming traffic from the right due to parked vehicles on Bradford Road. I have witnessed several "near misses" and experienced one myself. I feel that if the parking restrictions are not put in place a severe accident may soon happen.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Plan 9 | Safety,Access  | Support | I am a driving instructor and I regularly try to emerge from Horsecombe Grove and the visibility particularly to the right is very poor and dangerous due to the present situation of parked cars and vans. Thank you for considering this issue.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Plan 9 | Safety         | Support | As a resident of Horsecombe Grove, I drive onto Bradford Road regularly. It is not possible to see cars approaching from the right when vehicles are parked around the corner by the junction of Horsecombe Grove and Bradford Road. There have been a couple of times when I have almost had an accident due to not being able to see a car approaching from the right. Double yellow lines on this junction (both sides) would improve safety.<br>Thank you                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

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| Plans 18 / 19 | Traffic,Safety,Environmental | PartlyObject | <p>As both a resident of Bear Flat living at the junction of Chaucer and Shakespeare, and the membership secretary of the Bear Flat Association, as well as a provisional Cycling Instructor with BANES, I am writing to share my thoughts on the recent proposals regarding the Chaucer Road junctions and the extension of yellow lines.</p> <p>I appreciate the efforts made by the Bear Flat Association Planning Committee and the council to address safety issues at these junctions. However, I have some reservations about simply extending the yellow lines. While this action may improve visibility, I am concerned it may not fully address the underlying safety concerns. In particular, I believe it could unintentionally lead to increased motor traffic speeds and encourage "cutting corners," as drivers' perceived risk would decrease.</p> <p>Based on my experience as both a resident and cycling instructor, I would like to suggest alternative measures for consideration:</p> <ul style="list-style-type: none"> <li>- Placing low-level planters on the carriageway in areas around the junctions (for example, in current parking spaces) to improve sight lines and promote the residential character of the area.</li> <li>- Raising intersections at Chaucer Road junctions, particularly those with Shakespeare and Kipling, and adding 4-way give way markings. While these improvements would involve higher costs, they could significantly enhance safety, especially as many streets here are used by children traveling to school. The infrastructure changes could be raised/ continuous walkways or raised tables covering the whole junction</li> <li>- Considering modal filters in the area to reduce traffic, although their potential impact would need careful study before implementation.</li> </ul> <p>I am concerned that the proposed solution may not fully align with BANES' commitment to low traffic neighbourhoods and shared spaces. Nor does it align to the School Travel Plan efforts to encourage walking and cycling for pupils at Beechen Cliff School, which I strongly support.</p> <p>From my perspective, the main periods of concern are during the school run in the morning and, to a lesser extent, in the afternoon. Any infrastructure changes in this area should be aimed at discouraging car use and encouraging lower speeds, thereby promoting greater caution among all road users. At such intersections the priority is for people crossing, as required by the Highway Code, but simply "extending yellow lines" doesn't support this. Extending yellow lines removes constraints of vehicle path. It encourages a "sweeping" and hence faster traverse of the corner. Parked cars (or planters) tighten the corner leading to lower speeds (see livingstreets.org.uk)</p> <p>Thank you again for your work on local safety matters. I would welcome the opportunity to discuss these ideas further and am happy to assist in exploring alternative solutions that prioritise pedestrian and cyclist safety.</p> |
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