

Appendix 2 - List of Responses to Consultation

Plan	School	Object	Support	Support In part	Neither	Comments
22	Beechen Cliff C of E Secondary School			1		No need for double yellow lines outside property 107. At that point the park entrance forms a niche which does not affect the turning of traffic right towards the school. On the road approaching the school having turned right from coming up Shakespeare Avenue double yellow lines could perhaps be called for a long say 20 / 30ft or so on the left and right from the park entrance towards the school. This would stop vehicles parking and make the access for lorries easier. It is also unfair to the owners of property 107 to have double yellow lines placed outside their house, especially as parking in the area is getting more difficult due to the growing number of commuters and school staff parking.
22	Beechen Cliff C of E Secondary School	1				Object to the double yellow lines outside property 107 as parking here does not impede the traffic flow. The biggest problem is on the right hand side of the road leading from Shakespeare towards the school. I believe this stretch should be no parking as parked vehicles here frequently prevent larger traffic getting through. Due to the school traffic in the area has increased greatly in recent years but the school has provided little parking within its own grounds. This tends to be more of a problem in the evening when the park is shut and school activities are taking place. The school has an un-used field opening on to Greenway Lane which would make an ideal car park.
22	Beechen Cliff C of E Secondary School			1		The school has the use of the park for pupils and staff , some however can't be bothered to use this facility and park and double park on the pavement from the school gates to Shakespeare Ave . Also down the school side of Kipling again on the pavement. This is made worse when the school has evening functions and we have utter chaos . The double parking then stops the gritter passing through . The stone gate post of the park and the school have both been knocked down by lorries delivering to the school. The school gates should be set back further into the school most HGVs have to mount the curb on the corner of Kipling to get the angle to get through the school gates. The whole of the road on the opposite side to the park between Shakespeare and Kipling should be double yellowed . Residents never park on this side as they know the problems it causes . Unfortunately Staff Pupils and Parents don't care . As for increasing the hatching outside the school this will only work if it is policed as many of the parents seem to think this is a dropping off point .

22	Beechen Cliff C of E Secondary School	1				I wish to object in the strongest possible terms to these proposals. The current proposals are counter-intuitive, and will indeed be counter-productive. First, and foremost, they will not prevent School traffic from parking on the highway to set-down / pick-up children, which I assume is the intention? Only if the situation is monitored by an appropriate Traffic Enforcement Officer at the beginning and end of every School day to impose immediate penalties, might there be some impact. Please confirm whether appropriate resources have been allocated to do this? The real, and indeed only, impact of the Orders will be to further reduce the capacity for residents' parking beyond the School day. On-street parking demand by residents is already oversubscribed, and this will merely compound the difficulties. The School must be made to take greater responsibility for the adverse impacts to which it gives rise, and take positive steps to engaging with the local community and being a better neighbour.
22	Beechen Cliff C of E Secondary School	1				I object strongly to this proposal. It is scandalous that the school should be allowed to continually encroach upon the lives of local residents, firstly by taking over the park as a glorified car park, and now by removing residents parking places.
22	Beechen Cliff C of E Secondary School	1				I object to the restrictions on parking outside 109 Shakespeare as this will not improve access . The road from Shakespeare to the school should have restriction on one side for the complete length
22	Beechen Cliff C of E Secondary School	1				I object to the proposals to increase parking restrictions at the top of Shakespeare Avenue. The main problem is and always has been the lack of a designated car park in the school grounds, which causes congestion outside the school gates, together within considerate parking and waiting on the right hand side of the road facing the school. Teachers and pupils park on the pavement all day, and this leads to difficulty in vehicles turning the corner, and chaos at pick up times. We had terrible problems when the school had an extensive building programme the year before last, when cars blocked the street right up to the bollard on the corner. Parking outside number 107 has never caused an obstruction as it is tucked back and does not affect entry to the park or access to the school.

