Balancing Your Needs: A parking strategy for Bath & North East Somerset

Technical Report

Prepared for

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SECTION 1

Executive Summary

This Parking Strategy was commissioned by Bath and North East Somerset Council to provide an effective long term plan for the management of all aspects of parking including:

- Parking Standards for new developments;
- Public off-street parking including Park and Ride;
- Public on-street parking and Residents parking zones;
- Private off-street parking;
- Parking Charges;
- Multi-modal Parking, including Disabled Parking and Coach Parking; and
- Parking management during Major Events.

The strategy covers the whole authority of Bath and North East Somerset Council including Bath, Keynsham, Radstock, Midsomer Norton and Westfield.

The aim of the strategy is to help improve the quality of life of the people of Bath and North East Somerset by establishing a balance between the social, economic, cultural and environmental needs of the whole community. In particular, the Parking Strategy supports the need to reduce the level of intrusion of vehicles into urban centres, reflecting concerns about the impact of traffic congestion on the environment and air quality, as well as the need to protect the historic fabric of the World Heritage Site in Bath**.**

A consultation process was undertaken to inform the strategy and involved interviews with public and private parking operators, surveys to residents associations, parish councils and other organisations active in the authority and targeted letters to certain business groups.

The Strategy has been developed in line with the policies in the Place Making Plan (PMP), Core Strategy and the current and emerging Transport Strategies, which have been established for a number of towns and areas within the authority.

Parking standards, as set out in the Bath and North East Somerset Council's PMP, are a tool to manage future traffic growth in congested areas, provide adequate residential parking to avoid on-street parking issues caused by overspill and to ensure that suitable levels of parking are provided to enable adequate means of access to services in rural areas. The Parking Strategy adopts the standards presented in the PMP, and also provides standards for car club bays, electrical vehicles and motorcycles.

A reduction of prescribed parking standards may be justified in areas with high connectivity and good public transport provision. The 'Bath and North East Somerset Council's Development Accessibility Assessment' provides a tool to assess a site's level of connectivity and proposes a suitable level of reduction from the standards.

The on street parking spaces in Bath and North East Somerset are under high demand, particularly in the centres of Bath and Keynsham. The Parking Strategy includes a hierarchy of kerb space which defines the order of priority for competing demands for on-street parking. The hierarchy prioritises uses which support alternatives to private car trips, maintain accessibility for disabled users and support the operation of businesses.

Within Bath, and to a lesser extent Keynsham, controlled parking zones and residential parking schemes are necessary to manage on street parking demand in the city/town centres whilst securing adequate parking provision for residents. The introduction of Residents Parking Zones and the allocation of permits will continue in accordance with existing guidance aimed at protecting parking space for residents at the expense of commuters. In smaller towns and rural areas, on street parking will be kept under periodic review to ensure that its use is prioritised for those with reduced mobility and short stay shoppers and visitors.

The public off street car parks in Bath and North East Somerset have high occupancy levels, particularly in Bath. Over time, the capacity of long stay off street parking in Bath city centre will be reduced in favour of short stay users, in order to stimulate shopping and support the economic viability of local businesses.

Park and Ride facilities are required to support a reduction in long stay parking in the centre of Bath which will contribute to improving air quality and reducing pressure on the road network within the city centre. Counts and ticketing data show that the patronage of the existing Park and Ride sites serving Bath is continuously growing and this demand is likely to increase with future development of the city centre. The Parking Strategy promotes continued use of the existing sites around Bath as well as consideration of the potential to expand out of town parking provision and a review of the operation of existing sites.

Privately operated car parks contribute significantly to the total parking stock within Bath and North East Somerset. The occupancy of these car parks is generally high, especially in Bath. The continued regulation, charging, enforcement and management of the private car parks will have an impact of the overall travel patterns on the road network. In order to ensure successful implementation of proposed policies, the Parking Strategy promotes maintaining and developing relationships with the private operators, in order to collaboratively achieve the overall goals and visions for Bath and North East Somerset Council.

The pricing strategy is a key mechanism with which to implement a number of the policies within this strategy. There is a need, and justification for, amending long stay parking prices within Bath and Keynsham to manage the level of commuter trips into these congested areas. In contrast, charging for parking in the Somer Valley and rural areas is not proposed in order to maintain and improve the viability of these town centres.

In addition to private car drivers, there are numerous of other transport modes and users in need of adequate parking provision. The Parking Strategy addresses parking for disabled users, cyclists, motorcyclists, car clubs, electric vehicles, coaches, taxi's and delivery/servicing vehicles. The allocation of parking spaces should be designated to ensure that all of these modes have suitable space in relation to their position within the hierarchy of kerb space.

In order to improve the management of parking information and enforcement Bath and North East Somerset Council will seek to investigate the opportunities for implementing a holistic parking technology system. This would consist of a number of components that work together to form a full parking ecosystem, including; payment systems, occupancy detection systems and an efficient data management software. This would enable further expansion and usage of the existing variable message signs, and facilitate the development of a data platform for both parking officers and end-users. All of these technologies would improve the overall management of parking enforcement and increase satisfaction of the user experience.

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The City of Bath as a World Heritage Site is a major tourist attraction all year around, and additionally, a host for various major events. The pressure on parking is increased during these events and generally additional parking provision cannot be provided. The Parking Strategy supports the ambition to reduce the amount of visitors arriving by car and promote sustainable modes. A number of actions are presented to improve the management of parking for major events including the creation of a Joint Events Management Transport Stakeholder Group Framework, development of good practice guidance and developing a Travel Demand Management Strategy for the large major events.

Bath and North East Somerset Council's Parking Strategy includes 31 objectives and 21 action points in order to achieve the aforementioned goals and objectives. A complete list of the objectives and action points can be found in Chapter 12.

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Introduction

1.1 Introduction

This document sets out the Parking Strategy for Bath and North East Somerset Council including the city of Bath, and Keynsham, Radstock, Midsomer Norton and Westfield. The strategy provides an effective long term plan for the management of all aspects of parking including:

- Parking Standards for new developments;
- Public off-street parking;
- Park and Ride;
- Public on-street parking;
- Residents parking zones;
- Private off-street parking;
- Parking Charges;
- Disabled Parking;
- Multi-modal Parking;
- Coach Parking; and
- Major Events.

1.2 Aims and Principles

The Parking Strategy has been developed in line with the policies in the Place Making Plan and the current and emerging Transport Strategies which have been developed for a number of towns and areas within the authority. In particular, the Parking Strategy supports the need to reduce the level of intrusion of vehicles into urban centres, reflecting concerns about the impact of traffic congestion on the environment and air quality, as well as the need to protect the historic fabric of the World Heritage Site in Bath.

It is acknowledged that the aim of maintaining the economic viability of the authority area whilst reducing congestion is unlikely to be successful without provision of suitable alternative modes of transport such as walking, cycling and public transport. Conversely, reducing the traffic levels within the city centre allows more space to be allocated to walking, cycling and public transport networks, enabling improvements to be realised. Policies regarding these modes of transport are not discussed in this strategy, however the opportunities for improvement to these alternatives are considered at length in the Transport Strategies for each area within Bath and North East Somerset Council.

Parking is a key demand management tool with which to influence travel patterns, balance competing demands for road space and manage traffic growth. However, a balanced approach is required to ensure sufficient parking is provided to maintain vibrant and economically viable town centres and to ensure provision meets a sustainable demand across the wider authority area.

The principles of the Parking Strategy are therefore:

- To sustain and enhance the vitality and viability of settlements within Bath and North East Somerset, including the City of Bath, through parking policies which support the prosperity of the city and towns whilst reducing traffic in the most congested areas and improving the air quality;
- To effectively manage the total parking supply, which includes all types of parking, and consider priorities, regulation, charges and enforcement; and
- To manage travel demand in new developments by introducing restraint-based car parking standards, to avoid the over provision of car parking spaces, whilst meeting the needs of essential users.

The Parking Strategy presents 31 Parking Strategy Objectives (PSOs) which sets out Bath and North East Somerset Council's approach to Parking within the authority, and 21 Parking Strategy Actions (PSAs) to achieve these objectives.

1.3 Parking in Bath & North East Somerset

For the purposes of this Parking Strategy, Bath and North East Somerset has been considered in four geographical areas, each with differing characteristics and requirements for parking. These areas are;

- Bath;
- Keynsham;
- The Somer Valley - Midsomer Norton, Radstock, Westfield, Peasedown St John and Paulton; and
- Rural Areas.

Bath is a historical city with a vibrant centre and a population of over 90,000. The city hosts two universities, serves as a regional shopping centre and attracts over 6 million visitors a year. There is a high demand for car parking within Bath for residents, commuters and visitors. As a result, all the kerb space in the central area of Bath is restricted or controlled in some manner, including 20 residents parking zones. There are a number of large off-street car parks in the city centre operated by the Council, as well as private operators, and all off-street parking is charged during the daytime. Bath is served by three Park and Ride services at Odd Down, Newbridge and Lansdown, and all three sites have recently been expanded.

Keynsham is a market town between Bristol and Bath with a population of over 15,000. Despite its proximity to both cities it has a functioning high street and hosts the Bath and North East Somerset Council Offices. Car parking in Keynsham is required to support local businesses, enable commuting to Bath, Bristol and beyond by rail, and to support the local shopping centre. The council operates the majority of off-street parking within the town centre, but there are also car parks provided by supermarkets and the rail station.

The Somer Valley has a combined population of 21,000, centred in Midsomer Norton, Radstock, Westfield, Peasedown St John and Paulton. Midsomer Norton and Radstock provide local shopping centres in the southern part of the authority. Due to the rural nature of this area public transport options are limited and hence car parking is important to provide access to services as well as shops.

The Rural Area covers around 90% of Bath and North East Somerset Council and 47 parishes. The character of the villages and landscape varies but the parking requirements consistently tend towards local rather than strategic issues.

A full inventory of parking provided in Bath and North East Somerset is included in Appendix A.

1.4 Anticipated Growth

The Place Making Plan (PMP), 2016, sets out the growth ambitions for Bath and North East Somerset Council between 2011 and 2029. It is expected that 13,000 new dwellings and 10,300 new jobs will be delivered during this period. The anticipated spatial distribution of dwellings and jobs is shown in Table 1-1.

Table 1-1 – Spatial Distribution of Housing 2011-2029

Area	New Dwellings	New Jobs
Bath	7,020	6,950
Keynsham	2,150	1,600
Somer Valley	2,470	900
Rural Areas	1,120	700
Whitchurch Green Belt	200	-
Total	12,960	10,300

The PMP describes a strategy aimed at placing new development in the most sustainable locations, prioritising the use of brownfield sites, in order to minimise the growth in traffic. However, it is finally delivered, this level of development will increase demand for car parking significantly within Bath and North East Somerset Council and as such has been considered in the development of this strategy.

In addition to the demand from new developments, plans for the Enterprise Area in Bath will affect four existing car parks; Avon Street, Manvers Street, Cattle Market and Saw Close (already closed). This totals 860 spaces, but the PMP sets out a requirement for 500 public car parking spaces to be retained within the development. The need for retention of parking spaces within the Enterprise Area is considered in more detail later in this document.

1.5 Consultation

Consultation of numerous stakeholders was undertaken as part of the development of this Parking Strategy. The following groups have been consulted;

- General Public (online survey December 2015);
- Bath and North East Somerset Council officers;
- Private car parking operators;
- All Parish Councils in Bath and North East Somerset;
- Residents associations including FOBRA;
- Rail Operators;

- Chambers of Commerce;
- The Bath Business Improvement District (BID);
- Federation of Small Businesses (FoSB);
- Bath Tourism PLUS;
- The Roman Baths;
- The Freight Transport Association (FTA);
- The Road Haulage Association (RHA);
- Bath Taxi Drivers Forum;
- Disabled Motoring UK;
- Shopmobility; and
- SUSTRANS

The consultation included physical meetings, telephone interviews, electronical questionnaires and targeted letters. The received responses were analysed and divided into 15 subcategories: On Street; Residential; Off Street; Park and Ride; Major Events; Charging; Enforcement; Disabled; Cycle; Motorcycle; Parking Standards; Coach; Taxi; New Technology and Strategy.

The consultation report provides full details on the consultation process and outcomes, but the main themes throughout were:

- Many of the responding representatives for Residents in Bath experience issues with parking provision, especially in the central areas. Furthermore, many were concerned that the high pressure for on-street parking is causing traffic safety issues;
- Generally, the responses were positive regarding extension of the Park and Ride sites, but many requested a better charging system, longer operating hours and secure overnight parking;
- The responses indicated that the parking management during Major Events could be improved and increased collaboration with private operators was one of the suggested solutions; and
- Some responses requested better provision of blue badge parking spaces, and questioned the current charging scheme in off street spaces.

Full details of the consultation process and responses are provided in CH2M report ‘Parking Strategy Consultation Report’, 2017.

1.6 Benchmarking

To support the development of this strategy a benchmarking process was undertaken, comparing the existing management of parking in Bath and North East Somerset with other similar locations; Lincoln, Wiltshire, Cambridge, Canterbury, Oxford, Winchester and York. The full comparison is provided in BuroHappold’s report ‘Benchmarking and UK Best Practice’, 2017 (Ref: 035958-TN01-00).

1.7 Structure of Report

Following this introduction, the remainder of the report is structured as follows;

- **Section 2: Policy Context** – a review of the relevant local, regional and national policy documents
- **Section 3: Parking Standards** – details the levels of parking provision required by new developments
- **Section 4: Managing On-Street Parking** – considers existing provision and requirements for on-street parking including residential parking zones and controlled parking zones
- **Section 5: Managing Public Off-Street Parking**– considers existing provision and requirements for off-street public parking including park and ride
- **Section 6: Private Non-residential Parking** – details the existing private parking available for public use
- **Section 7: Parking Charges** – considers a strategy for on-street, off-street and park and ride charges
- **Section 8: Multi-modal Parking** – sets out requirements for multi-modal parking including disabled parking, car clubs, electric vehicle charging points, bicycles, motorcycles, coaches, taxis and HGVs
- **Section 9: Information and Enforcement** – details the existing information and enforcement strategies, and the opportunities for improvement through technology
- **Section 10: Major Events** – provides an overview of the existing strategy for Major Events and how this could be improved upon
- **Section 11: Monitoring and Review** – sets out the key steps and time frames for monitoring and reviewing the strategy

SECTION 2

Policy Context

2.1 Introduction and Objectives

The purpose of this chapter is to present the policy context of Bath and North East Somerset Parking Strategy at a national, regional and local level. The Parking Strategy has taken all strategies and policies stated in this chapter into consideration.

2.2 National Legislation and Policy

2.2.1 UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations

The UK has in place legislation passed down from the European Union, to ensure that certain standards of air quality are met. In common with many EU member states, the EU limit value for annual mean nitrogen dioxide is breached in the UK and there are on-going breaches of the nitrogen dioxide limit value in Bath. The UK government is taking steps to remedy this breach in as short a time as possible and has produced a UK Air Quality Plan and a Clean Air Zone Framework, setting out actions required to tackle the exceedances.

Due to forecast air quality exceedances in central Bath, Bath and North East Somerset Council has been directed by the Minister to produce a Clean Air Plan to achieve air quality improvements in the shortest possible time. In line with Government guidance, as part of the Plan Bath and North East Somerset Council is considering a range of options including implementation of a Clean Air Zone (CAZ). Options under consideration include both charging and non-charging measures to bring air quality back in line with EU limit values in the shortest possible time.

2.2.2 Legislation

The Bath and North East Somerset Council Parking Strategy is developed in compliance with the existing policies and legislation in England. These include, but are not restricted to; The Road Traffic Regulation Act (1984), The Traffic Management Act (2004) and The Equality Act (2010). The Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions, published under Section 87 of the Traffic Management Act 2004, states that enforcement authorities should design parking policies with particular regard to:

- Managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists);
- Improving road safety;
- Improving the local environment;
- Improving the quality and accessibility of public transport;
- Meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car; and
- Managing and reconciling the competing demands for kerb space.

