

Number	Plan	Road / Street	Object	Support	Support In part	Neither	Comments
1	F8	Cavendish Road	1				I would like to strongly object to the proposal to move the parking bays, currently near the bottom of Cavendish Road, to further up Cavendish Road. This move would create traffic hold-up problems (especially at morning/late afternoon rush hours) as two cars will not be able to pass and the busy parking spaces behind Nos 7 and 11 St James's Square would suddenly become difficult and dangerous to access. The current position of the three bays seems to have worked perfectly well for many years as the road widens at that point and even when the bays are full there is ample space to negotiate in/out of the adjacent garages and for two cars to pass up/down Cavendish Road.
2	F8	Cavendish Road	1				I am writing to ask you to reconsider the proposal to relocate the existing residents parking bays at the bottom of Cavendish Road to the rear of nos. 8, 9 and 10 St James's Square. Cavendish Road is not wide enough at this point to accommodate parking bays without creating a chicane effect for drivers and pedestrians. Far from the proposal 'avoiding danger to persons or other traffic or prevent the likelihood of any such danger arising', it would have the opposite effect. Nos. 7 and 11 St James's Square have parking areas at the rear of their properties which are in constant use. The relocation of the parking bays would make access to and from these private parking areas much more difficult. It would also be hazardous to the residents at nos. 8, 9 and 10 who have pedestrian access on to Cavendish Road where the pavement width is minimal. I am objecting to the proposal because it does not solve a problem - it merely relocates it further up Cavendish Road.
3	F8	Park Street	1				We understand that under "(Various Roads, Central Area, Bath) (Prohibition and Restriction of Parking and Loading) (No Stopping on Entrance Markings) (Authorised and Designated Parking Places) (Variation No. 11) Order 201- and the reference PEV11656/AR" it is proposed to upgrade to double yellow lines a length of Park Street outside numbers 6 to 9 in addition to metal bollards recently placed in the pavement. These houses form part of an outstanding Grade II listed group. We believe it should not be necessary to have both bollards AND double yellow lines and that once the latter are in place the former should be removed restoring the visual amenity whilst acknowledging the necessary parking restriction.

4	G9	Bennett Street	1			<p>1. The current space is too small for the bus transport used by No.20. Any space should be more extensive and better monitored. The current space is subject to substantial misuse by bogus Blue Badge holders. This is very obvious to us as we see this on a near daily basis. More checking of these badges is needed to ensure the spaces are actually available to the genuinely disabled. 2. The time limit on the disabled space needs to be set e.g. 2 hours, to prevent (often bogus) Blue Badge holders parking and leaving their vehicles for days at a time which blocks the space and undermines its use. 3. The presence of what I call fishbone parking on the opposite side of Bennett Street to the disabled parking space is a major headache. It creates a constant traffic jam, prevents the Tourist bus from fully entering Bennett Street and consequently blocks Lansdown Road as well. Removal of this form of parking and return to end-to-end parking would be a very wise move and have limited impact on parking for residents and visitors. All the above is a MAJOR cause of traffic congestion in the area. Adding a bus parked at this very spot will simply make things worse. Please send a traffic assessment team at 8.30am on a school day to see what we mean. The road is effectively a one lane street whereas in the past it was a wide 2 way street allowing easy flow. 4. You should be aware of accidents in this spot. There have been numerous car collisions. More worrying the young girl from No22 was knocked over on this spot by a vehicle. Thankfully not seriously hurt. This corner is a major road crossing place for pedestrians walking on Lansdown Road to and from town.</p> <p>5. Finally we have in the past had the disabled bus outside our property in the current space. The pollution from the engine kept running by the driver has been very bad indeed. The bus can wait up to an hour for residents and the drivers very reluctant to switch off the engine. This is a health hazard for us and neighbours. The requirement must be to switch off the engine or change the bus to an electric vehicle with no emissions.</p>
5	H10	Pulteney Mews	1			<p>It is common along the length of Pulteney Mews that the space outside individual properties is used by the owners for parking of their own cars and this land forms part of the ownership of the properties themselves. The proposal is effectively restricting the use of land which actually belongs to me as the owner and indeed is taking away this ownership totally on part of it. I therefore object to this proposal on the basis that the land between my property and the existing double yellow is private property under my ownership.</p>
Totals:			5			