41	Ubley C of E Primary School	1				The parish council believes that the parked vehicles near the school help to slow traffic down and act as a traffic calming measure. We are concerned to maintain the rural character of our small village, with this in mind we have tried to prevent any creeping urbanization and would be strongly against any excessive use of road markings or signage.
2	Marksbury C of E Primary School	1				This is a small rural village with no significant volume of traffic. The proposed markings are all completely out of character with the location. The current system of live and let live appears to cause no problems. Cars park all around the small triangular village green. They block the road and often park with their wheels up on the green, destroying the grass. I thought the whole idea with the pavement going in was that parents were going to park cars up by the village hall and the children would walk down. This simply hasn't happened. The proposed coach bay is completely unsightly and unnecessary. As I understand it, there are up to 4 buses servicing the school. They all arrive at about the same time, so it's insufficient anyway.
2	Marksbury C of E Primary School				1	The current proposals haven't taken into account that parents parking already severely disrupts parking around the village green. If it is necessary to restrict areas of parking I feel consideration needs to be made for residents living in the area around the village green. This lane is not wide enough to allow parked cars. I feel that a single yellow line along one side of the triangle to allow residents to pass is needed.
2	Marksbury C of E Primary School	1				Currently the biggest problem about school related parking is caused by council vehicles, the food delivery in the morning blocks the main village road for 10 minutes and the buses in the afternoon obstruct the lane completely for up to 30 mins. I assume that making the end of School Lane a no stopping area will mean that the school buses will no longer be able to block the end of School Lane. This will cause your drivers great difficulty and presumably the children who now safely walk down and join the buses will not be able to do so. Are you not shooting yourself in the foot? The more likely outcome is that your drivers will ignore the new arrangements and the only losers will be the residents. Must we have more road markings and signs, this is a rural village.

2	Marksbury C of E Primary School	1				We are concerned about the councils plans to put road markings in the village. We have no road markings at present and in eighteen years of living here we have never known an accident. Unlike other villages Marksbury is not a road used by any other cars other than those connected with village residents and the school. The proposed coach bay markings are totally unnecessary as there is only one space near the school where it can wait and so no one would park there. The other markings will make no difference to safety outside the school in my view. The scheme seems designed to impose suburban street markings on a rural village. We do not need ugly signs in the village.
2	Marksbury C of E Primary School			1		Overall the proposals seem excessive for a small village. The proposed coach bay now extends part way across the driveway of property 21. Could this bay be moved back a few feet. The proposed parking restrictions end at 4pm daily. Whilst this covers the normal school day it does not cover after school activities / clubs which create substantial traffic. If the restrictions were extended to say 5pm it could increase road safety for the children.
2	Marksbury C of E Primary School	1				I have the strongest objections to the proposals. There are 5 buses that drop off / collect children, so painting one coach bay is a waste of time. A load of signs and markings is unlikely to make any difference to the way the parents drop their children off and will most certainly spoil the character of the village. We understand that the school make every effort to get the bus drivers and parents to act in a disciplined way which we appreciate, but is often ignored by a few unsociable parents. PC Sam Kayser has promised to monitor the situation in the coming weeks.
27	Batheaston C of E Primary School		1			The restrictions on the south side painted across the white marked bays should be removed entirely between the driveway access to 2 Homelands and driveway to Well House (marked as Conifer Cottage on the plan). There is no pavement here and the junction is both wide and shallow enough to allow traffic to pass and turn safely.
27	Batheaston C of E Primary School	1				The planned removal of the No Waiting At Any Time markings from across a temporarily closed off access (closed off in 2005), would affect the safe use of the access if reopened, and additionally would affect the operation of their main access due to the consequential vehicle parking impinging within the visibility splay.
24	Bathwick St Marys C of E Primary School			1		The afternoon parking period between 2.30pm and 4pm is proposed to be 30 minutes. This might prove difficult for parents who are collecting one child from the infants section and another child from the junior section, because these classes finish at different times in the afternoon. Could the parking period be made 45 minutes?

