

**APPENDIX A**

There have been no objections to the proposed Puffin Crossing north of Hatfield Road.

**OBJECTIONS TO BUS LANE AND WAITING RESTRICTIONS;**

<b>CORRESPONDENT</b>	<b>CONTACT</b>	<b>DATE RECEIVED</b>	<b>COMMENTS</b>
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**PETITION AGAINST** (Not a valid petition as there are no signatures on the petition). From residents of 15 properties (No's 114-243) on Wellsway. Petitioners are also outside the area affected by the TRO proposals.

**OBJECTIONS**

1. Not applicable to this report.
2. Not applicable to this report.
3. Not applicable to this report.
4. Not applicable to this report.
5. A more congested Old Wells Road will cause even more commuters from Coombe Down and the Midford area to use Greenway Lane as their route into the City centre.
6. A greater volume of traffic on the A367, north of the Hatfield Road junction, will result in a longer journey time for buses heading to the City centre.
7. Why is the left turn into Hatfield Road to be banned as it is a safe manoeuvre, a redesign would reduce vehicle turning speeds. If turning is banned the traffic will move to St Luke's Road resulting on additional congestion on the A367. St Luke's is often congested resulting in a single traffic lane and traffic turning into this road commonly stop because of vehicles coming in the opposite direction, making a rear end shunt a distinct possibility.
8. The reduction of parking on Wellsway will result in more vehicles parking in St Luke's Road. The Hatfield Road West junction is much wider and has far better visibility than St Luke's Road making it safer to use for all road users.

9. The order plan shows that the existing double yellow lines are being removed from St Luke's Road. This will result in additional parking and reduced visibility for turning vehicles.

10. Not applicable to this report.

**RESPONSE;**

5. It is the Council's view that the Old Wells Road junction will not increase congestion and it is unlikely that traffic from Coombe Down and Midford would use Entry Hill instead of the A367 Wellsway.
6. A dedicated bus lane will improve bus service travel times on this route.
7. The left turn into Hatfield Road (west) is to improve safety for pedestrians using Hatfield Road and Wellsway, in particular school children who walk on Hatfield Road and cross to the south side on the existing wide junction with traffic turning left at speed, Wellsway. Kerbing works at the junction will narrow the junction width and improve safety for pedestrians crossing this road and increasing safety for vehicles coming out of Hatfield Road West. St Luke's Road is a similar road to the Hatfield Road and there is a suitable queuing length for vehicles to leave Wellsway to wait for opposing traffic to pass on St Luke's Road.
8. The proposed parking restrictions should not result in increased parking on St Luke's Road as parking would remain available on Wellsway.
9. The plan showing the proposed waiting restrictions is a graphic representation of the revisions to waiting restrictions on Wellsway, existing restrictions on St Luke's Road will remain.

**OBJECTIONS**

The proposed prohibited turning movements will result in drivers from Devonshire Buildings making awkward turning movements at the junction of Wellsway and Entry Hill and long diversions to travel from Devonshire Buildings to St Luke's Church in Hatfield Road. The Bus lane will produce no real advantage to buses and will cause further delays and congestion. The whole scheme is therefore of insufficient utility to justify the inconvenience caused to other road users. The planned bus lane will terminate in a set of traffic lights at a point which has always been a constriction at the end of a dual

carriageway, will produce no real advantage to buses and will cause further delays and congestion in Wellsway.

**RESPONSE;**

Without the right turn into Hatfield Road the additional distance to St Luke's Church is approximately 280 metres. Buses using the bus lane will proceed past queuing traffic and will have priority at the new traffic signals where they will merge with other City bound traffic; both of these aspects of the scheme will give bus traffic an advantage over other road users. This section of Bus lane is part of the general bus lane strategy for Bath to improve service times and reliability and any improvement gained helps toward this target, the bus will also have priority at the junction above other traffic and therefore assisting the bus service further.

**OBJECTIONS**

Has any thought been given to Wellsway residents parking for this scheme?

We have lost half of the parking space on the south bound carriageway and will lose all of the parking on the north bound carriageway. A reduction of 75%. The addition of four new homes with no off street parking will exacerbate the situation resulting in insufficient on street parking.