2.2.3 National Planning Policy Framework

The National Planning Policy Framework (NPPF), published in 2012, presents the Government's planning policies for England and their expected application. Section 4 of the Framework entitled

Promoting Sustainable Transport refers to parking provision for both new building developments and town centre parking as follows:

> *"39. If setting local parking standards for residential and non-residential development, local planning authorities should take into account:*
> *· the accessibility of the development;*
> *· the type, mix and use of development;*
> *· the availability of and opportunities for public transport;*
> *· local car ownership levels; and*
> *· an overall need to reduce the use of high-emission vehicles.*
>
> *40. Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate."*

In addition to this publication, the government provides the Planning Practice Guidance, an electronically based resource intended to support and simplify the Framework, and make the information more accessible to the public. Parking is addressed on many occasions, including a Specific reference to parking and its role in maintaining the vitality of town centres:

> *"This positive approach should include seeking to improve the quality of parking in town centres (in line with the National Planning Policy Framework) and, where it is necessary to ensure the vitality of town centres, the quantity too. Local authorities should set appropriate parking charges that do not undermine the vitality of town centres and parking enforcement should be proportionate, avoiding unfairly penalising drivers."*

2.3 Local Policy

In addition to the National legislation and policies, this Parking Strategy is written in accordance with the prevailing local policies and strategies.

2.3.1 West of England's Joint Local Transport Plan 3, 2011-2026

In March 2011 the West of England Partnership, consisting of the councils of Bath & North East Somerset, Bristol City, North Somerset and South Gloucestershire, published the Joint Local Transport Plan 3 (JLTP3), 2011-2026. Five key goals are identified in the document, namely:

- " Reduce carbon emissions;
- Support economic growth;
- Promote accessibility;
- Contribute to better safety, security and health;
- Improve quality of life and a healthy natural environment."

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The Joint Local Transport Plan 3 also includes a vision for parking:

> *"Our vision is for a network of safe, convenient and accessible parking facilities, provided and managed as part of an integrated transport system. Our aim is to support the local economy, protect the environment, regenerate city and town centres and reduce congestion and traffic growth."*

The JLTP3 Parking Supplementary Document presents twenty-two strategies for parking that the councils will strive to achieve during the fifteen year period 2011 to 2026;

'P1 Continue to review all on and off-street parking provision to best meet local circumstances.

P2 All day parking will be controlled in a way to discourage users who could transfer to lower carbon travel choices such as the bus or Park and Ride.

P3 Parking controls, including charges, will be structured to reflect local needs and support short stay retail, leisure and business trips to the central areas.

P4 The proportion of off-street parking available for short term business and shopping purposes will be increased.

P5 Parking provision in district centres, market towns and rural areas will be assessed according to local circumstance.

P6 Consider the introduction or expansion of variable message signing to guide users directly to the most appropriate car park.

P7 Expand existing Park and Ride sites and investigate and develop new sites in strategic locations where appropriate.

P8 City centre parking charges will be consistent to ensure that Park and Ride maintains a competitive advantage.

P9 Work with partners to develop opportunities to open park and share sites.

P10 Civil Parking Enforcement (CPE) will continue throughout the Bristol City, Bath and North East Somerset and South Gloucestershire Councils' areas.

P11 Develop joint approaches to parking enforcement along major public transport corridors to ensure best use of resources and maximum benefits.

P12 In council areas that have adopted CPE investigate the potential for introducing or expanding residents parking schemes in consultation with local residents and businesses in areas which suffer badly from the effects of on-street commuter parking.

P13 Work closely with private sector providers of public parking to ensure consistency in the management, supply and best use of their spaces.

P14 Work with businesses to promote the continued use of workplace travel plans to provide alternatives to the car and make more efficient use of parking spaces.

P15 Review coach setting down and parking arrangements and the use of transport interchanges and seek to improve parking provision as and when need or opportunities occur.

P16 Review unloading arrangements and delivery times, opportunities for the development of additional rest areas for HGV drivers and lorry parking through the Network Management and Freight Supplementary Documents.

P17 Increase provision for cyclists through the Cycling Supplementary Document.

P18 Ensure development proposals and Travel Plans include appropriate provision for powered two wheelers.

P19 Work with the police to improve provision of safe and secure powered twowheeler parking facilities.

P20 The needs of disabled people will be incorporated throughout the management and supply of parking.

P21 Ensure car park design and security meets the Park Mark® safer parking scheme requirements for off-street car parks.

P22 Local parking standards will be set by each council through their Local Plans. They will reflect the priorities of the JLTP3 and the National Planning Policy Framework and take account of local circumstances.

2.3.2 Core Strategy for Bath and North East Somerset Council

The Core Strategy for the Council was adopted in July 2014, and constitutes the first part of the updated Local Plan. The document lays out the strategic planning framework to guide change and development in the Authority. This need for an updated Parking Strategy is mentioned in chapter 2.45, as well as general goals it should achieve:

> *"To complement these public transport and cycling/walking improvements the Council will update its Parking Strategy for Bath which will broadly maintain central area car parking at existing levels in the short term and continue to prioritise management of that parking for short and medium stay users. This is necessary in order to discourage car use for commuting and provide sufficient parking to help maintain the vitality and viability of the city centre as a shopping and visitor destination. It will also result in a relative reduction in the amount of central area parking that is available as the economy grows, jobs are created and demand increases."*

The Core Strategy replaces the 2007 Local Plan with the exception of some specific policies which are retained including some of the policies addressing parking, namely Policy T.18 (provision of public parking), T.19 (on-street parking control), T.20 (Development parking), T.22 (Park and Ride) and T.26 (On-site parking and servicing provision). More details of these policies are provided in the relevant sections of this strategy.

2.3.3 Placemaking Plan

The second part of the Local plan is the Placemaking Plan (PMP), submitted 2016. This document complements the Core Strategy and covers detailed development management and design principles for allocated sites within the Authority. Moreover, it entails a range of policies for the management and protection of valued assets throughout Bath and North East Somerset. The document focuses on each of the Authority's local areas separately. The content of the Placemaking Plan is briefly described below, more detailed descriptions of relevant policies are presented in each of the related sections.

2.3.3.1 Bath

For Bath, the PMP states that it is vital to reduce the impact of vehicles, as it is a unique UNESCO World Heritage city. Achieving this successfully will require a combination of measures, including a parking strategy, continued expansion of the existing Park and Ride sites and finding a new solution for coach parking.

2.3.3.2 Keynsham

The chapter of the PMP addressing Keynsham notes that one of the main reasons for local residents not visiting the town centre was difficulty in parking. Additionally, limited car parking capacity in the town centre is presented as one of the risks with the current spatial strategy. Policy KE1 sets out the spatial strategy for Keynsham and recognises the need to implement a Parking Strategy for the town.

2.3.3.3 Somer Valley

The PMP chapter for Somer Valley states that the accessible parking in Midsomer Norton Town Centre is an asset, but that the dominance of parking in the street scene could hinder a successful implementation of the spatial strategy. Making improvements in car parking provision that could be used for both the Town Park and the High Street would help to reinforce this area as an accessible town centre arrival point. Together with improved pedestrian connections this could stimulate greater movement to and from the High Street and make more use of the park and leisure facilities.

2.3.3.4 Air Quality Action Plans

In 2011 the Council, in fulfilment of the legal requirement of part IV of the Environment Act 1995, reviewed the Air Quality Action Plan for Bath. The plan presents actions for reducing emissions of nitrogen oxides and improving air quality within the city centre. There are two actions related to parking, which focus on delivering the Bath Transport Package and promoting us of electric vehicle charging points.

Air Quality Action plans should be reviewed and renewed at least every 5 years and the plan for Bath is again under review with a revised plan expected to be published in 2017. The updated action plan will be in line with '*UK plan for tackling roadside nitrogen dioxide concentrations'* published by Department for Transport and Department for Environment Food & Rural Affairs in July 2017.

The Air Quality Action Plan for Keynsham and Saltford was published in 2016. It focuses on encouraging low emission means of transport. Parking is mentioned in the following three actions:

- Action 4: Influence Planning Policy to support the increase of Electric Vehicle Charge for each new property
  This measure entails influencing planning policy with a view to ensuring that there is a separate electric spur provided for the provision of charging points at new properties where there is off-street or adjacent on-street parking
- Action 8: Influence Planning policy to encourage the provision of cycle parking for each new property
  This measure seeks to ensure that residents of all new properties have somewhere safe and convenient to store their bicycles in order that cycling is a viable and attractive means of transport.
- Action 19: Advocate Increased Rail Service via Metro West
  Improved access provision to the station
  i. *Improved and more secure cycle parking facilities;*
  ii. *An increase in capacity in the over-flow car park;*

2.3.4 Transport Strategies

Transport strategies have been developed for Bath, Keynsham, Somer Valley and Chew Valley. These address the current and future year transport and parking situation in each area. The transport strategies for Somer Valley and Chew Valley are drafts and the final versions are yet to be adopted.

2.3.4.1 Bath

The vision stated in Getting Around Bath Transport Strategy is:

> *"Bath will enhance its unique status by adopting measures that promote sustainable transport and reduce the intrusion of vehicles, particularly in the historic core. This will enable more economic activity and growth, while enhancing its special character and environment and improving the quality of life for local people".*

Getting Around Bath also includes policies and actions relating to parking, namely:

- Policy GABP1 – supporting trips made by means other than car, particularly walking and cycling
- Action GABA11 – continue to support car clubs and other measures to encourage alternatives to car use
- Policy GABP7 – continue the policy of reducing central public parking and expanding long stay parking at Park and Ride sites
- Policy GABP8 – establish need for increased P&R capacity
- Policy GABP13 – need to establish permanent sites for coach park and drop off area in the city centre
- Policy GABP14 – consider freight fully & promote consolidation

2.3.4.2 Keynsham

The Getting Around Keynsham, Transport Strategy put strong emphasis on encouraging sustainable means of transport and the vision is:

> *"To minimise the negative effects of traffic congestion in and around Keynsham and ensuring it retains its independence and its separate identity within an attractive rural setting by becoming a more sustainable, desirable and well-connected place in which to live and work"*

To realise the vision, the document displays a number of key actions, of which one refers to parking:

> *Key Action: the Strategy recognises the importance of maintaining the supply of off-street parking within the Town. The overall current supply would appear to be sufficient to meet demands at the moment but this will be kept under review. In addition an investigation will be made of those residential roads where double parking is creating an issue."*

2.3.4.3 Somer Valley

The draft transport strategy for Somer Valley, presents the vision:

> *"To ensure that road access to the Somer Valley is as safe as possible for all road users; that the transport services available to residents address their needs as far as possible and that people are appropriately connected to work and other facilities."*

The document discusses two key actions related to Parking:

- Ensure that any new developments in Midsomer Norton, (including on South Road car park) provide sufficient parking to cater for the additional demand due to the developments. In Radstock, monitor the impact of introducing limited lengths of stay in Church Street and Waterloo Road car parks on nearby on-street parking. Consider, long term options for parking should there be any changes in parking provided by private retailers, notably the Co-op; and
- Provide a new southern access to the Odd Down Park and Ride site off the A367 to make it more attractive to users and reduce queuing for all northbound traffic

2.3.4.4 Chew Valley

Chew Valley is a rural part of the Authority for which the draft Transport Strategy vision is stated as:

> *"To ensure that road access to the Chew Valley is as safe as possible, that the transport services available to residents are reliable and address the needs of a largely rural community as far as possible and that people are appropriately connected to work and other facilities."*

The transport strategy also include policies that have been developed within the Neighbourhood Plan:

- Policy BF5 – The Chew Valley Neighbourhood Plan will support any application that provides enhanced parking facilities for the village of Chew Magna, subject to it not interfering with any existing ecological function on or near the site; and
- Policy SSRT02: Parking – Provision of additional parking spaces in the area of the junction of the A368 and Sutton Hill Road.

Moreover, the strategy address parking issues, especially in Chew Magna, and presents two key actions to improve the situation:

- Create suitable gaps in on-street parking for passing places; and
- Consider further off-street parking if land is available

2.4 Devolution

It is anticipated that future parking policies of a devolved authority with Bristol City Council and South Gloucestershire Council will be defined in collaboration with North Somerset Council and set out in overarching policies in the Joint Spatial Plan (JSP). This is not expected to significantly alter the parking management policies of each authority but may result in an overarching joint policy document between the three authorities.

Parking standards

3.1 Introduction and Objectives

The NPPF allows local authorities to decide whether there is a need for parking standards with the following advice;

'If setting local parking standards for residential and non-residential development, local planning authorities should take into account;

- The accessibility of the development
- The type, mix and use of development
- The availability of and opportunities for public transport
- Local car ownership levels; and
- An overall need to reduce the use of high emission vehicles.'

The Department for Communities and Local Government (DCLG) published a statement on 26 March 2015, to be read alongside the NPPF, which states that:

"Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network."

Within Bath and North East Somerset Council, a policy of restricting parking at residential developments is required in some areas to promote less reliance on car use and to encourage the use of more sustainable methods of travel. In the city of Bath, the existing problems with air quality, congestion and overspill parking from residential areas require that maximum parking standards be applied within the city. In recognition of the space restraints within the centre of Bath which are not so evident elsewhere, the city has been divided into a Bath City Centre Zone and Bath Outer Zone. Outside of Bath these issues are more limited but access to alternative modes is greatly reduced and parking is therefore required to provide access to services.

The objectives of the parking standards are to:

- Manage future traffic growth in congested areas by restraining the parking provided at new developments;
- Provide adequate residential parking to avoid on-street parking issues caused by overspill; and
- Ensure suitable levels of parking are provided to enable adequate means of access to services in rural areas.

SECTION 3

3.2 Car Parking Standards

3.2.1 Overview

The revised parking standards in the PMP introduce two parking zones in Bath, the Bath City Centre Zone and the Bath Outer Zone. The boundaries of each of these zones can be seen in Figure 3-1 below, with the City Centre Zone following the line of the city centre defined in the Core Strategy. The remainder of Bath and North East Somerset Council, outside of the Bath zones, is grouped into a single area.

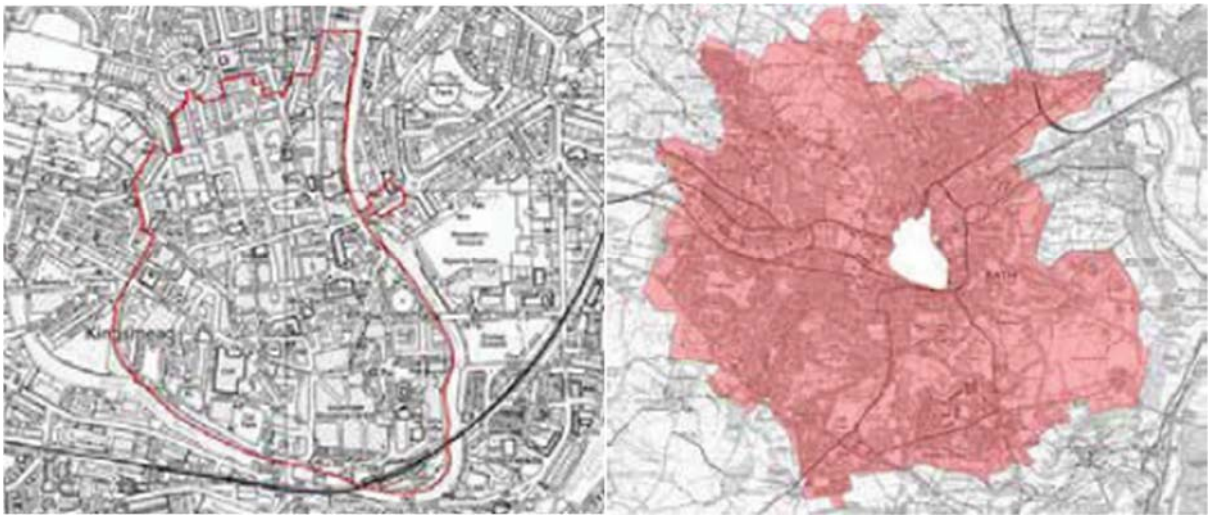

Figure 3-1 Bath City Centre (left) and Bath Outer zone (right)

The Schedule of parking standards as set out in Part 1 of the PMP is provided in **Appendix B**.