28	Chandag Infants & Junior School		1			I support the proposals for Lambourn Road ie painting of yellow lines on the corners of the road as shown in the document.
15	St Mary's C of E Primary School				1	I assume the proposed changes are on safety grounds. But the fact remains that in a rural school children are going to arrive by car. Rather than just telling people where they cant stop (forcing them to either break the rules or stop in the road) would it not be more sensible to plan a safe vehicle drop off area?
10	Pensford Primary School	1				We have an oil tank placed just by the steps on the bend of the road. It has been in that position for years and we really do not have anywhere else it can go. We appreciate that parking along that side of the road is dangerous but that is the only way the oil companies can pump fuel from their tanker.
16	St Saviour's Church of England Infant School				1	The church building and hall suite is a well used community resource serving the local Larkhall community. Most activity in these buildings take place in the evenings and on Saturday and Sunday. Consequently I would like to suggest that a less severe option be considered, perhaps a restriction on parking 8am-4pm Mon-Fri with no restriction in place after 4pm on weekdays and on Saturday and Sunday. Even this level of restriction would impact negatively on the community use of the church as activities do take place during the day such as STAR (a multicultural toy library and play group) but it is realised that road safety in proximity to schools is important.
16	St Saviour's Church of England Infant School				1	Yellow lines outside the church would severely hamper some of our older fellowship who have to be brought to worship by car. This obviously affects most of us on a Sunday but we do also have uniformed groups etc on some weekday evenings too. Could I suggest that the restrictions be limited to Mon - Fri at school drop off times as this is when the congestion on this strip of road takes place. Otherwise we would definately need at least 3 - 4 parking places outside the church so that those with limited walking ability can still attend services.
16	St Saviour's Church of England Infant School	1				These proposals would restrict parking near the church on Worcester Buildings. The church and hall is in constant use by Rainbows, Brownies, several clubs and the STAR multicultural toy library. Any level of restriction to the parking would be detrimental to the churches community use and especially on the number of people who could worship on Sundays.

16	St Saviour's Church of England Infant School	1				I'm asking that these proposals be re-considered as double yellow lines outside the church will cause great difficulties for people attending services and functions, particularly on Sundays and in the evenings. Perhaps the restrictions could be reduced to exclude Sundays or maybe have a time limit.
16	St Saviour's Church of England Infant School	1				During term time, from about 3.10pm - 3.50pm weekdays it is not possible to return in one's car back to either Avondale Bldgs. Brookleaze Bldgs. or Worcester Bldgs. in hope of finding a space to park a single car safely and within the law, for a radius of possibly 1/4 mile on this side of The Infant School Entrance (in Spring Lane). This is only for a very short period, however, in the middle of school day afternoons. The number of parents of small children attending St Saviour's Infant School who collect their children by car seems to increase each year, and each year cars arrive earlier and earlier to park in readiness to collect their children from the school. They all appear to be careful drivers, not surprising as they are transporting young children. I do not believe these cars create a safety hazard to the children or other traffic. For as long as I have lived here there has been a congregation attending services on Sundays, High Days and Holidays, at the United Reformed Church, This congregation is mainly of elderly people, These elderly people should be allowed to continue to park their cars close to the church, otherwise many of them would be not be able to go to get there. I believe there is some confusion about St. Saviour's Infant's School Entrance which is infact on Spring Lane off Charcombe Rd. According to the Headteacher the large gates on Worcester Bldgs are Service Gates for works access, which are kept padlocked and only unlocked once a week by one of the teachers for a delivery, after which it is securely locked again. To stop parents from parking within a reasonable walking distance of Spring Lane and the School Entrance by restricting their parking on Worcester Bldgs. could be putting them in a completely impossible position. How else will they be able to get their small children to school?
16	St Saviour's Church of England Infant School	1				I am very concerned about your proposal to put double yellow lines on the unnamed stretch of road in front of Larkhall United Reformed Church, which is a turning off Salisbury Road, Avondale Buildings. This would cause great inconvenience to church members, many of which are elderly and need lifts to and from church. A number of young families with their young children also need to park outside of the church. If yellow lines are needed, why not put a single yellow line, enabling us to park evenings and weekends.

