

Contact via:	High Street	Orange Grove		Terrace Walk	North Parade	General	Officer Comments
		Coaches	Taxis				
email						Concerned moving coaches to North Parade will increase noise disturbance to residents, pls impose restriction so coaches cannot use after 2100.	Coaches already use N Parade, although not that popular, as operators prefer to get to the closer parking location in Orange Grove. N Parade is used during Bath Rugby match days.
letter	Unhappy with 'excessive' narrowing of High St by extending pedestrian crossing at Corridor/Guildhall - will cause more congestion	Especially agree with removing coaches					Although the length of bus lane has effectively been reduced, CCTV footage demonstrates that for most of the day traffic flow is light and queuing is infrequent. Delivery vehicles often park illegally in the bus lane o/s Cafe Nero, which is similar to the constriction proposed and again on these occasions doesn't pose a problem. It is recognised that queuing is evident around 6pm after the busgate becomes operational, although it quickly disappears as a result of the long green time within the signal stages.
email	Increased pavement area outside All Bar One is welcome. Considerable concern about increased congestion due to shortened lane at bus gate	Removing coach drop off will reduce footfall in the main tourist area of the city. Will have a detrimental effect on the B&NES relationship with coach operators - asking them to drop off at the city's 'back door'. Christmas Market replied heavily on coach operators (735 coaches in 2010). Will effect value and appeal of Orange Grove properties. Coaches bring economic value and should be given high priority not seen as a nuisance.	Not sure giving preference to taxi drivers in Orange Grove is the correct thing to do. Smaller taxi rank with high turnover is required for daytime, with a longer rank in the evenings when it has the benefit of taxi marshalls. Taxis in Terrace Walk could be a sensible solution	Taxis in Terrace Walk could be a sensible solution		In principal welcome redevelopment of the area	Although the length of bus lane has effectively been reduced, CCTV footage demonstrates that for most of the day traffic flow is light and queuing is infrequent. Delivery vehicles often park illegally in the bus lane o/s Cafe Nero, which is similar to the constriction proposed and again on these occasions doesn't pose a problem. It is recognised that queuing is evident around 6pm after the busgate becomes operational, although it quickly disappears as a result of the long green time within the signal stages. The High St proposals still sees coaches as a key part of the economic value to the city, but merely sort to re-locate nearby as a traffic management tool. Following extensive consultation and optioneering, it has been decided to relocate coaches from Orange Grove into Terrace Walk and extending the taxi rank in Orange Grove. The proposed layout for Terrace Walk is to be trialed and monitored, to determine performance.
email		Objects to removal of coaches - will be detrimental to business.	Objects to taxis - too many, loud, smoke in street outside shops, rude & aggressive. Would not have signed lease if aware of proposals.				The High St proposals still sees coaches as a key part of the economic value to the city, but merely sort to re-locate nearby as a traffic management tool. Following extensive consultation and optioneering, it has been decided to relocate coaches from Orange Grove into Terrace Walk and extending the taxi rank in Orange Grove. The proposed layout for Terrace Walk is to be trialed and monitored, to determine performance.
email	Would like loading bay for Abbey.		Suggests moving taxi rank to east side of Orange Grove - means taxis going south don't need to drive through High St.				Following extensive consultation and optioneering, it has been decided to relocate coaches from Orange Grove into Terrace Walk and extending the taxi rank in Orange Grove. The proposed layout for Terrace Walk is to be trialed and monitored, to determine performance. The layout also includes a loading bay for use by traders and the Abbey to the northern side of Orange Grove.
email						Requested to be kept informed re work in case of rating appeals.	Separate discussion would be appropriate with the Valuation Office Agency, once we are aware of the programme and phasing in more detail.
email				Opposed to any parking, stopping & alighting of coaches.			Following extensive consultation and optioneering, it has been decided to relocate coaches from Orange Grove into Terrace Walk and extending the taxi rank in Orange Grove. The proposed layout for Terrace Walk is to be trialed and monitored, to determine performance.