3.2.2 Residential Parking Standards

For all residential development in the City Centre Zone the parking standard set out in the PMP is a maximum of 0.5 spaces per dwelling. This is justified since any development located in this zone is in the most accessible location within the Council area and is within a reasonable walking distance of key services and facilities. The development will therefore benefit from a range of travel options. All significant residential developments that consist of 10 or more dwellings in the City Centre Zone will require a parking assessment.

Inside the Bath Outer Zone minimum parking standards apply for residential parking. By changing the car parking standard from a maximum to a minimum, the parking standard seeks to ensure that an appropriate level of off-street parking is provided in the (home) location where vehicles owned would normally be parked, irrespective of use for a particular journey. This will ensure that on-street parking on adjacent residential streets is minimised, and so the interference to the necessary free flow of access traffic including larger vehicles associated with emergencies and regular refuse collection.

For the remainder of Bath and North East Somerset, minimum parking standards will be applied to residential development dependent on the number of bedrooms, similar to the Outer Zone of Bath. Minimum parking standards for residential development allows more flexibility than maximum standards as the Council will still be able to negotiate or accept higher levels if considered necessary. Furthermore, as discussed later, the developer will have to make an accessibility case for any proposed reduction in parking below the minimum level set. At present, Policy T.26 in the current Local Plan (2007) allows a reduction from the maximum standard as the developer sees fit.

3.2.3 Non-residential Parking Standards

In Bath City Centre, the B1 use class has the parking standard of 1 space per 400 square metres. For all other non-residential development uses, the parking standard will be zero provision within the City Centre Zone, with the exception of operational requirements such as servicing, maintenance or loading, and some provision of accessible parking specifically for Blue Badge Holders.

The non-residential parking standards for the Bath Outer Zone are defined as maximum standards dependent on land use class. It is widely acknowledged that restricting parking at the destination is an effective measure to reduce traffic growth and congestion. The local authorities can, by using their development control powers, limit the amount of parking associated with new business premises in order to reduce traffic growth within the city.

For non-residential developments outside the City of Bath, parking requirements will be determined on an individual basis (i.e. case by case). The principle reflects the view that the Council is best placed to take account of local circumstances, and is able to make the right decisions for the benefit of its communities, as opposed to these being dictated through national guidance and policy.

3.2.4 Disabled Parking

Disabled parking is essential in new developments as cars are often the only feasible means of transport for disabled people. The PMP sets out standards for disabled people by land use in Clause 667, which conform with guidance provided in the Department for Transport's Traffic Advisory Leaflet 05/95 'Parking for Disabled People'.

Employment land uses with less than 200 car parking spaces should provide one space per disabled employee plus 2 spaces or 5% of the total capacity, whichever is greater. Employment land uses with more than 200 spaces should provide 2% of the car park capacity plus 6 spaces.

Shopping, leisure, recreation and all other land uses requiring public access with less than 200 car parking spaces should provide 6% of the capacity or 3 spaces, whichever is greater. Those with more than 200 car parking spaces should provide 4% of capacity plus 4 spaces.

All developments should provide a minimum of 1 space and all disabled car parking spaces should be clearly identified for blue badge holders and located within easy access of the building they serve.

3.2.5 Cycle Parking

The standards for cycle parking set out in the PMP and presented in Appendix B are described either as "stands" or "spaces". One stand refers to a Sheffield Type Stand, which equates to two spaces.

For residential developments, the minimum standard is 2 secure covered spaces per dwelling. In order to prevent anti-social behaviour, shared cycle parking facilities should be covered, well lit, safe, secure and convenient. Formal cycle parking for flats should ideally be provided within the building.

Cycle parking standards for non-residential uses are dependent on the land use type but should be incorporated into the design of all developments. The standards are set out in Appendix B.

3.2.6 Car Club

The GAB Transport Strategy sets out actions to improve air quality within Bath including continuing to support car clubs in order to reduce traffic impacts and emissions within the city centre. The Air Quality Action Plan for Bath further demonstrates the importance of Car Clubs, with estimates that "*each city car can remove the need for between five and eight privately owned vehicles. This helps reduce congestion and pressure on parking places in urban areas.*"

The importance of car clubs, and their role in reducing congestion, is reflected in the hierarchy of road space set out in next chapter. The Council will continue to prioritise road space for the provision of car club bays and to encourage large developments to provide/contribute to the provision of allocated spaces. The accessibility assessment presented in section 3.3 includes points for proximity to a car club space and as such enables developments to provide a lower level of parking provision if they offer car clubs as an alternative mode.

Objective PSO 1 Encourage and facilitate the provision of car club bays within new developments to reduce car ownership and pressures on residential parking within Bath.

3.2.7 Electric Vehicle Charging Points

The PMP does not include a standard for the provision of electric charging, and this is common in other similar authorities within England. However, the Bath Air Quality Action Plan (2016) and the Keynsham and Saltford Air Quality Action Plan (2016) both proposed that developments should be required to provide charging points in accordance with the following standards;

- Residential developments of more than 10 properties should provide a charging point within each property with dedicated parking, or 1 charge point per 10 car parking spaces for those with shared parking.
- Commercial developments should provide charging points in 5% of the car parking spaces provided.

The standard set out in this Strategy, in PSO 2 overleaf, requires a higher level of provision than the Air Quality Action Plans. This standard is aimed at increasing the uptake of electric vehicles within the authority to minimise the impact of vehicles on air pollution. To avoid placing onerous requirements on developers which may limit the viability of their sites, the proposed standards are divided into active and passive provision. Passive provision requires the enabling works to be undertaken, including ensuring sufficient capacity in the connections and providing cabling to the parking spaces. The activation of passive spaces can then be undertaken as demand materialises, ensuring that the most recent technology is installed when it is required for use. The proposed standards are at the same level as those set out by the Greater London Authority in the 2016 London Plan, Policy 6.13d. These are minimum provisions and developers will be expected to strive to deliver more than this provision.

Objective PSO 2 Developments within Bath and North East Somerset Council should provide electric vehicle charging points in accordance with the following standards;

- Residential developments with shared car parks – active provision for 20% spaces and passive provision for 20% spaces
- Residential developments with individual parking – passive provision within each property
- Commercial developments – active provision in 5% car parking spaces

3.2.8 Motorcycle Parking

The PMP does not include specific standards for motorcycle parking. However, Policy 18 of the JLTP includes a strategy *to 'Ensure development proposals and Travel Plans include appropriate provision for powered two wheelers'*. The provision of additional motorcycle parking, with the aim of encouraging motorcycle use, would support the delivery of the parking strategy objectives. To determine an appropriate standard for the provision of motorcycle parking in new developments the policies of a number of comparable authorities was undertaken. A summary of this analysis is provided in Table 3-1

Table 3-1: Summary of motorcycle Parking Standards in comparable Authorities

Authority	**Motorcycle Parking Standard**
Lincoln	None
Wiltshire	5% of car parking spaces
Cambridge	None
Canterbury	5% of car parking spaces
Oxford	Offices: 1 space per 400sqm up to 2,000sqm, and 1 space per 1,000sqm thereafter All other uses: 1 space per 1000sqm
Winchester	None
York	None

The parking standards for Bath and North East Somerset Council are such that developments within the centre of Bath are required to provide a significantly lower level of parking provision than the outer zone and outside of Bath. As such, a motorcycle parking standard in the form of a percentage of car parking spaces applied to all developments will require a greater level of motorcycle provision outside of central Bath than within it. Increasing the use of motorcycles rather than cars is of most benefit within Bath and particularly in the central zone where space is at a premium and congestion is severe. It is therefore proposed that developments within the Bath City Centre Zone with shared/communal parking facilities be required to provide 5% of the total car parking spaces as additional motorcycle parking spaces, and similar in all other areas but with a reduced rate of 2%.

Objective PSO 3 Developments within Bath and North East Somerset Council with shared parking facilities should provide motorcycle parking spaces in accordance with the following standards;

- Bath City Centre Zone – 5% of car parking spaces
- All other areas of Bath and North East Somerset Council – 2% of car parking spaces

The motorcycle spaces should be provided in addition to the number of car parking spaces required to meet the standard.

3.2.9 Assessment of Parking Standards

The revised parking standards in Bath generally reduce the level of parking permitted within new developments to discourage car travel, particularly to the city centre. The justification for this was set out in detail in 'Transport Evidence Explanatory Note 1', April 2016 prepared for the PMP Examination in Public. This presented vehicle trip generation forecasts for the planned EA development in three different scenarios; without any parking constraints (using TRICS trip rates), using the previous parking standards to constrain trips, and using the revised parking standards to constrain trips. The forecast traffic growth in each scenario is presented in Table 3-2 to Table 3-4.

Table 3-2 Predicted traffic growth with respect to Unconstrained Parking

Time Period	Existing vehicle trips	EA Unconstrained vehicle trips	Total network trips	% increase
AM 0700-1000	29,629	4,157	33,786	14.0%
PM 1500-1900	42,514	5,403	47,917	12.7%

Table 3-3 Predicted traffic growth with respect to Previous Parking Standards

Time Period	Existing vehicle trips	EA Local Plan 2007 parking standards	Total network trips	% increase
AM 0700-1000	29,629	3,917	33,546	13.2%
PM 1500-1900	42,514	4,993	47,507	11.7%

Table 3-4 Predicted traffic growth with respect to Current Parking Standards

Time Period	Existing vehicle trips	EA PMP parking standards	Total network trips	% increase
AM 0700-1000	29,629	1,143	30,772	3.9%
PM 1500-1900	42,514	2,152	44,666	5.1%

Without any parking constraints, the predicted traffic growth is well in excess of the 3-4% that is considered to be the limit for a satisfactorily functioning network within Bath city centre. Applying the previous parking standards from the 2007 Local Plan would produce a small reduction in traffic generation, but growth was still expected to be around 13.2% in the AM peak and 11.7% in the PM peak. The revised parking standards are predicted to reduce the traffic generation related to new development down to 3.9% in the AM peak and 5.1% in the PM peak. In addition, the Transport Evidence Explanatory Note estimates that there will be a shortfall of approximately 2,500 parking spaces within the city centre for the planned commercial development, and therefore an equivalent number of drivers will need to find an alternative method of travel to work. This will be achieved through the application of the Bath Transport Strategy which will introduce a package of measures to improve access into Bath by other modes to mitigate this unmet demand.

The results of this assessment indicate that the PMP's Parking Standards for Bath can act as an effective restraint on vehicle trips, but that a successful implementation will depend on efficient and reliable alternatives to car travel and parking in Bath city centre.

Objective PSO 4

New developments within Bath and North East Somerset Council should provide adequate vehicle parking provision to meet the standards set out in the Place Making Plan.

- Where 'Maximum Standards' are quoted the on-site parking provision should not exceed this level without prior agreement and justification. Proposed parking provision below the maximum allowed shall still be supported by an adequate assessment to demonstrate adequacy;
- Where site parking is to be 'Assessed on Merit', the developer shall provide a predicted parking accumulation assessment based on expected traffic generation (TRICS or similar). The Accessibility Assessment (Objective PSO5) may be used to consider a reduction; and
- Where 'Minimum Standards' are quoted the on-site parking provision must meet this level subject to the developer completing an Accessibility Assessment (Objective PSO5) and a level of reduction agreed based on this.

3.3 Reductions for Accessible Sites

In order to reflect local circumstances, the prescribed parking standards need to be considered in a sensitive and flexible way. In order to encourage the use of public transport, a reduction of parking provision in areas with high connectivity may be justified. The acceptability of potential departures from the prescribed residential and non-residential parking standards will be determined by an assessment of the site accessibility, further presented in **Appendix C**.

The presented approach will provide a tool for developers to assess their site in terms of accessibility to non-car modes of transport. Residential and Commercial properties are assessed separately to reflect the differing requirements for sustainable travel of each. Where Supplementary Planning Guidance defines a reduced parking standard for a particular area that takes precedent over the parking standards set out in this document, the accessibility reduction will not apply.

The questionnaire provided in Appendix C is designed to be completed by the promotors of a development as part of their Transport Assessment/Statement. It will provide the development with a score of the accessibility level of the site to non-car modes, including any improvements proposed as part of the application. The score will enable the site to be assessed as having low, low-moderate, moderate, high or very high local accessibility which can then be translated into a discount from the prescribed parking standard, as presented in Table 3-5 and Table 3-6 for residential and commercial developments respectively.

Table 3-5 Accessibility reduction for Residential Properties

Accessibility Rating	Points from Questionnaire	% secondary discount
Low	0-24	0%
Low-Moderate	25-34	0 to 10 %
Moderate	35-47	10 to 25%
High	48-58	25 to 50 %
Very high	59-69	50%+

Table 3-6 Accessibility reduction for Commercial Properties

Accessibility Rating	Points from Questionnaire	% secondary discount
Low	0-17	0%
Low-Moderate	18-25	0 to 10 %
Moderate	26-35	10 to 25%
High	36-42	25 to 50 %
Very high	43-51	50%+

A highly accessible site is located within favourable proximity to public transport nodes, local services and also has a physical layout that is sympathetic to pedestrians and cyclists. The highest acceptable distances for walking and cycling to facilities are set to 1000 metres and 2500 metres respectively, which are considered suitable for an average person to access everyday facilities. For access to a railway station the limit is set to 1500 metres. This is based on the assumption that the willingness to walk to a railway station is higher than to a bus stop, since the train is considered a higher quality mode of travel that generally is faster and more suitable for longer distance travel.

The accessibility assessment checklists are intended as a tool to support Bath and North East Somerset Council planning officers and developers in determining appropriate levels of parking provision. Furthermore, the accessibility assessment is an evolving document that will be altered as appropriate.

Objective PSO 5 The accessibility of new developments should be assessed using the 'Bath and North East Somerset Council's Development Accessibility Assessment'. The resulting score will inform the maximum reduction in parking provision that will be considered suitable by Bath and North East Somerset Council Planning Officers. The final level of parking to be provided remains subject to the judgement of the Council.

Managing On Street Parking

4.1 Introduction and Objectives

The opportunities and issues related to on street parking vary throughout Bath and North East Somerset with pressure on kerb space dependent on the characteristics of the surrounding area. On-street space is used for public transport, taxis, disabled spaces, car club bays, short/long stay general parking, permit parking (in particular residential) and deliveries to various extents across the authority.

Within Bath and Keynsham residential streets are often subject to extensive parking by non-residential users, such as shoppers and commuters. In order to ensure parking provision for residents in central areas, the introduction of parking permits may be required, and have been in a number of areas already. As stated in the Guidance to the Introduction of Residents Parking Schemes (GIPRS), published by Bath and North East Somerset Council (2014), the aim of a residential parking schemes is to give parking priority to residents over commuters and visitors. This vision is in line with policy T19 in Bath and North East Somerset Council Core Strategy and policy P12 in the JLTP3 that encourage the expansion of residential parking schemes in areas that suffer badly from the effects of on-street commuter parking.

The objectives relating to on-street parking are;

- To manage the allocation of on-street parking space based on an assessment of priorities; and
- Ensure that RPZs are providing an efficient means of managing parking in residential areas and are effectively discouraging commuter parking.