16	St Saviour's Church of England Infant School			1		If these proposals outside the church go ahead could they be reduced to Mon-Fri only as there are lots of elderly users of the church during weekend services.
16	St Saviour's Church of England Infant School			1		The proposals would have a serious effect on users of the church. This is a well used building forming a valuable centre for worship and social events, particularly in the evenings and at weekends. Most importantly, many of the users of the church are elderly and have limited mobility, and the loss of parking would prevent some of them from visiting at all. Perhaps an alternative idea would be to restrict parking at certain times which would be more sympathetic, such as during school hours, and would be as effective for the purpose intended and far less restrictive.
16	St Saviour's Church of England Infant School			1		The STAR Multicultural Toy Library is held at the church on Worcester Buildings every other Tuesday at 10am - 11.30am. We realise that road safety in proximity to schools is important. Maybe restrictions during school drop off and pick up times only would be a compromise.
16	St Saviour's Church of England Infant School	1				I object to these proposals. The Larkhall United Reformed Church and Community Halls are used for the work of the charity Star for Diversity. The church is trying to build a Sunday School, toddler group and many other activities, attendance to these will be severely hampered if parking restrictions are applied.
16	St Saviour's Church of England Infant School	1				As a local resident to St Saviours School I urge you not to go ahead with these proposals as we already have a great deal of trouble parking on Charlcombe Lane during school pick up when we return from work. Restrictions at the bottom of the hill will push traffic up our road and make it even harder to park near our home. I do not understand why you need to stop people parking on Worcester Buildings as it causes no problem to local residents.
16	St Saviour's Church of England Infant School	1				The school entrance on Worcester Buildings is not in daily use so why are the markings being placed there? The head teacher has said there are no plans to use this gate as a school entrance. The majority of church members are elderly and need to be able to park close to the church for ease of access. There are regular committee meetings during the week at the church so access is required at all times not just on Sunday. By taking away parking on Worcester Buildings for parents during school pick up times, you are going to force them to park more around the school entrance. The new restrictions would make it hard for local residents to park near their homes.

16	St Saviour's Church of England Infant School			1		The church building and hall suite is a well used community resource serving the local Larkhall community. Most activity in these buildings take place in the evenings and on Saturday and Sunday. Consequently I would like to suggest that a less severe option to be considered - perhaps a restriction on parking 8am - 4pm Mon - Fri with no restriction in place after 4pm on weekdays and on Saturdays and Sundays. Please note that even this reduced level of restriction would still impact negatively on our community use, we have for example STAR (a multicultural toy library and play group) meeting during day time on weekdays, but realise that road safety in proximity to schools is important.
16	St Saviour's Church of England Infant School	1				I need to transport elderly people to church on Sundays and any meetings that take place in the evenings and I do need to park by the church as some of them are unable to walk far. Therefore would you please consider allowing parking on these lines in the evenings and at weekends so that the elderly will still be able to attend the church.
16	St Saviour's Church of England Infant School	1				It seems ludicrous to me as already there are too few parking spaces in Eastbourne Avenue, Hawarden Terrace and surrounding streets. The intention of building a gated housing block off Claremont Road will take even more parking places away. There is a church on Worcester Buildings which needs parking places for the services held there morning and evening on a Sunday and several evenings during the week. As the congregation are mainly elderly they need to be able to park close by.
16	St Saviour's Church of England Infant School			1		The impact of no parking restrictions will have a huge impact on the church and on the charity run organisations that take place there. I understand as a church it will mostly be used in the evenings and at weekends and after the school day has finished. So I would like to suggest a less severe option, with restrictions being placed at school times 8am-9.30am and 2.30pm-4pm as I know school times can sometimes cause bottlenecks or maybe restrictions on parking from 8am - 4pm Mon - Fri, with no restrictions after 4pm or on Saturdays and Sundays.
16	St Saviour's Church of England Infant School			1		The impact of no parking restrictions will have a huge impact on the church and on the charity run organisations that take place there. I understand as a church it will mostly be used in the evenings and at weekends and after the school day has finished. So I would like to suggest a less severe option, with restrictions being placed at school times 8am-9.30am and 2.30pm-4pm as I know school times can sometimes cause bottlenecks or maybe restrictions on parking from 8am - 4pm Mon - Fri, with no restrictions after 4pm or on Saturdays and Sundays.