Turning bans at the junction of Hatfield Road will force traffic into the City. Work began without residents' consultation.

**RESPONSE;**

Consultation has taken place over a period of three years and the scheme has been revised in the light of comments received.

Furthermore, approximately 26 metres of existing yellow lines on Wellsway will be removed when the scheme is completed.

The proposed turning bans will move some traffic a distance of approximately 100 metres to the next junction where their turn will be possible, there is no reason that they should travel to the City if they intended to turn off Wellsway.

**OBJECTION**

To travel south without the left turn into Hatfield Road, Bowls Club members and others will have to cross the downhill carriageway and turn right or stay on the Wellsway and turn left at St Luke's Road or Bloomfield Road. This will add a fair amount of mileage to journeys.

**RESPONSE;**

To stay on Wellsway and turn left at St Luke's Road will add approximately 225 metres to journeys; this is not considered to be an excessively long diversion.

**OBJECTIONS**

**03/08/10**

The consultation map bears no relation to what has already been implemented in that the double yellow lines on the map finish behind No. 9 Entry Hill, whereas the lines recently painted on the carriageway finish behind No 17 Entry Hill, the map does not show the repositioned central reserve, the consultation is therefore fundamentally flawed.

The removal of parking on the lower Wellsway will leave too little parking on the Wellsway to accommodate the 4 new town houses, and these vehicles will be displaced onto Entry Hill. It is no longer possible for me to park outside my property on Wellsway.

What are you going to do to discourage rat running down Entry Hill?

**29/08/10**

Yellow lines are already forcing people to park on the opposite carriageway and cross a dual carriageway with children.

A current planning application to build 4 town houses will require an additional 12 spaces on a road that is already full.

**02/09/10**

Mr Oxford includes the Traffic Order Proposal plan (TP2011/400/TRO) revised by himself to indicate yellow lines that are not shown on the proposal plan.

**06/09/10**

I can not see how these proposals can be regarded in isolation; the parking in the area is already at capacity. One proposal was granted without parking on the assessment that there is ample on-street parking, but this is changed when the downhill parking is removed for a bus lane and a significant amount is removed on the uphill carriageway.

**06/09/10**

The consultation period had been running during the summer break and we were asked to comment appropriately. This and your other e-mail suggests that the decisions around this proposal have already been made through the informal consultation and that the advertised proposals are therefore a forgone conclusion – with the formal consultation simply paying lip service to fulfil a required procedural step.

A proposal to build 4 town houses on the junction of Entry Hill and Greenway Lane will need the footpath to be extended into the carriageway preventing the sighting of the traffic calming parking bay.

**RESPONSE;**

**03/08/10**

The consultation map is a graphic representation of the proposed changes in the Traffic Regulation Orders relating to Wellsway is not intended as a working drawing for the construction works. Therefore, the position of the central reserve is not relevant. The proposal map is correct and corresponds with the proposed waiting restrictions, the consultation is therefore valid. If the waiting restrictions go ahead, the double yellow lines on the carriageway will be revised to reflect the advertised waiting restriction in that the double yellow lines will end behind No.9 Entry Hill and the parking bay will be adjusted to suit. Removing 6 spaces on the lower section of Wellsway is unlikely to result in vehicles being parked on Entry Hill. Furthermore, there will be spaces available on Wellsway although these may not be outside a residents own property. Additional work is being undertaken to increase the effect of the 20mph zone on Entry Hill, therefore reducing the likelihood of this rat run being an attractive alternative to Wellsway.

**29/08/10**

Residents may choose to park on the opposite side of Wellsway. However, parking is available on Wellsway although it may not be outside a residents own property, this is still true after the new properties are completed.

**02/09/10**

The proposal plan for Wellsway does not need to indicate existing waiting restrictions on other roads in the area: it needs to indicate existing and proposed restrictions on the roads affected by the proposed changes.