4.2 Hierarchy of Kerb Space

Regardless of the demand for kerb space, the council's overarching objective regarding on-street parking is to ensure that the highway is able to operate for its primary purpose; the safe movement of vehicles. In locations where the use of the highway for on-street parking is deemed safe, the on street parking provision will generally be prioritised within the following Hierarchy of Kerb Space:

1. Bus Stop
2. Taxis
3. Blue Badge Parking
4. Deliveries
5. Motorcycle and cycle parking
6. Car Clubs
7. Residents' Parking
8. Short stay Parking
9. Long stay parking

This hierarchy prioritises sustainable modes of travel, whilst maintaining sufficient access to facilities for those with limited mobility and supporting the operation of businesses. In general, the items near the top of the hierarchy have a low volume and high turnover, whereas the lower part of the hierarchy represents parking that generally has a high volume and low turnover. Within Bath, where on-street parking pressures at their highest within the Authority, this hierarchy is supported by Policy T19 in the Core Strategy, which states that:

'The Council will maintain and extend on-street parking control within and close to the centre of Bath, in order:

i. to discourage travel by private car to the central area, particularly for journeys to work;

ii. to protect the appearance of the historic city; and

iii. to ensure that the parking requirements of residents can be met close to their home.'

The reduction of long stay car parking in favour of short stay parking is further supported by the Core Strategy, chapter 2.45, which outlines the Council's view on parking provision in the central area as follows:

"{..} the Council will update its Parking Strategy for Bath which will broadly maintain central area car parking at existing levels in the short term and continue to prioritise management of that parking for short and medium stay users. This is necessary in order to discourage car use for commuting and provide sufficient parking to help maintain the vitality and viability of the city centre as a shopping and visitor destination. It will also result in a relative reduction in the amount of central area parking that is available as the economy grows, jobs are created and demand increases."

Objective PSO 6 Where it is deemed safe, on-street parking will be allocated using a balanced approach to meet the demands in accordance with the Hierarchy of Kerb Space. Parking restrictions will be introduced, or parking prevented altogether, in order to reduce traffic and to maintain free flow of the highway network. .

4.3 Bath

4.3.1 Controlled Parking Zones

The majority of the on street parking spaces in Bath are time restricted to enhance turnover of the spaces and provide parking for short stay visitors to the city centre. There are a variety of charged and time limited spaces. As physical space in the centre of Bath is very limited, some streets have dual usage, allowing both short stay visitors and permit holders. For less central, primarily residential areas, many on street spaces are for permit holders only. The controlled parking zones stretch over a larger area and cover more streets than the Residential Parking Zones (RPZs). The locations of on-street spaces where charges apply are provided in Table 4-1 along with the time restrictions and charges that apply.

SECTION 4

Table 4-1 On Street Parking and Charges in Bath

Location	30 mins	1 hr	2 hrs	3 hrs	4 hrs	4 to 6 hrs	6 to 10 hrs
Alfred Street	£1.60	£3.10	£4.30				
Avon Street	£1.50	£2.90					
Bennett Street	£1.60	£3.10	£4.30				
Brock Street	£1.60	£3.10	£4.30	£5.50			
Caroline Place	£1.30	£2.40	£3.10	£3.70			
Catherine Place	£1.30	£2.40	£3.10				
Chapel Row	£1.50	£2.90					
Corn Street	£1.50	£2.90					
Gay Street	£1.60	£3.10	£4.30	£5.50			
Gloucester Road	£1.30	£2.40	£3.10	£3.70			
Grand Parade	£1.50	£2.90					
Great Pulteney St	£1.30	£2.40	£3.10	£3.70			
Green Park	£1.30	£2.40	£3.10	£3.70			
Grove Street	£1.30	£2.40	£3.10	£3.70			
Guinea Lane	£1.30	£2.40	£3.10	£3.70			
Henrietta Road			£2.50		£4.90		
Henrietta Street	£1.30	£2.40	£3.10	£3.70			
Henry Street	£1.50	£2.90					
James Street West	£1.50	£2.90					
Julian Road	£1.50	£2.90					
Kingsmead	£1.30	£2.40	£3.10	£3.70			
Lansdown Road	£1.30	£2.40	£3.10	£3.70			
Laura Place	£1.80	£3.40	£5.00				
Marlborough Lane					£4.90	£6.20	£9.50
Milk Street	£1.50	£2.90					
Milsom Street	£1.80	£3.40					
Monmouth Place	£1.50	£2.90					
Monmouth Street	£1.50	£2.90					
Old King Street	£1.60	£3.10					
Pulteney Road	£1.30	£2.40	£3.10	£3.70			
Queens Parade	£1.60	£3.10	£4.30				
Queens Square	£1.60	£3.10					
Railway Place	£1.50	£2.90					
Rivers Street	£1.30	£2.40	£3.10	£3.70			
Rivers Street Mews	£1.30	£2.40	£3.10	£3.70			
Royal Avenue			£3.00		£5.50		
Royal Crescent	£1.30	£2.40	£3.10	£3.70			
Royal Victoria Park		**FREE**	£1.00	£3.00	£4.00		
Russell Street	£1.60	£3.10	£4.30				
Somerset Place	£1.50	£2.90					
South Parade	£1.50	£2.90					
St James Parade	£1.50	£2.90					
Trim Street	£1.50	£2.90					
Upper Church St	£1.30	£2.40	£3.10				
Walcot Street	£1.60	£3.10	£4.30				
West Gate Bldgs	£1.50	£2.90					
William Street	£1.30	£2.40	£3.10	£3.70			
Wood Street	£1.50	£2.90					

In accordance with the overall strategy objectives, a reduction in on-street long stay parking within the central area of Bath is supported in order to allocate a greater proportion of spaces to disabled users, short-stay visitors and residents. This is essential in order to maintain the economic vitality of the city centre, and to support the use of central car parking by shoppers and visitors.

Objective PSO 7 Within the centre of Bath priority for on-street parking will be given to disabled users, then residents parking zones and then short stay parking (maximum 2 hours) at the expense of long stay parking.

4.3.2 Residential On Street Parking Permits

Existing Situation

Residential streets are often subjected to extensive parking by non-residential users, such as shoppers and commuters. In order to manage on street parking in Bath, the Council has introduced 20 residential parking zones, presented in Figure 4-1.

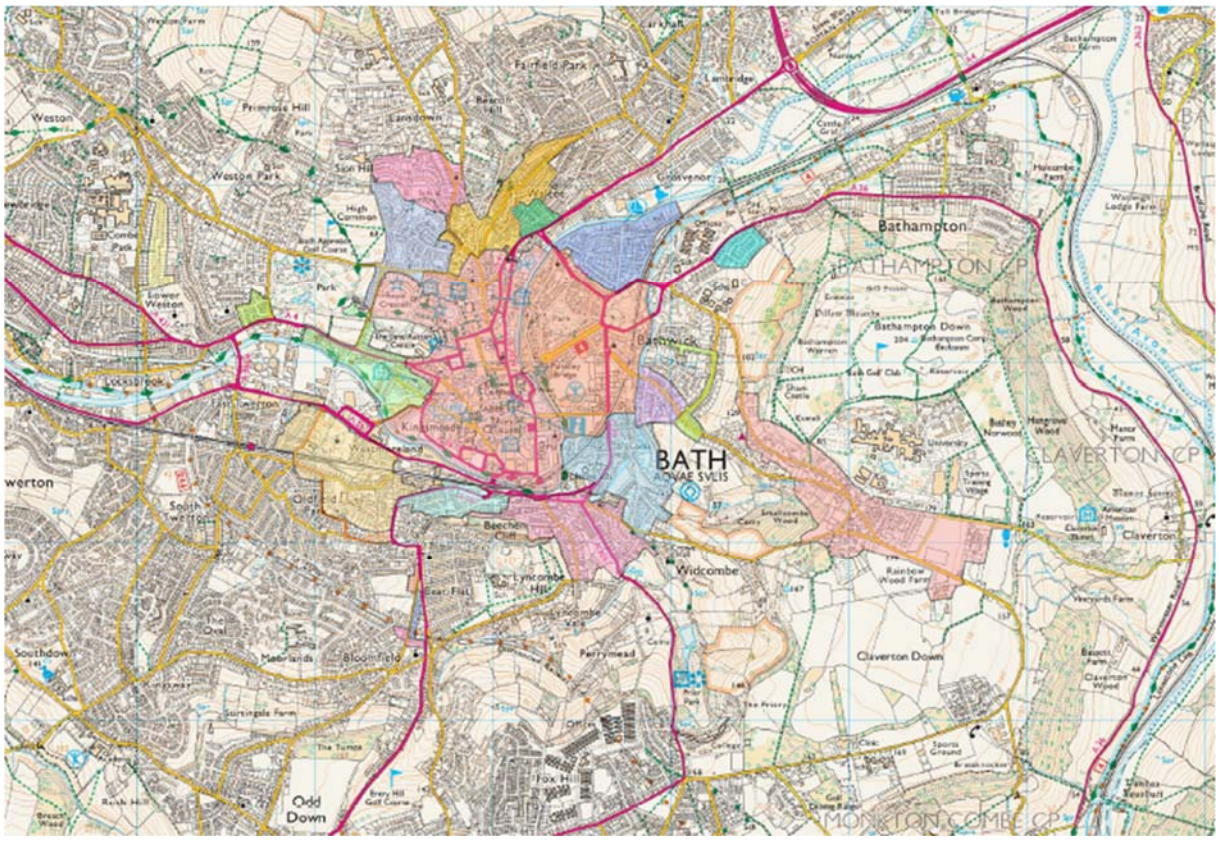

Figure 4-1: Residents Parking Zones in Bath

Within the Central zone residents can purchase at most one residents permit and are not entitled to buy visitor permits, and can park in any on-street residential parking bays, or any on-street pay and display bays. In all other zones permit holders are restricted to residential parking bays only and residents are able to buy 2 permits per residence and 100 visitor day permits or permits of 1000 hours through virtual permits.

Figure 4-2 displays the number of parking spaces in each zone, estimated as 1 parking space per 5 metres of kerb, alongside the number of issued residential parking permits. The data shows that in some zones, there are more issued permits than available spaces. In particular, the central zone has a shortfall of nearly 300 spaces, when only considering residential permit demand.

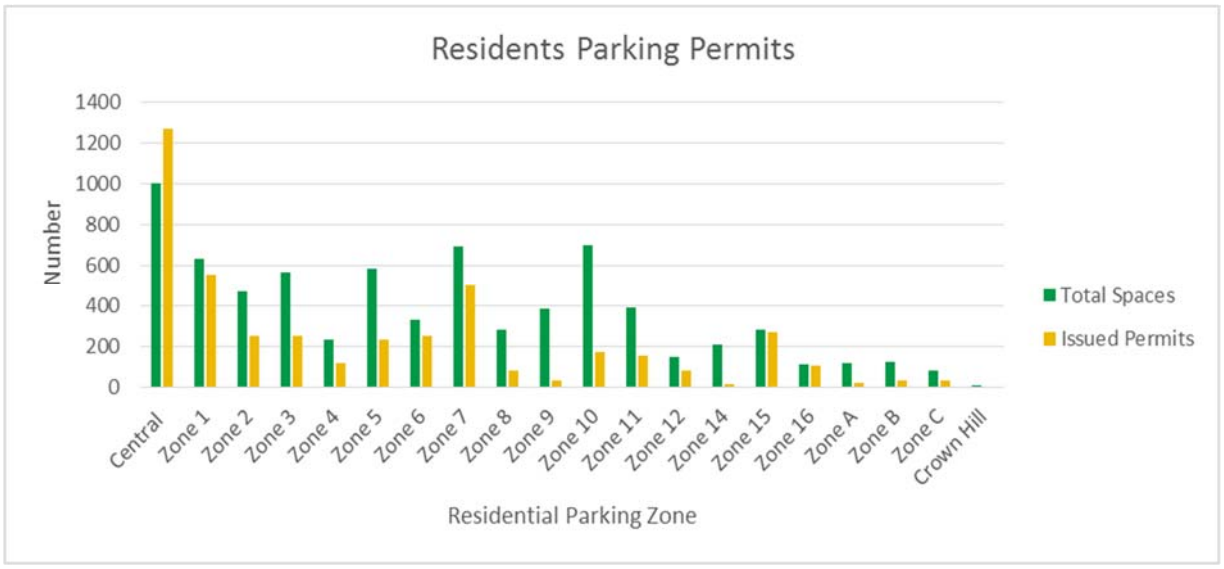

Figure 4-2: Parking spaces and Resident Parking Permits in Bath

The Council clearly states that a permit does not guarantee the availability of a parking space. However, the number of permits over and above the number of spaces in the central zone is high. This demand is accommodated in the evenings and weekends when single yellow lines do not prohibit parking and the space is available for additional residential parking. In addition, the Council has provided overnight parking (5:30pm to 10am) for residents of the Central Zone in Charlotte Street Car Park in recognition of the capacity constraints. Nevertheless, consultation undertaken in the development of this strategy found that residential permit parking is a source of contention between residents and the Council.

The Central zone is the most accessible area by sustainable modes of transport in the entire Authority. As such and in accordance with the hierarchy of road space and overall strategy objectives, increasing the provision of residential parking on-street in the central area will not be at the expense of other users higher up the hierarchy of road space and the reallocation of road space to increase the number of residential parking spaces will not be actively pursued.

Table 4-2 shows the percentage of permit holders with a second permit, indicating that they own, or have access to, two vehicles. Across all zones, excluding the central zone where second permits are not issued, the average number of second permit holders' is approximately 22%.

Table 4-2 Issued Residential Parking Permits and Second permit holders per zone

Zone	Residential Properties	Issued Permits Total	% holders with a 2nd permit	First Permits issued	Second Permits issued
Central	2912	1270	0.00%	1270	0
Zone 1	1673	554	19.13%	448	106
Zone 2	537	252	23.41%	193	59
Zone 3	556	249	23.29%	191	58
Zone 4	297	115	19.13%	93	22
Zone 5	631	231	15.58%	195	36
Zone 6	700	253	12.65%	221	32
Zone 7	853	496	23.79%	378	118
Zone 8	147	79	35.44%	51	28
Zone 9	231	35	31.43%	24	11
Zone 10	410	174	38.51%	107	67
Zone 11	188	153	26.80%	112	41
Zone 12	132	84	26.19%	62	22
Zone 14	75	17	11.76%	15	2
Zone 15	530	268	26.12%	198	70
Zone 16	273	108	11.11%	96	12
Zone A	81	22	22.73%	17	5
Zone B	141	32	18.75%	26	6
Zone C	112	33	24.24%	25	8
Crown Hill	0	0	0.00%	0	0

The number of holders with a second permit varies across each zone, although there seems to be a tendency of more second permit holders in the zones outside of the central area. A comparison of available spaces and second permits reveals that the zones with the highest rate of second permit holders are often the zones with the most available space.

SECTION 4

Introducing Additional RPZs

In 2014, Bath and North East Somerset Council published 'Guidance to the Introduction of Residents Parking Schemes' and 'Purpose of Residents Parking Schemes', both containing information and assessment criteria for residents that would like to introduce a RPZ in their neighbourhood. This guidance applies to RPZ's in all areas of Bath and North East Somerset, including Bath. The aim of residential parking schemes is to give parking priority to residents over commuters and visitors in accordance with Policy T19 of the Bath and North East Somerset Council Core Strategy and P12 in the JLTP. In order to determine the extent of parking problems and demand for residents parking, the area is assessed based on five criteria, namely:

- Level of residential on street parking;
- Off street parking availability;
- Alternative parking availability;
- Occupancy levels; and
- The wider community's need for parking spaces.

The documents set out the assessments that should be undertaken against each of these criteria and also outline what residents can expect upon implementation of an RPZ.