16	St Saviour's Church of England Infant School	1				I'am writing to object to the proposed double yellow lines outside the United Reformed Church. This would make it very difficult for elderly and disabled people who need a lift to church. I would be unable to go. Even being dropped off there is no where else available to park. Also with funerals and other occasions. What does need investigating is coach parking in Spring Lane, not just for picking up, often all afternoon from 1.30pm or even earlier.
16	St Saviour's Church of England Infant School	1				I need to have transport to get to the church on Worcester Buildings on Sundays and for evening meetings on weekdays. I need to park near the church as my mobility is not very good. Therefore would you please consider allowing parking on these lines in the evenings and at weekends to accommodate me and the other elderly members of the church.
16	St Saviour's Church of England Infant School	1				Would you please consider allowing parking on these new lines on Sundays and in the evenings. We have quite a number of elderly people in the congregation and some of them have great problems walking. Many are transported here and are just able to get out of the car and into the church and I fear if we are not able to park outside the church then many elderly people would not be able to attend.
16	St Saviour's Church of England Infant School	1				We use the church and community hall every week. We have never experienced any problems with parked cars and we feel that double yellow lines would not have a positive impact on our local community. These restrictions would only push the problem further up the hill.
16	St Saviour's Church of England Infant School				1	The church has no rear access parking facilities as the narrow roadway there is a private road owned by the residents of the surrounding houses. Therefore the patrons have to park along the road outside the church. Many of the congregation are very elderly and unable to walk more than a few yards. The church is in use mainly over the weekends and in the evenings with very few activities taking place during the hours of 8am - 5pm on Mon-Fri, which is the normal period for school activities. I'am writing to ask for your consideration in imposing the restricted parking in the immediate vicinity of the church to weekdays, say 9am till 5pm, leaving evenings and weekends free.

16	St Saviour's Church of England Infant School	1				As you will know at the top end of this terrace of cottages are Numbers 10,11,12a,12b & 13. These cottages are unique along this terrace regarding parking space, in-so -far as these four cottages lack the private vehicular parking at the rear of this terrace, which all the lower numbers have at the ends of their gardens. Parking in recent years has got much worse with the increased number of residents vehicles. the loss of available parking would severely effect me. The times of maximum congestion along this road is always from 5.pm to 8am over the weekends and when the schools open and end each day with the parents having to drop off and collect their children. The school entrance on Worcester Buildings is padlocked and very rarely used.
16	St Saviour's Church of England Infant School			1		The church building and hall suite is a well used community resource serving the local Larkhall community. Most activity in these buildings take place in the evenings and on Saturday and Sunday. Consequently I would like to suggest that a less severe option to be considered - perhaps a restriction on parking 8am - 4pm Mon - Fri with no restriction in place after 4pm on weekdays and on Saturdays and Sundays. Please note that even this reduced level of restriction would still impact negatively on our community use, we have for example STAR (a multicultural toy library and play group) meeting during day time on weekdays, but realise that road safety in proximity to schools is important.
16	St Saviour's Church of England Infant School	1				If the proposed plan of adding No Waiting At Any Time markings are put in place at Worcester Place it would make parking for residents in Avondale Buildings impossible at busy times - notable school pick up and drop off times. The cars parked in Worcester Place would be forced to park elsewhere in residential streets, most obviously Avondale Buildings, which is already very full at this time, and I am rarely able to park anywhere near my house. Of course the safety of the children crossing the road is paramount - however it is all the cars using the area as a short cut to avoid London Road that causes the problems, not the parked cars. I cross these roads every day - and what everyone feels is needed here is a safe crossing and a reduction in the cars using the 'rat run'. Would a pedestrian crossing on Worcester Place not be better? To aid with crossing and to deter the drivers.