**06/09/10**

For the purposes of changes to waiting restrictions, only revised or added restrictions need to be considered. However, the Council may think it necessary to take other developments into consideration when deciding on proposed waiting restrictions. The Council has to balance the need to provide the safe passage of traffic and parking facilities, this scheme has been discussed for some time and revised after considering comments received from residents who were likely to be affected by the proposals, the proposals were then advertised for Public comment.

**06/09/10**

Proposals for waiting restrictions on this scheme have been the subject of consultation for several years with revisions made after comments were received. The advertised Traffic Restrictions were the result of this informal consultation. However, the proposals were not a foregone conclusion, although the contractor has laid yellow lines on the carriageway before the process was completed. Improvements to the 20mph zone on Entry Hill will remove the need for the footway to be built into the carriageway where a new residential development is proposed at the junction of Entry Hill and Greenway Lane.

**GENERAL COMMENTS**

Central refuge gaps were previously closed, residents then had to either travel south and turn at the Red Lion roundabout to access properties on the western side of the carriageway or, travel north on Wellsway and turn right into Entry Hill (Old Wells Road) then right into Hatfield Road east, then left onto Wellsway adjacent to Devonshire Arms to access properties on the eastern side of Wellsway. This route is now not possible because of recent pavement changes at Wellsway/Entry Hill (Old Wells Road) junction.

Drivers on west side needing to travel south turn left into Hatfield Road then either left onto Bloomfield Road or right then right into St Luke's Road.

**OBJECTIONS**

1. The implementation of the Bus Lane has removed a large number of parking spaces which are used as an overflow parking when the Bowls Club has a match, many members are elderly and this will have a detrimental effect on their lives.
2. Planning permission was granted for flats without parking, it was stated that there were ample spaces on street, this parking has now been reduced because of the Bus Lane.
3. The new Hatfield Road layout will result in additional traffic on St Luke's Road and extra queues on Wellsway because of opposing traffic on St Luke's Road. Traffic will also be stopped by the new pedestrian crossing.
4. Traffic turning left into St Luke's Road will result in queues on Bloomfield Road or additional traffic on Hatfield Road and therefore trying to turn in front of Buses onto the Wellsway.
5. School children presently cross the Wellsway from the south side of Hatfield Road towards Greenway Lane, they will now have to cross Hatfield Road to the new crossing then uphill to Hatfield Road east then cross another road before proceeding to Greenway Lane.
6. The Bus Lane makes no provision for cyclists.
7. A bus will pass six vehicles before re-joining the queue. If this is all the benefit from such an enormous expenditure I question its value for money.
8. Concern that in a time of austerity tax payers money is being spent on such an unnecessary scheme.

9. I am concerned by the lack of information and that the work started without any notification.

10. Following the initial consultation and making comments I have not received any information from the Council about this scheme, at a later date I was informed that further to concerns expressed by residents, the scheme was being reviewed and at that time was not going ahead. I was told that residents would be contacted before any further plans were considered.

**RESPONSES:**

It is still possible to turn right onto Entry Hill (Old Wells Road) and left onto Wellsway at the Devonshire Arms

The diversion into St Luke's road then left to Bloomfield Road is approximately 220 metres more than the Hatfield Road option. However vehicles wishing to head south bound are still able to turn right into Old Wells Road and then right into Hatfield Road East, and then left onto Wellsway.

1+2. The Bowls Club were consulted on these parking changes and no objections were voice at those times. There is still space available on Wellsway for any displaced parking or new parking relating to the new dwellings on Wellsway.

3. Traffic movements on St Luke's Road will be similar to those on Hatfield Road at present and therefore the situation on Wellsway will not change significantly. The stopping of vehicles will improve safety for pedestrians without significant traffic flow implications.

4. Traffic will be prevented from turning left into Hatfield Road and therefore traffic flow will be mainly east bound and therefore reduced in numbers. Vehicles leaving Hatfield Road will have an advantage of being able to leave between buses passing through the traffic lights and other traffic starting to move.

5. The upgraded pedestrian crossing is approximately 18 metres north of Hatfield road and will improve safety for children to cross Wellsway; the reduction in traffic on Hatfield road west will also improve safety for pedestrians on that road.