The consultation during the development of this strategy produced a number of comments relating to RPZ's, including areas where residents have applied to introduce a Residential Parking Scheme, but after the assessment period have voted against the implementation. This includes the area around Royal United Hospital, Bear Flat and Lyncombe Vale in Bath. In some cases, parking beat surveys have concluded that commuter parking is not the main issue, but rather that residents themselves own more cars than can be accommodated in the available on-street space. Introducing a RPZ in this situation would not ease the pressure on parking substantially, but would still incur charges for residents and their visitors.

Objective PSO 8 Additional Residents Parking Zones in all areas of Bath and North East Somerset will only be introduced in accordance with the 'Purpose of Residents Parking Schemes' where it can be demonstrated that the criteria outlined in 'Guidance to the Introduction of Residents Parking Schemes' has been met and the scheme has the support of local members.

Difficulties relating to the RPZ boundaries were raised by a number of consultees in the process of developing this strategy. The current zoning system was not developed holistically and additional RPZs were implemented to address local issues and displacement over time. Since some zones are under capacity and others are over capacity, it may be possible to make more efficient use of on-street parking space by readjusting the zoning system. Moreover, it would be desirable to align the zoning structure so that it is consistent with the zone definition set out in the PMP.

Action PSA 1 The Council should consider undertaking a strategic review of the existing residents parking scheme zoning system to determine whether an alternative zoning structure would result in more efficient use of on-street spaces.

In addition, the time periods in which the residential permits apply was raised multiple times in the consultation process. The current hours of operation are Monday to Saturday 8am to 7pm in the central zone and zone 1, Monday to Saturday 8am to 6pm in zones 2-14, and 8am to 7pm 7 days a week in zones 15-16. Parking pressures in the centre of Bath on Sundays, largely from visitors and shoppers, are not as problematic as Saturdays but nonetheless are significant. As a result, a number of consultees have noted problems with on-street parking availability.

Action PSA 2 The Council will consider altering the hours of operation of residents parking zones, where sufficient evidence can be provided to demonstrate support for a change amongst residents and local members in line with criteria outlined in 'Guidance to the Introduction of Residents Parking Schemes'.

4.3.3 Other Parking Permits

The council issues a number of on street parking permits, which are presented on the Bath and North East Somerset Council's website. The listed permits allow you to park in a designated residents' parking bay in the zone of issue, without any time restriction. Further information on the Parking Permits and criteria for obtaining a permit can be found in Bath and North East Somerset' Parking Permits, Information for Customers, published in October 2015.

The number of each permit type issued in 2013/14 is provided in Figure 4-3. The majority of permits issued are resident permits, but medical, business and hotel permits also make up a significant number of the total.

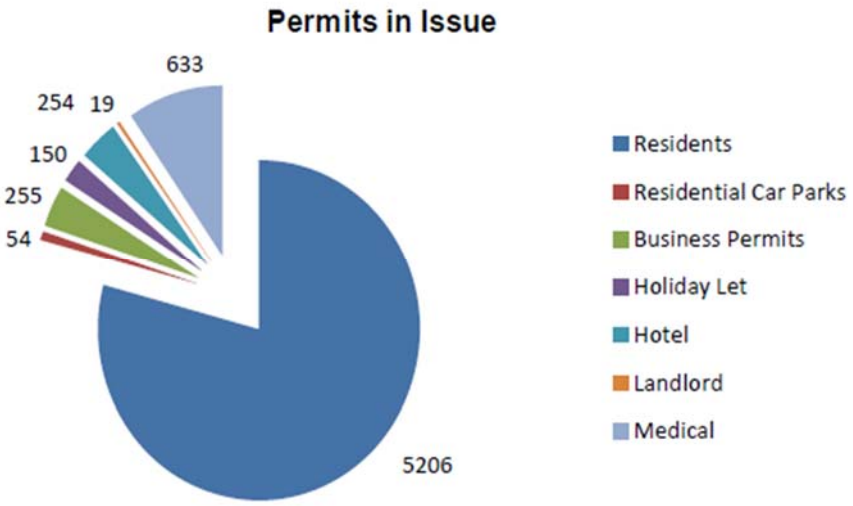

Figure 4-3 - Permits issued to allow parking within a controlled parking zone in Bath 2013/14

As seen in Figure 4-3, residential permits make up the vast majority of those issued. The number of different permits offered is currently quite wide, and could be simplified to aid enforcement and public understanding. In particular, those permits which encourage long stay parking in the central areas of the city, at the detriment of the residents, contradict many other elements of this strategy.

Action PSA 3 The Council should undertake a review of the available permit types and remove those that do not comply with the objectives and policies of this strategy.

4.3.4 Allocation of Permits

On 14 August 2006 Cllr Sir Elgar Jenkins set out a policy (E1176 Allocation of Residents Parking Permits within Controlled Zones) which excluded allocation of permits to new development proposals in zones where the number of parking permits in circulation exceeded the available on-street parking space.

In November 2016 a Single Member Executive Decision by Councillor Anthony Clark, *Allocation of Parking Permits in Controlled Zones*, E2911, was issued to update the E1176 policy. It states under what circumstances new developments and existing properties with a new use, can be allocated parking permits. This policy applies to the eligibility for any on-street parking permit issued by the Council within the relevant controlled parking zone and is not restricted to any permit type.

Appendix 1 of E2911 sets out a series of twelve statements, a through to l, which determine the allocation of permits. The decision is subject to a number of criteria, including current and potential demand in the area in relation to available spaces. Potential demand is an assessment of the maximum number of resident's permits that could be purchased if those currently eligible purchase their entitlement. The total potential demand in October 2016 as a percentage of the available capacity is presented in Figure 4-4. It can be seen on the graph that the potential demand exceeds available capacity in the central zone, zones 1-7, zone 12, zones 15-16 and zones A, B and C.

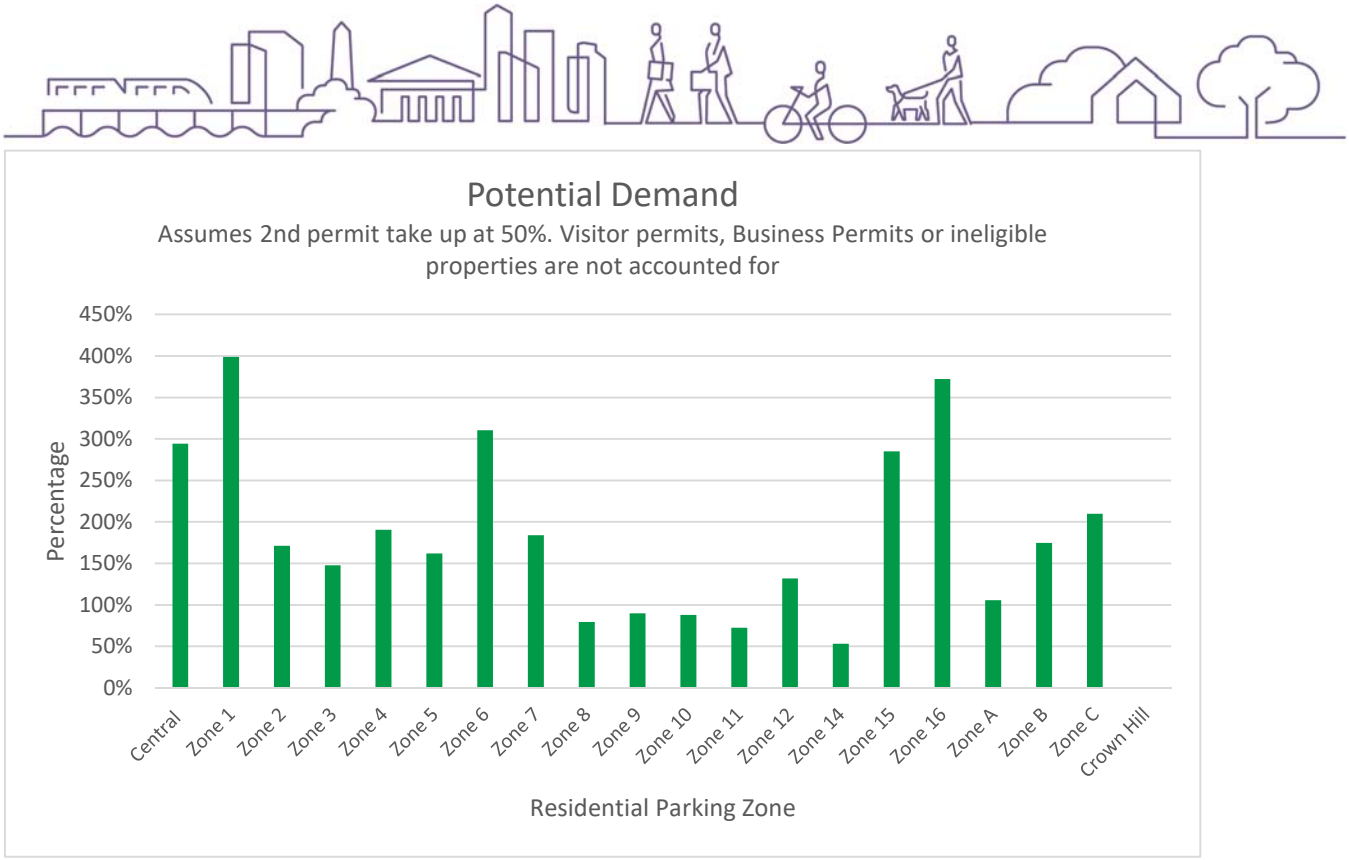

Figure 4-4 Potential demand for each zone in Bath

The policy also states that the allocation of permits will be considered on a case by case basis and the Council reserves the right to make a change to the permit entitlement of a property within its records at any time. In addition, properties with off-street parking may not be eligible for an on-street parking permit, even if the potential demand is less than 100%.

Objective PSO 9 Allocation of permits to new developments, and existing properties with a new use, will be in accordance with the policy set out in E2911. In particular, permits will not be allocated in zones where the potential demand of existing properties exceeds the available capacity.

4.4 Keynsham

4.4.1 Controlled Parking

In Keynsham there is controlled parking on the High Street and Temple Street in operation Monday to Saturday, 8am-6pm. The maximum stay is 30 minutes and no return is permitted within 1 hour. There is also on street parking on Station Road and Carpenters Lane that is controlled Monday to Saturday, 8am-6pm. The maximum stay allowed is 1 hour, no return within 1 hour on Station Road and 2 hours on Carpenters Lane.

Figure 4-5 - Controlled On-Street Parking, Keynsham, Station Road (left) Carpenters Lane (right)

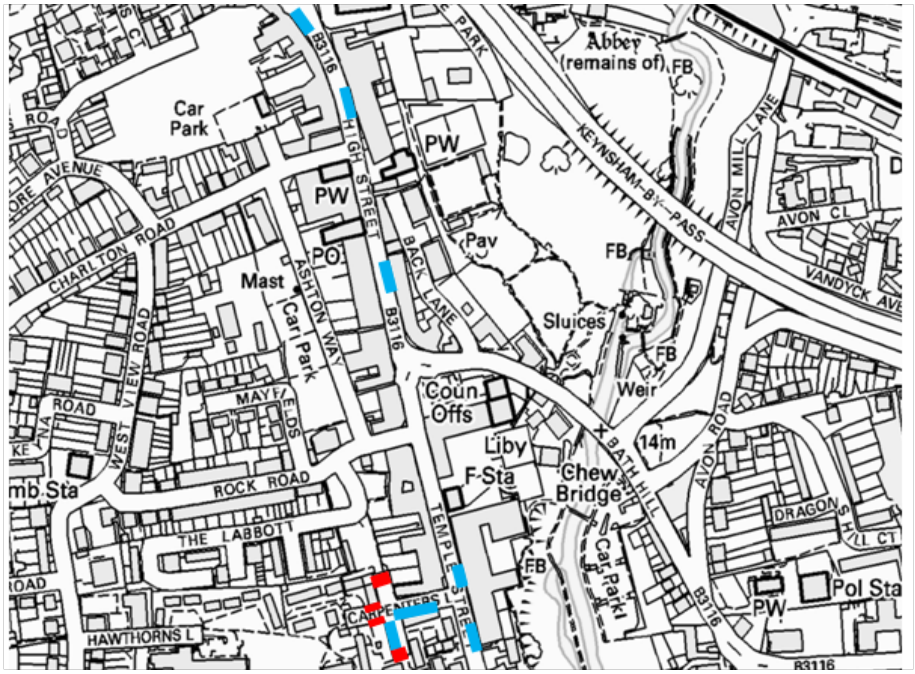

Figure 4-6 Keynsham, Controlled On Street Parking

Figure 4-7 shows the results from a parking beat survey conducted on 16th November 2016 in Keynsham. The data indicates that all on street parking locations have a high utilisation and reach or nearly reach maximum capacity during the day of observation. Station Road was not included in the survey.

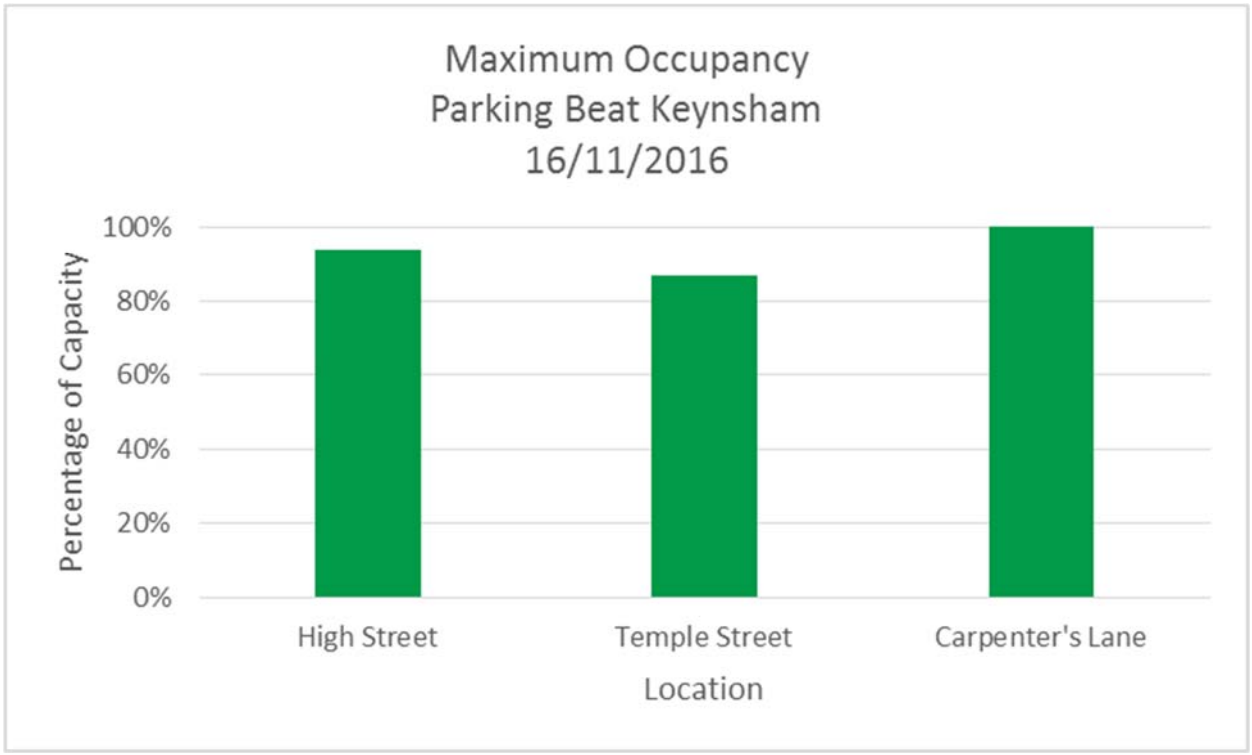

Figure 4-7 - Parking Beat Survey Results for On-street Parking Keynsham.