16	St Saviour's Church of England Infant School	1				I am asking you please not to make the Worcester Buildings a restricted parking zone. This would significantly reduce the parking capacity for The Larkhall United Reformed Church and the houses without rear parking at the top of Avondale Buldings. A number of those attending the church are elderly with very limited mobility, the ability to park outside the church is invaluable. If the rationale for this restriction is to have parking restrictions near school entrances, the entrance to the school by the church is a service entrance only and is not used by pupils.
35	Royal High School			1		I am delighted to see that the existing School Keep Clear markings will now be extended. I am concerned that the additional single yellow lines and accompanying street signage will be visually intrusive on what has been a peaceful residential street on the boundary of a conservation area and question whether they are really necessary. I have not experienced a problem of cars parking on the east side of the road. I suggest that any waiting restrictions if implemented should be extended to 5.30pm to cover the parking and picking up of girls from the after-school activities. This is a very busy traffic period coinciding with people travelling home from work, cutting through from Lansdown Road to go down Richmond Heights.

7	Oldfield Park Infants School	1			<p>The proposed restrictions will have a considerable negative financial impact on my business by not allowing clients to park in close proximity. There are no alternative car parks nearby and many local residential streets are already permit parking only. The justification for the scheme is to improve the safety of the children from Oldfield Infant School accessing parent cars at two periods of time. However at present any danger to children is caused by the parents who park without discretion around this area. Double yellow lines are ignored and parking is indiscriminate. The suggested scheme will not affect this behaviour. The only way that this can be enforced is if BANES have a constant Warden presence in this area at the specific times and if there is a zero tolerance policy towards breach of the parking restrictions. The reduction of the current parking spaces allotted time to 30 minutes will not guarantee that these spaces will be occupied by parents and as stated above once these spaces are filled the remaining areas of road that were previously available to park in will simply be double parked. The scheme also suggests the removal of 10 parking spaces. If these spaces are removed it will increase the pressure on the remaining spaces left and therefore increase competition for these spaces. At present there are a number of non residents who park cars around Dorset Close that are left there for days/weeks at a time. With regard to the suggested double yellow lines on areas adjacent to No 3 Dorset Close this is an area screened by a hedge and is well away from the traffic flow of the school. There is therefore no reason why this should be restricted except for a small area where access to it would be prevented. There is no evidence for a Health and safety issue in this area. There have been no incidents of accidents within this area and the single change that would improve this situation is to reduce the amount of parent's cars arriving at a single time.</p>
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7	Oldfield Park Infants School	1				At first sight these changes appear to be completely sensible and logical, however there are a number of problems with this which are not immediately clear unless you are very familiar with this part of Twerton. As things stand at the moment, we have a number of cars which are parked there for very long periods. These are owned as far as we know by students at the nearby halls of residence, and quite possibly residents of the old St Peter's Chapel on the corner of Dorset Close. The Close is also used as a day parking area by people working in and around the city centre of Bath. The whole area is nominally two-hour parking, but this is never, or extremely rarely, enforced to my knowledge, as Dorset Close appears to be right on the outskirts of traffic wardens working area. The alleged absence of traffic wardens in Dorset Close is not in itself a reason for rejecting this proposed change, but if these changes are made then they will need to be enforced, and reinforced very regularly or the whole process is frankly a waste of time and public money. The parents depositing and collecting their children at the school occupy the area for two very brief periods during week days, and they present no problem except maybe to themselves as they completely occupy the Close.