email							E-mail received, but unable to read the file format. We are aware of Mr and Mrs Dolan's stance on the proposals, which is broadly the potential impact upon their business as a result of moving the coach parking in Orange Grove.
letter and email	Concerned about increased congestion & pollution due to shortened lane at bus gate. Increased build out takes away informal loading space from retailers. Reduced area will still be used by traders and will cause even longer queues.						Although the length of bus lane has effectively been reduced, CCTV footage demonstrates that for most of the day traffic flow is light and queuing is infrequent. Delivery vehicles often park illegally in the bus lane o/s Cafe Nero, which is similar to the constriction proposed and again on these occasions doesn't pose a problem. It is recognised that queuing is evident around 6pm after the busgate becomes operational, although it quickly disappears as a result of the long green time within the signal stages. Clearer road space provision and greater parking enforcement will prevent this problem.

letter		Supports removal of coaches. Would benefit centre to not have coaches circling Guildhall.						The High St proposals still sees coaches as a key part of the economic value to the city, but nearly sort to re-locate nearby as a traffic management tool. Following extensive consultation and optioneering, it has been decided to relocate coaches from Orange Grove into Terrace Walk and extending the taxi rank in Orange Grove. The proposed layout for Terrace Walk is to be trialed and monitored, to determine performance.
letter and email		Objects to coaches being removed - business depends on it. Would not have signed lease if they knew about proposals. Orange Grove is showcase for tourists. Would like rank extended incl. Scarper Tours + loading bay.	Objects to taxis - too many, loud, smoke in street outside shops, rude & aggressive. Unsuitable location, especially at night - high risk of damage to shop fronts, mess - vomit & urine and noise. Should be given instant fines for using coach bay.				Riverside Coach Park unsuitable - elderly/disabled/tour operators here for short time. Bath needs coach strategy.	The High St proposals still sees coaches as a key part of the economic value to the city, but nearly sort to re-locate nearby as a traffic management tool. Following extensive consultation and optioneering, it has been decided to relocate coaches from Orange Grove into Terrace Walk and extending the taxi rank in Orange Grove. The proposed layout for Terrace Walk is to be trialed and monitored, to determine performance. A loading bay that could be utilised by the Abbey and Orange Grove traders has been considered as part of the experimental layout for Terrace Walk.
email		Objects to removal of coaches - will be detrimental to business. Bring 50 customers to city at a time.	Objects to taxis - too many, loud, smoke in street outside shops, rude & aggressive. Unsuitable location, especially at night - high risk of damage to shop fronts, mess - vomit & urine and noise. Should be given instant fines for using coach bay.	Short term parking would be lost if coaches were relocated here.	Coach bay in North Parade will mean crossing dangerous road.		More enforcement needed	The High St proposals still sees coaches as a key part of the economic value to the city, but nearly sort to re-locate nearby as a traffic management tool. Following extensive consultation and optioneering, it has been decided to relocate coaches from Orange Grove into Terrace Walk and extending the taxi rank in Orange Grove. The proposed layout for Terrace Walk is to be trialed and monitored, to determine performance. Coaches could use North Parade to either drop-off pick-up or wait there until a space in Terrace Walk is clear, given line of sight.
email	Changes here should be implemented, from Cheap St north.	Objects to the removal of coaches, they're vital to survival of businesses in the area. Need to park close to centre of Bath as only here for a short time.					Parking proposals geared to get visitors dropped of nr Southgate	The High St proposals still sees coaches as a key part of the economic value to the city, but nearly sort to re-locate nearby as a traffic management tool. Following extensive consultation and optioneering, it has been decided to relocate coaches from Orange Grove into Terrace Walk and extending the taxi rank in Orange Grove. The proposed layout for Terrace Walk is to be trialed and monitored, to determine performance.
email		Objects to the removal of coaches.					Would like to see dedicated meeting point for Scarper Tours, in Terrace Walk or High St	The High St proposals still sees coaches as a key part of the economic value to the city, but nearly sort to re-locate nearby as a traffic management tool. Following extensive consultation and optioneering, it has been decided to relocate coaches from Orange Grove into Terrace Walk and extending the taxi rank in Orange Grove. The proposed layout for Terrace Walk is to be trialed and monitored, to determine performance. A loading bay that could be utilised by the Abbey and Orange Grove traders has been considered as part of the experimental layout for Terrace Walk.