4.4.2 Residential On Street Parking

In Keynsham, a residents' parking scheme is in operation on the streets presented in Table 4-3. The location of the residents parking bays are shown in Figure 4-8.

Table 4-3 Residential Parking Zones Keynsham

Location	Spaces
Mayfields	22
Rock Road	25
The Labbott	4

Permit holders can park in the on-street residents parking bays in the street that their permit is valid for. The hours of operation are 8am to 6pm Monday to Saturday. There are currently 52 active permits for Keynsham, which corresponds well to the estimated number of available spaces.

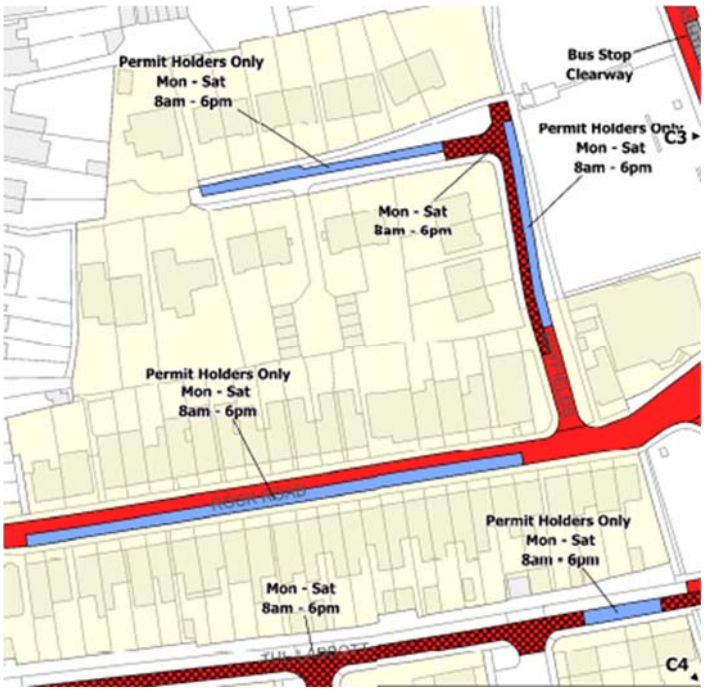

Figure 4-8 - Keynsham, Resident Permit Spaces marked in Blue

A parking beat survey conducted in November 2016 demonstrates the on-street parking patterns in Keynsham. The survey was undertaken by Atkins and is fully documented in 'Keynsham Parking Survey – 2016 Survey Analysis and Results', April 2017. The survey focused on predominately residential areas close to the town centre as presented in Figure 4-9. The results of the survey are presented in Figure 4-10.

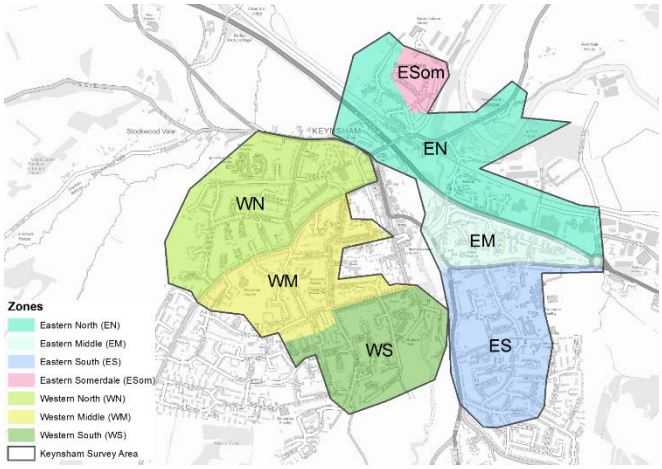

Figure 4-9 Surveyed areas in Keynsham On-Street Parking Beat

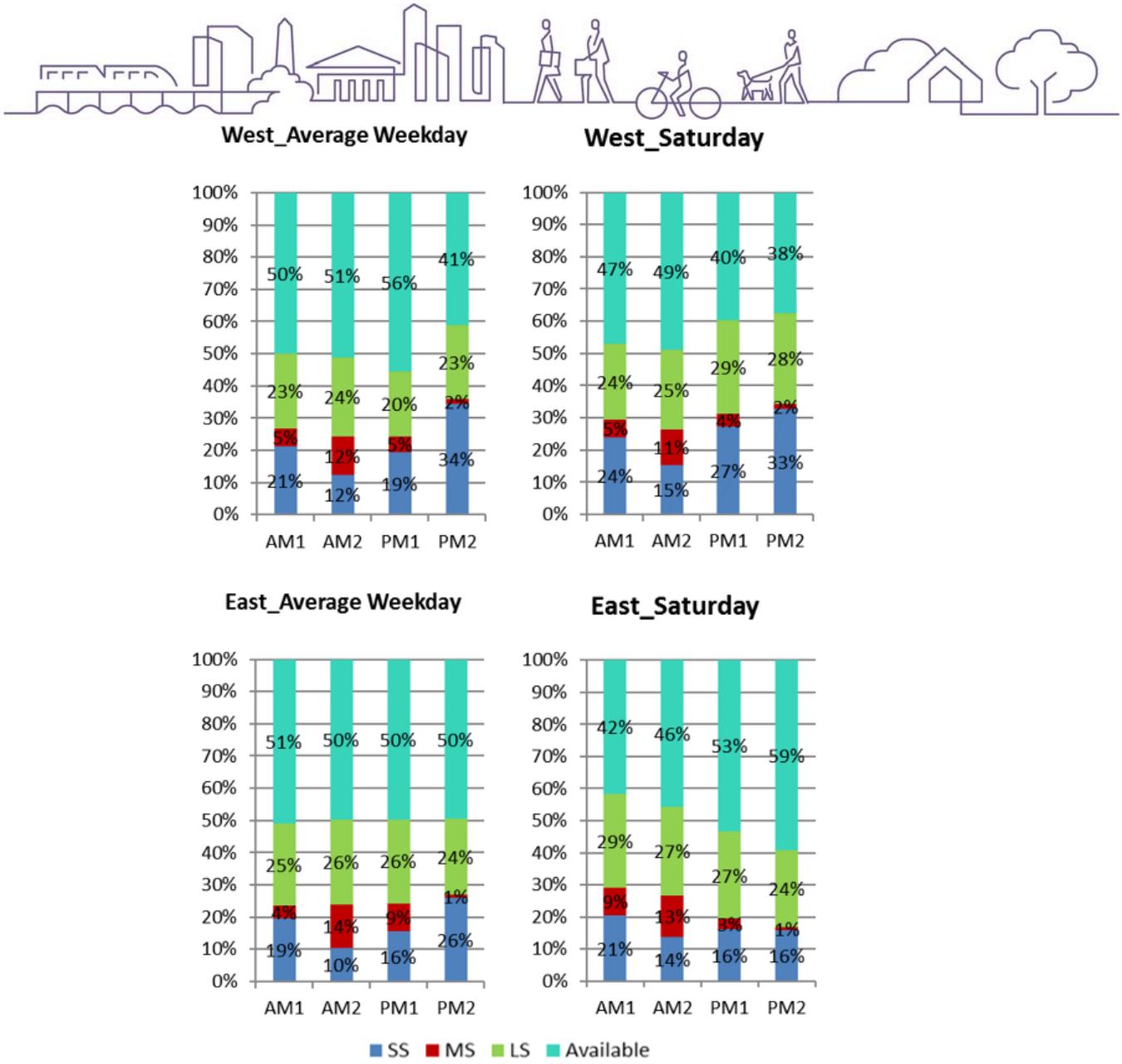

Figure 4-10 Average occupancies Weekday and Saturday, Keynsham On Street Parking Beat Survey
SS is <3 hours, MS is <5 hours, LS is 5+ hours

The results suggest that there is available on street parking capacity for all zones, both on an average weekday and on Saturday. The majority of the vehicles are parked more than five hours, and are therefore considered long stay users. The survey results show that overall there is sufficient on street parking capacity in Keynsham. However, the study shows that some central streets are highly occupied with little or no spare capacity as shown in Figure 4-11.

The results of the survey in November 2016 indicate a small decrease in available on street capacity when comparing to the results from a similar survey, undertaken in March 2015.

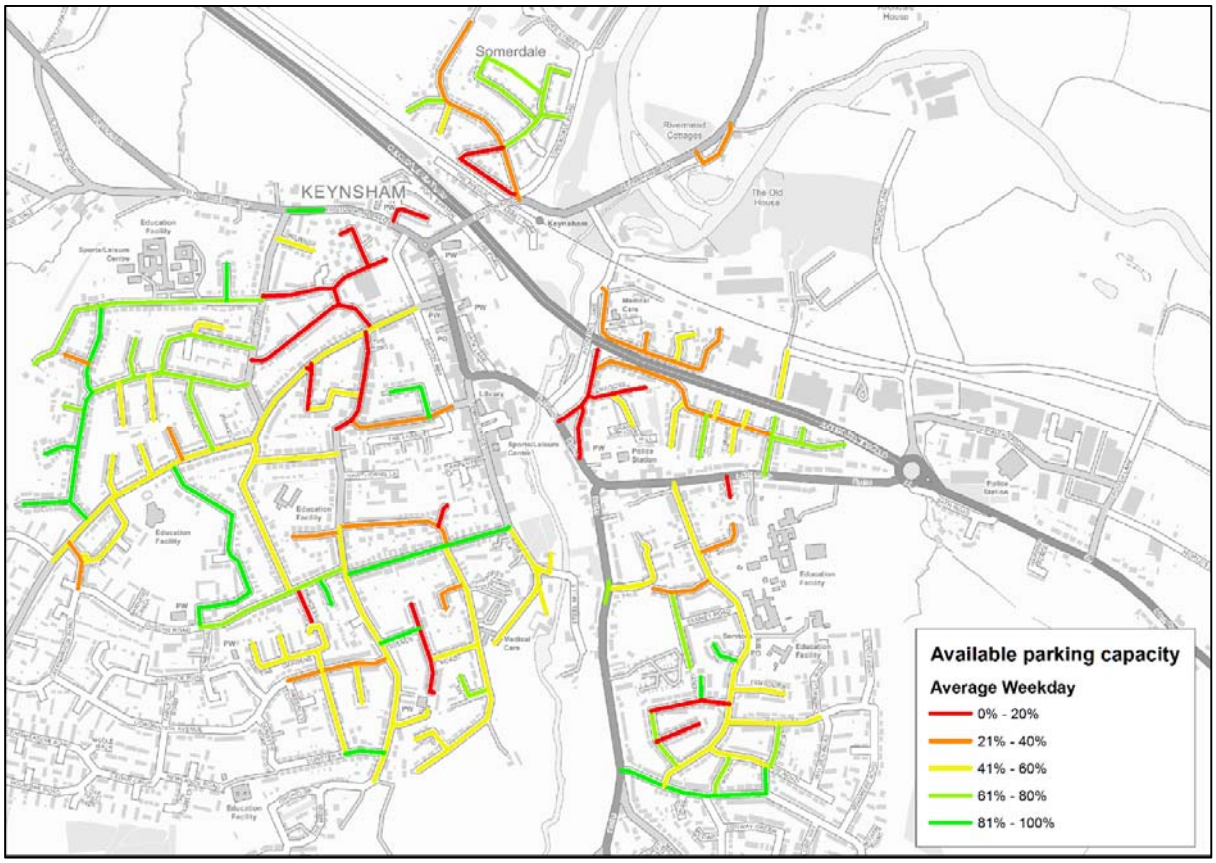

Figure 4-11 On Street Available Capacity according to Parking Beat, November 2016

Across Keynsham there is sufficient on-street parking to accommodate the existing demand, and potentially future demand also. However, periodic reviews will be necessary to determine whether intervention is required in the future to prioritise parking for visitors, shoppers and residents over commuters, particularly on streets close to amenities in the centre. Depending on the situation, interventions may be in the form of parking restrictions or introductions of RPZs, or both.

Action PSA 4 Surveys undertaken in March 2015 and November 2016 suggest there is currently residual capacity on-street in Keynsham. The Council will undertake periodic reviews of on-street parking demand in Keynsham to monitor whether intervention is required.

Introduction of RPZs

The publications 'Guidance to the Introduction of Residents Parking Schemes' and 'Purpose of Residents Parking Schemes'(2014) contains the assessment criteria for residents that would like to introduce a RPZ in their neighbourhood. Similar to Bath, there are examples of streets and neighbourhoods in Keynsham that have applied for the introduction of RPZs but not gained a majority of votes in the final decision stage.

4.5 Somer Valley

On street parking in Midsomer Norton is restricted on the High Street and The Island in order to maintain easy access to the town centre for shoppers and visitors. Other on street locations in Midsomer Norton are free of charge and not subject to any other restrictions.

Table 4-4 On Street Parking, Midsomer Norton

Location	Maximum Stay	No Return Within
High Street	1 hour	1 hour
The Island	30 min	1 hour
Gullock Tyning	N/A	N/A
Church Square	N/A	N/A
Pows Orchard	N/A	N/A

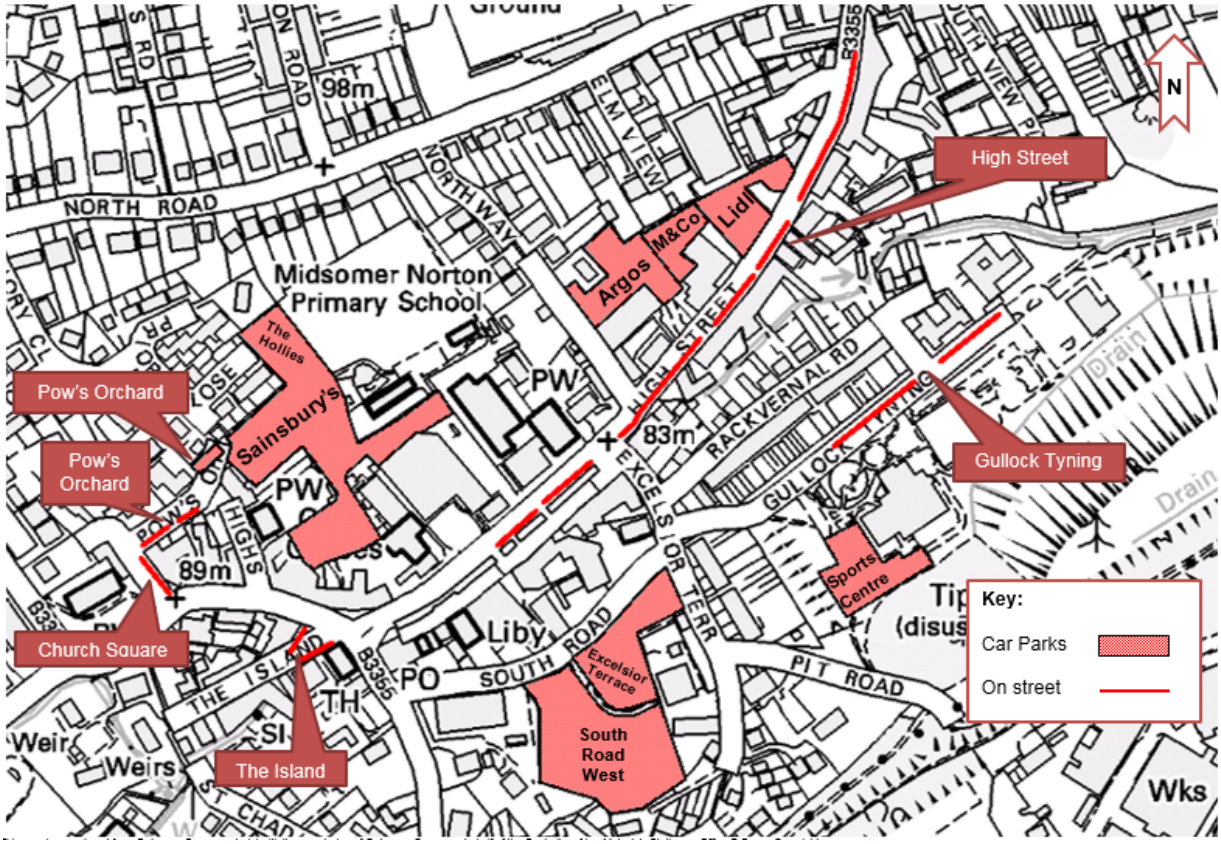

Figure 4-12 – Parking beat locations in Midsomer Norton

A parking beat survey was undertaken by Nationwide Data Collection on Thursday 12th June 2014 in the locations shown in Figure 4-12. The full survey results are captured in document '4036 - Midsomer Norton & Radstock Traffic Survey'. The on-street survey results are presented in Figure 4-13 and show that all locations, except Pows Orchard and The Island, operate within the capacity.