6. The Bus lane may also be used by Taxis, motor cycles and cycles.

7+8. This section of Bus lane is part of the general bus lane strategy for Bath to improve service times and reliability and any improvement gained helps toward this target, the bus will also have priority at the junction above other traffic and therefore assisting the bus service further, together with the other bus benefits that have been provided on the A367 Wellsway. Funding for the scheme is from central Government as part of the Greater Bristol Bus Network proposals.

9+10. Consultation has taken place over a period of three years and the scheme has been revised in the light of comments received. The final proposals were not consulted as widely as previous stages because the effects of the later changes affected a relatively small number of residents on Wellsway.

**OBJECTION**

Extremely concerned that any plans to reduce available spaces on Wellsway will add to the pressure for spaces on Entry Hill. We have 2 small children so access to parking close to our property is essential. This proposal, combined with the other plans to provide fewer parking spaces in the area are unacceptable.

**RESPONSE**

The proposed parking restrictions were revised to alleviate concerns raised by residents during the informal consultation. Parking patterns are not likely to change significantly as a result of the proposals. Furthermore, approximately 26 metres of existing yellow lines on Wellsway will be removed when the scheme is completed.

**OBJECTION**

Complaint regarding the road layout outside 201 Wellsway and the surrounding area. I am finding it impossible for myself, my wife and two sons to park outside their home.

Yellow lines have been laid and a Site cabin and Portaloos are taking up space. When the nearby houses are built with their additional cars, can you please tell me where are we going to park?

**RESPONSE**

Informal consultation has taken place over past three years and revisions were made following comments from residents affected by the proposals. Yellow lines were laid beyond the limit proposed and will be corrected when the scheme is completed. The Portacabin is legally placed on the highway and will be removed when the dwellings are completed. However, the council has no control on the program for the completion of this development.

**OBJECTION**

The proposed works will greatly affect the parking for the residents in the area of Devonshire Buildings. We have difficulty now as things stand. People park in our road to go to the dentist in Wellsway because there are no parking places to be had anywhere on Wellsway. Vehicles also parked for driver to walk into town. Provisions should be made to make more parking, not take it away.

**RESPONSE**

Drivers are unlikely to park in Devonshire Buildings as a result of these proposals because parking space would still be available on Wellsway following the completion of the works.

**OBJECTION**

Multiple schemes in the Wellsway area will result in a large reduction in parking spaces and a significant increase in demand. Parking on the southern carriageway has been reduced without consultation and almost all will be removed for a bus lane resulting in up to 40 spaces being removed. Planning for additional houses and a convenience store with little parking together with alterations to parking opposite Lynbrook Lane and the recently constructed refuge north of Devonshire Buildings will require around 25 spaces. Traffic calming and the change of use north of Hatfield Road will reduce parking further. Total number of parking spaces is reduced by 77. At present, if you return home after 7pm there is likely to be nowhere to park. With these multiple schemes, the area should be looked at as a whole and not each scheme in isolation.

**RESPONSE**

The proposed parking restrictions were consulted with residents over the past three years during the informal consultation period, changes in the parking was consulted at this time revisions were made to the scheme to alleviate concerns raised by residents.

**COMMENT**

A half finished Bus lane has been created forcing traffic into the off side lane with no warning of the road narrowing on the nearside Since central reserve has been moved the south bound kerb now drifts into your path with no warning.

**RESPONSE**

Parking has been removed to account for the realignment of central reserve resulting in a similar passage width to that which existed previously. An edge line is to be laid at the central reserve to guide vehicles along new carriageway alignment. We have put road narrows signs on the north bound carriageway to make drivers aware of the narrowing carriageway.

**COMMENT**

Concerned that the children will not use the Pelican crossing but will cross Wellsway from the south side of Hatfield Road and take the short route across Wellsway putting them at risk of an accident, this route is the desire line for pedestrians crossing Wellsway where there is an informal crossing that will be removed in the new road layout.

**RESPONSE**

The junction of Wellsway and Hatfield road west is being built out to provide safer crossing in Hatfield Road for pedestrians. The footway in Wellsway will be built out; this will narrow the carriageway and will provide a narrower crossing location for any pedestrians who decide to cross here.