email							Just sent apologies for meeting	Noted.
email and drawing	Bus stops in front of Abbey mean key view of Abbey is blocked. Bus shelters would clutter space and be totally inappropriate in front of Abbey. Widening pavements would improve area and shared surfaces improve movement - materials & st furniture should be carefully coordinated. Suggests extra parking on south corner of Guildhall - see annotated drawing							Point relating to location bus shelter in front of Abbey noted. Further discussion required with design panel. Additional parking on southern corner of the Guildhall not possible as this effects the tracking movement of buses and coaches. University bus already stops in dedicated N Parade stop on the way back from the university. Little or no road space to provide a stop for a bendy bus within Terrace Walk. Little or no operational space for additional bendy bus in G Parade, although this may change as a result of future proposals for Pulteney Bridge.
email							Applauds improvements for pedestrians and hopes cyclists won't be forgotten.	Noted.
								Cllr David Martin e-mailed during the consultation process to request a copy of the TRO plan and ensure that the existing disabled parking on the eastern side of High St wasn't earmarked for removal. ST e-mailed plan and confirmed that the 3 disabled parking spaces were to be retained within the new scheme.

email	Extended build out will increase congestion. Disabled bays should allow long stay. Don't need two loading bays nr Guildhall. Cheap St build out causes loss of bus stop. Need to accommodate large delivery vehicles for Cheap St. Pedestrian crossing shouldn't be moved.	Objects to coaches being removed - essential for businesses. Would like coach bay extended.	Objects to taxis - too many, loud, smoke in street outside shops, rude & aggressive. Unsuitable location, especially at night - high risk of damage to shop fronts, mess - vomit & urine and noise. Should be given instant fines for using coach bay.		Delivery area for restaurants needed.	More enforcement needed. Laura Place for coaches?	The High St proposals still sees coaches as a key part of the economic value to the city, but nearly sort to re-locate nearby as a traffic management tool. Following extensive consultation and optioneering, it has been decided to relocate coaches from Orange Grove into Terrace Walk and extending the taxi rank in Orange Grove. The proposed layout for Terrace Walk is to be trialed and monitored, to determine performance. A loading bay that could be utilised by the Abbey and Orange Grove traders has been considered as part of the experimental layout for Terrace Walk.
email	Remove bendy buses from Bath					Would like us to look into the issue of Guildhall Market traders getting tickets in Newmarket Row loading bay	The existing loading bay on Grand Parade/ New Market Row should have a further operational constraint added to it, allowing loading for a 30 minute period with no return within 1 hour. This allows businesses within the market and along Grand Parade adequate time to load/ unload goods and keeps a consistent turnover for all delivery requirements along street. It is also consistent with the Loading bays we've recently consulted upon within High St.
email		Supports coaches being removed.		Parking coaches end on outside Abbey Hotel would give room for many more. Would also make good drop off point for coaches coming from future east P&R. Important not to lose resi parking, could be relocated to new turning off Henry St. Stop sightseeing buses - room in Grand Parade for 2 or more to wait between tours.		New provision must be made away from city centre for coaches.	The High St proposals still sees coaches as a key part of the economic value to the city, but nearly sort to re-locate nearby as a traffic management tool. Following extensive consultation and optioneering, it has been decided to relocate coaches from Orange Grove into Terrace Walk and extending the taxi rank in Orange Grove. The proposed layout for Terrace Walk is to be trialed and monitored, to determine performance.