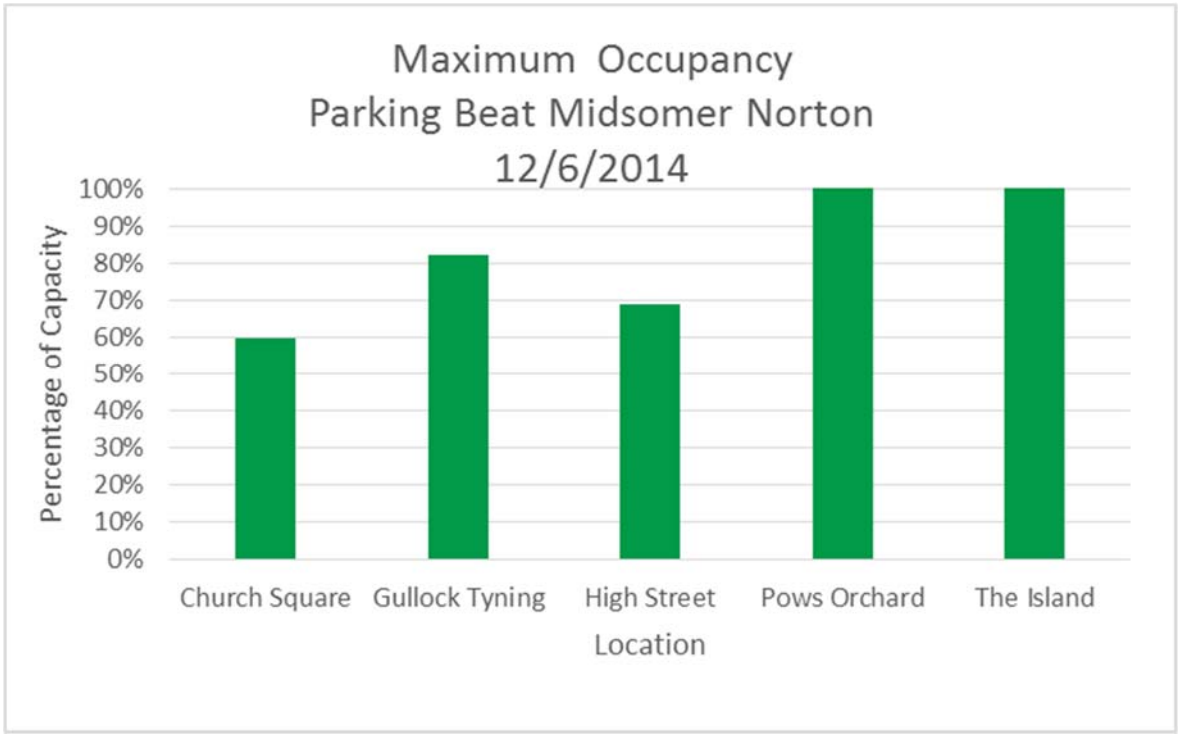

Figure 4-13 - Maximum Occupancies in Midsomer Norton, Thursday 12th June 2014.

In Radstock, there is a limited amount of controlled parking at Fortescue Road and The Street, which are restricted to a maximum 30 minute stay. Capacities of the on street parking locations have been calculated as 1 space per 5 metre kerb space.

Table 4-5- On street parking in Radstock

Location	Maximum Stay	No Return Within
Fortescue Road	30 min	1 hour
The Street	30 min	1 hour

Nationwide Data Collection conducted a parking beat survey Thursday 12th June 2014. The results show that on street parking spaces in Radstock are well used, but during the day of the survey, operates with spare capacity. The maximum stay is 30 minutes, which ensure a high turnover of vehicles and facilitates easy access to the shops and businesses on Fortescue Road.

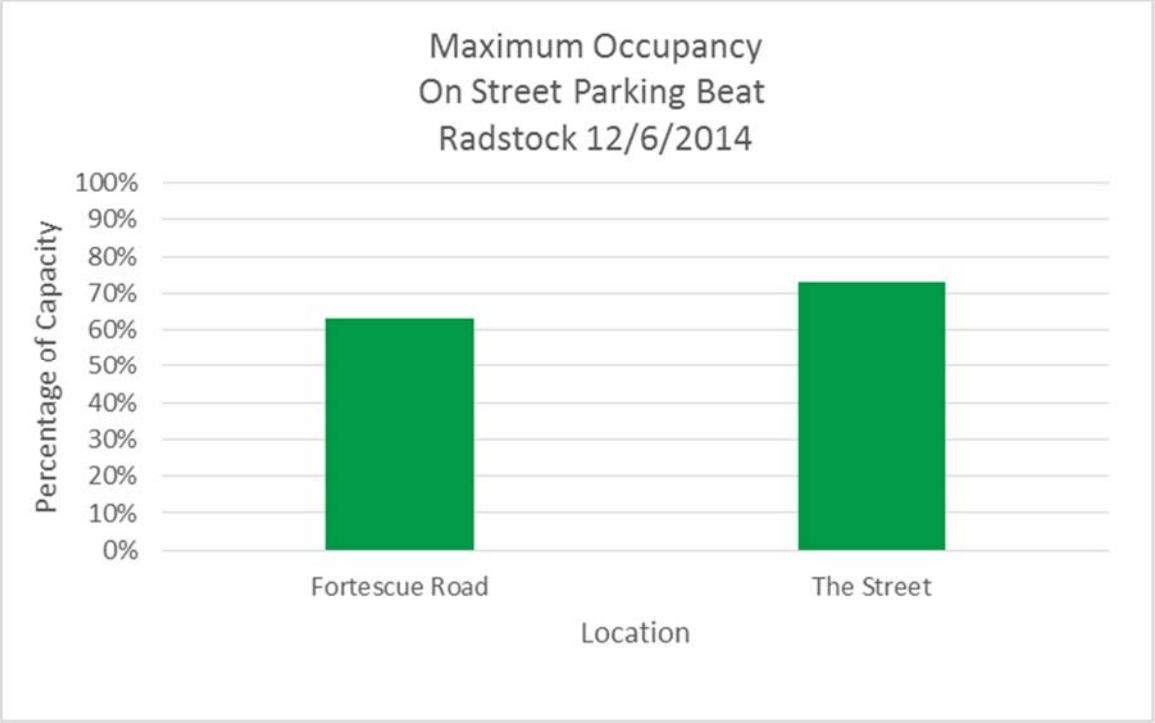

Figure 4-14 - Maximum Occupancies in Radstock, On Street Parking Beat Survey conducted Thursday 12th June 2014.

There appears to be sufficient available on-street parking capacity in both Midsomer Norton and Radstock to accommodate the existing demand, although the most popular locations are at capacity. Periodic reviews will be necessary to determine whether intervention is required in the future to prioritise parking for visitors, shoppers and residents over commuters. There have been no recent on-street parking surveys carried out in Westfield and there are no time restricted on street parking spaces. However, many houses in Westfield have driveways or other off street parking provision, and no issues regarding on street parking in Westfield have arisen during consultation.

Action PSA 5 Recent evidence suggests that there is available capacity on-street in the Somer Valley. The Council will undertake periodic reviews of on-street parking demand in the Somer Valley to monitor whether intervention is required.

4.6 Rural Areas

In rural areas parking is primarily unrestricted on street or provided privately. These areas have lower population densities and are therefore likely to have fewer demands for parking.

In the Draft Transport Strategy for Chew Valley (2016), the on street parking situation in Chew Magna is mentioned as problematic. There are marked bays on the most central streets: High Street, Chew Street, Tunbridge Road and The Chalks. In some areas the narrow physical layout of the roads combined with on-street parking makes finding sufficient space for two vehicles to pass challenging, particularly where the length of continuous on-street parking is significant. This can cause a safety problems with two vehicles approaching each other in a space with sufficient width for only one. These issues are detailed and specific to the particular location. As such they will be considered on a case-by case basis with the aim of minimising any safety concerns.

Action PSA 6 Issues related to a lack of passing places caused by on-street parking will be considered by the Council on a case by case basis, with the aim of minimising safety problems.

4.7 Summary

The on street parking spaces in Bath and North East Somerset are under high demand, particularly in the centres of Bath and Keynsham. For these areas, controlled parking zones and residential parking schemes are necessary to ensure access to the city/town centres and secure parking provision for residents. Centrally located on street parking bays should primarily consist of short stay spaces, in order to stimulate retail activity and protect and improve the economic viability of local businesses. The introduction of Residents Parking Zones and the allocation of permits will continue in accordance with existing guidance aimed at protecting parking space for residents at the expense of commuters. In smaller towns and rural areas, on street parking will be kept under periodic review to ensure that its use is prioritised for those with reduced mobility and short stay shoppers and visitors.

Managing Public Off Street Parking

5.1 Introduction and Objectives

Off-street parking plays a pivotal role in managing traffic levels and reducing the harmful impacts of vehicular traffic on the town and city centres within Bath and North East Somerset. In Bath in particular, there is a need to restrict the growth of traffic in the city centre to ensure that, as a minimum, congestion and air quality impacts are not increased from their current levels despite the anticipated growth in jobs and housing.

Simultaneously the management of parking must not detrimentally affect the vibrancy and economic viability within the town and city centres. This is most pertinent in Keynsham and the Somer Valley where the prosperity of the local high streets is heavily reliant on access by car.

Ensuring the availability of short stay parking in urban centres, whilst simultaneously reducing the availability of long stay parking, will enable the Council to limit traffic growth whilst sustaining the urban centres within Bath and North East Somerset. This will contribute to the mitigation and reduction of air and noise pollution caused by traffic, improving residents' quality of life as well as public health in general. In Bath, this should be supported by availability of long stay parking at park and ride sites around the city to offer an alternative to long stay parking within the centre. This approach is supported by policy T.18 of the Core Strategy which states;

'The provision of public car parking to serve the centre of Bath will be controlled to limit traffic generation whilst maintaining provision for shoppers and other visitors. Any increase in short-stay off-street parking will be at the expense of long-stay and on-street spaces. Additional short-stay spaces will be provided by the re-allocation of long-stay parking in accordance with demand and the provision of alternative facilities in the form of additional Park and Ride and public transport '

This strategy is reiterated in the Bath and North East Somerset Local Plan, Getting Around Bath, the Joint Local Transport Plan, Bath and North East Somerset Council's Corporate Strategy, the Air Quality Action Plan for Bath and the Placemaking Plan, the latter of which seeks to:

"Facilitate the ongoing progress made to relocate long stay parking to Park and Ride sites, thus reducing vehicle movements into the constrained city centre. This is a key component of the wider strategy to reduce the impact of traffic in the City, create options for the central area and improve the environment. This works in favour of economic activity and is a more efficient use of scarce space in the centre, presenting opportunities to improve the walking and cycling environment."

The PMP also includes plans to redevelop land within the centre of Bath known as Bath Quays. This is anticipated to include the sites of the Avon Street, Manvers Street and Cattle Market car parks and would result in a total retention of 500 spaces.

The objectives relating to public off-street parking are therefore;

- To limit growth of traffic, particularly where congestion is most severe;
- To support, and actively encourage through demand management, the use of Park and Ride as an alternative to parking in Bath city centre; and
- To ensure parking supply is sufficient to maintain the economic prosperity of the urban centres in Bath and North East Somerset.

SECTION 5

5.2 Existing capacity and demand

This section presents the existing capacity and occupancy of the public off street car parks in Bath and North East Somerset. The occupancy graphs are derived from Pay and Display transactions and Cashless payments during the period 1st November 2015 to 31st October 2016. To develop the occupancy graphs it is assumed that each vehicle remains parked for the full duration of their ticket. In reality some vehicles will leave before their ticket has expired and therefore there are some cases where the occupancy levels exceed 100% capacity.

Where data is incomplete or unavailable, alternative dates or data collection methods have been used. For example, in Somer Valley and the rural areas parking is free of charge, making Pay and Display data unsuitable to extract occupancy levels. For these car parks, data from parking beat surveys, conducted in June 2014, has been used to give an indication of the usage in each of the locations.

5.2.1 Bath

There are fourteen off-street car parks within the centre of Bath, as shown in Figure 5-1 below.

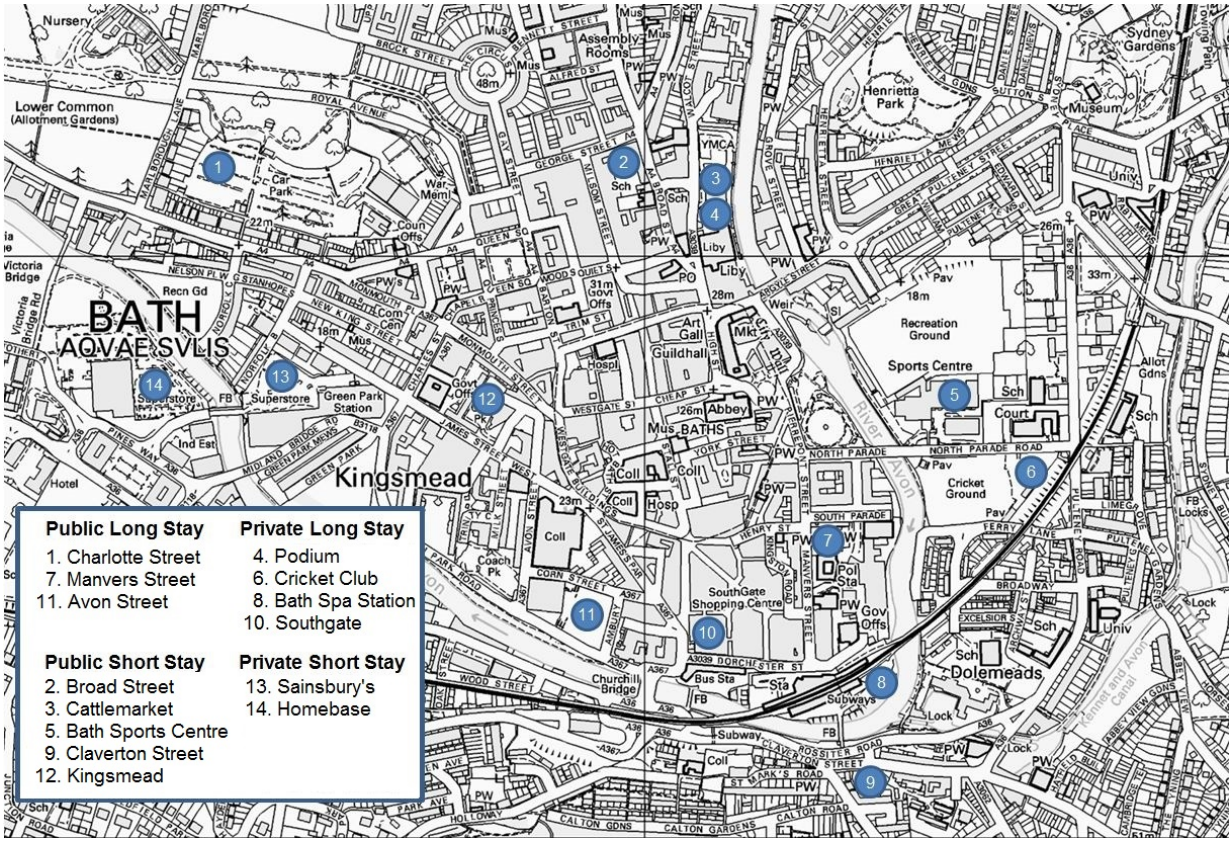

Figure 5-1 Off-Street Car Parks in Bath

Of the fourteen car parks there are five public off street car parks for short stay visitors in Bath City Centre. These are Bath Sports and Leisure Centre, Broad Street, Cattle Market, Claverton Street and Kingsmead Square. In total, these provide 326 short stay spaces as set out in Table 5-1.