email	Supports proposals to make High St more pedestrian friendly					Would like to see Guildhall Market interior included as part of public realm project - public space should flow through as with Corridor & Northumberland Pl. Further public realm comment sent to Rhodri.	While the benefits of this suggestion are appreciated, the remit of the Public Realm & Movement Strategy and Programme is exterior public spaces only. The funding of interior improvements to the Guildhall Market would need to be addressed via the Council's Property Services team. However, the Public Realm & Movement team is looking at how one of its projects - the new City Information System - can help to raise the profile of the Guildhall Market from a wayfinding perspective, including exploring the potential of an on-street shopping plan of the Market area. Further discussions with the Guildhall traders will take place in due course.
email				Object to any alterations - already congested. Do not wish to have coaches or buses stopping outside the shops.			The High St proposals still sees coaches as a key part of the economic value to the city, but nearly sort to re-locate nearby as a traffic management tool. Following extensive consultation and optioneering, it has been decided to relocate coaches from Orange Grove into Terrace Walk and extending the taxi rank in Orange Grove. The proposed layout for Terrace Walk is to be trialed and monitored, to determine performance. A loading bay that could be utilised by the Abbey and Orange Grove traders has been considered as part of the experimental layout for Terrace Walk.
email	Concern at provision for deliveries. Feels congestion & pollution will significantly increase due to enlarged narrowing.						Although the length of bus lane has effectively been reduced, CCTV footage demonstrates that for most of the day traffic flow is light and queuing is infrequent. Delivery vehicles often park illegally in the bus lane o/s Cafe Nero, which is similar to the constriction proposed and again on these occasions doesn't pose a problem. It is recognised that queuing is evident around 6pm after the busgate becomes operational, although it quickly disappears as a result of the long green time within the signal stages. The provision of time limited loading bays will allow businesses to load/ unload goods, although this proposed to be situated on the other side of the street.
email						Supportive of works which look to improve congestion. Would require constant vehicular access to premises for delivery of high value items.	For Mallory's jewellers, the proposals do not seek to change their current operations.

letter and email	Creation of one continental bay will avoid current situation where 2-3 coaches block exit from Empire & Guildhall car parks. Would like noise to be managed. Increased paving in welcome	Support removal of coaches.	Extended rank will relieve unofficial overflow into Grand Parade. Longer rank easier for marshalls to control.		Less comfortable re coach parking in North Parade - already high levels of traffic and bus & coach noise.		Following extensive consultation and optioneering, it has been decided to relocate coaches from Orange Grove into Terrace Walk and extending the taxi rank in Orange Grove. The proposed layout for Terrace Walk is to be trialed and monitored, to determine performance.
				No taxi rank in Terrace Walk, Bog Island or Parade Gardens. No coach drop off in Terrace Walk. Sightseeing buses stay too long.			Following extensive consultation and optioneering, it has been decided to relocate coaches from Orange Grove into Terrace Walk and extending the taxi rank in Orange Grove. The proposed layout for Terrace Walk is to be trialed and monitored, to determine performance. A loading bay that could be utilised by the Abbey and Orange Grove traders has been considered as part of the experimental layout for Terrace Walk.
email						No comments - just asked for briefing from SM	Noted.
email	Proposals enhance setting of the Guildhall, Abbey etc and make road less dominant. Look at phasing of traffic lights at bus gate heading north.						Noted.
group letter (36 ped	Creating continental bay effectively safeguards their parking access. Enlargement of pavement will improve pedestrian congestion.	Removing coaches to Terrace Walk will free up flow of traffic in Orange Grove				Strongly support the proposals	Following extensive consultation and optioneering, it has been decided to relocate coaches from Orange Grove into Terrace Walk and extending the taxi rank in Orange Grove. The proposed layout for Terrace Walk is to be trialed and monitored, to determine performance.
email		Support removal of coaches and relocate coach drop off point to Bog Island/ Abbey Hotel, but not outside shops in Terrace Walk.	Splitting the taxi rank into smaller ranks would dilute the effectiveness of marshalling during night time economy.	Concerns over re-locating taxi rank to Terrace Walk, which could cause confusion and further conflict.			Following extensive consultation and optioneering, it has been decided to relocate coaches from Orange Grove into Terrace Walk and extending the taxi rank in Orange Grove. The proposed layout for Terrace Walk is to be trialed and monitored, to determine performance.