Table 5-1 - Public Short Stay Off Street Parking in Bath City Centre

Location	Spaces	Maximum Stay
Sports & Leisure Centre	134	4 hours
Kingsmead Square	90	4 hours
Broad Street	51	4 hours
Cattle Market	40	4 hours
Claverton Street	11	2 hours

The occupancy of each of the short stay public car parks during the period 1st November 2015 to 31st October 2016 is displayed in Figure 5-2 to Figure 5-6. All of these car parks experience high levels of occupancy, particularly on weekends and during the Christmas period.

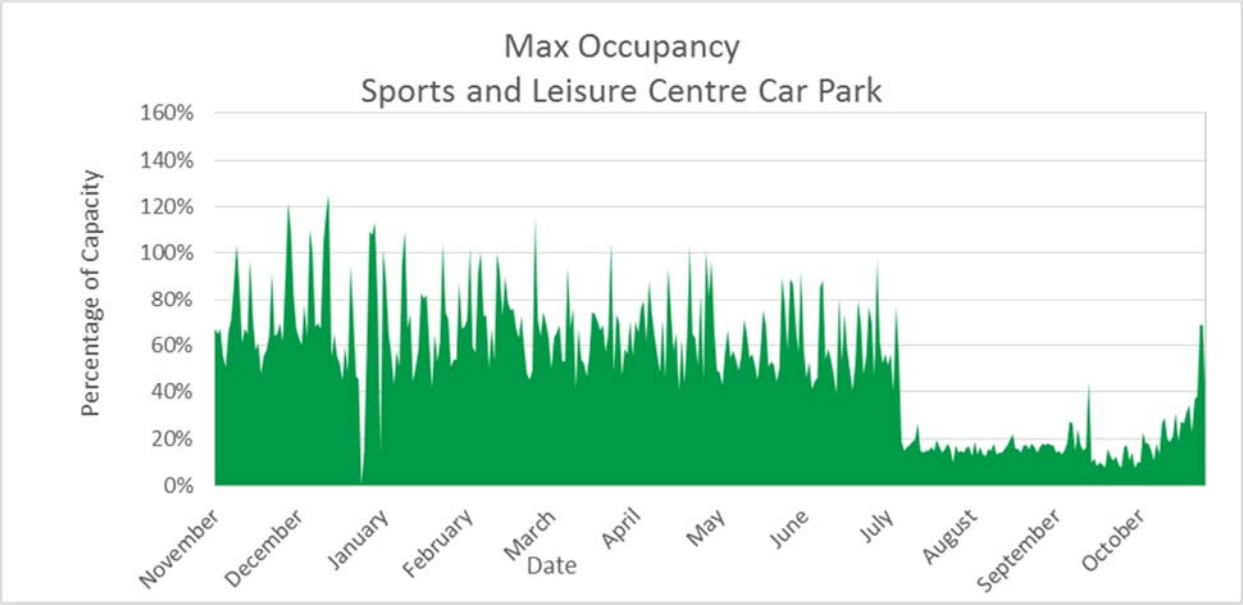

Figure 5-2 - Maximum Occupancy for Bath's Sports and Leisure Centre Car Park during the period 1st November 2015 - 31st October 2016

Figure 5-2 shows a significant drop of occupancy during the period from July through to October in the Sports and Leisure Centre car park. The adjacent road, North Parade, was closed from 1st August 2016, due to road works which made access to this car park more difficult and is likely to explain this pattern.

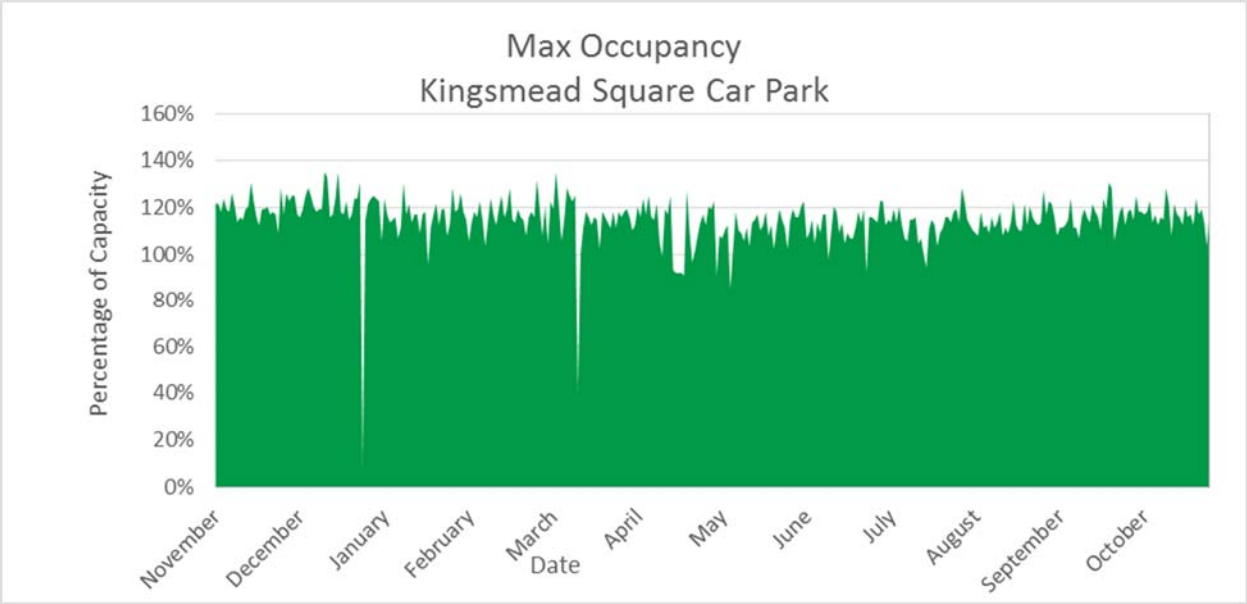

Figure 5-3 - Maximum Occupancy for Kingsmead Square Car Park during the period 1st November 2015 -31st October 2016

Kingsmead Square is located highly central and the data in Figure 5-3 indicates that the car park is popular and well used all year around. Figure 5-4 shows a similar pattern for Broad street car park with high occupancy levels throughout the year.

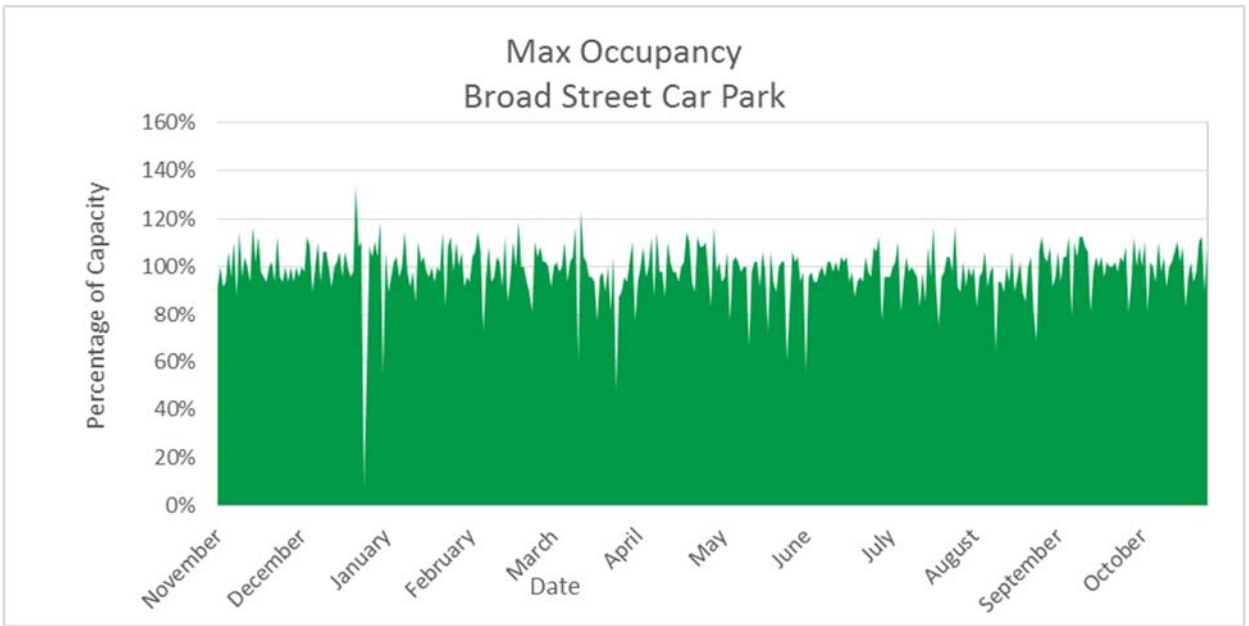

Figure 5-4 - Maximum Occupancy for Broad Street Car Park during the period 1st November 2015 -31st October 2016

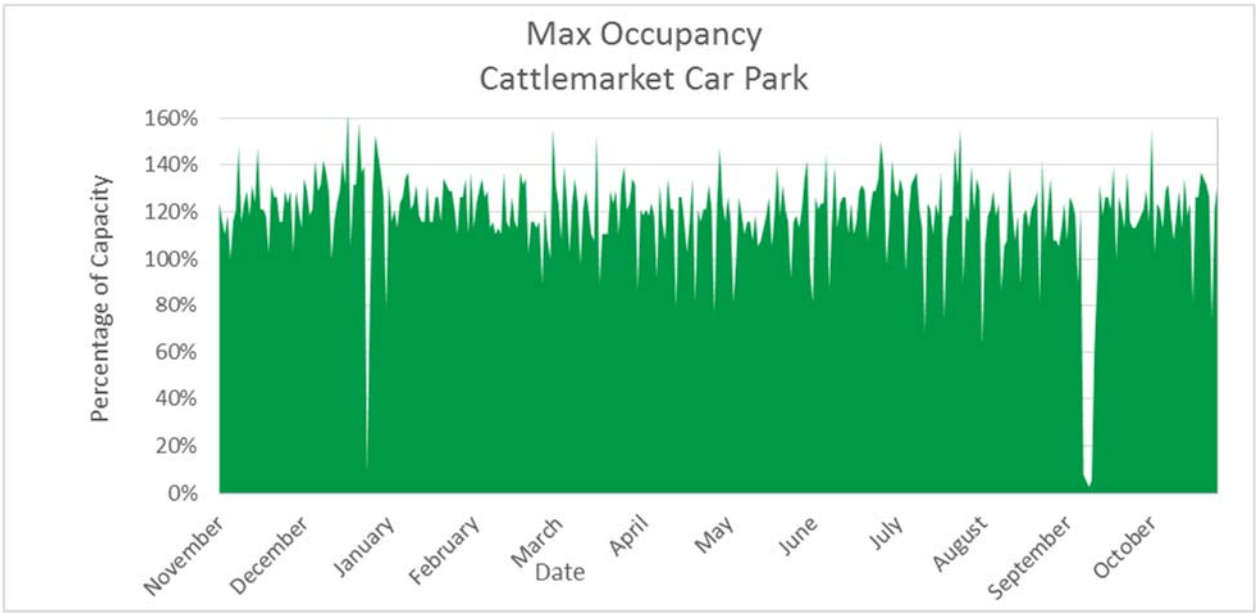

Figure 5-5 - Maximum Occupancy for Cattlemarket Car Park during the period 1st November 2015 - 31st October 2016

Figure 5-5 shows a high level of occupancy in Cattlemarket car park all year around, with the calculated occupancy regularly exceeding 100%. This indicates a higher turnover of vehicles than has been assumed. The gap in data in September is unexplained but is likely to be due to technical issues rather than low usage of the car park.

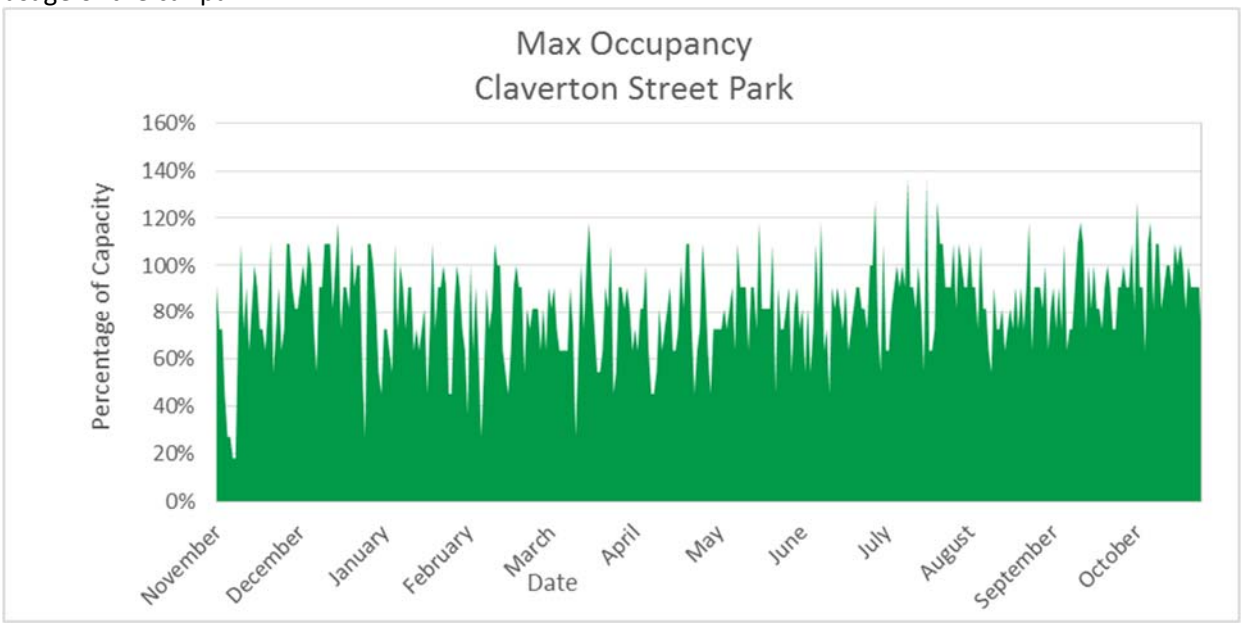

Figure 5-6 - Maximum Occupancy for Claverton Street Car Park during the period 1st November 2015 -31st October 2016

Claverton Street car park occupancy levels experiences a higher level of variation in occupancy as shown in Figure 5-6, but overall the car park is well used regardless the time of year.

SECTION 5

The council provides three long stay car parks within the Bath City Centre. They are located on Avon Street, Charlotte Street and Manvers Street and between them provide 1749 long stay spaces as summarised in Table 5-2.

Table 5-2 Public Long Stay Off Street Car Parking in Bath City Centre

Location	Spaces	Maximum Stay
Charlotte Street	1076	N/A
Avon Street	512	N/A
Manvers Street	161	24 hours

The maximum occupancy for each of the long stay car parks during the period 1st November 2015 to 31st October 2016 is illustrated in Figure 5-7 to Figure 5-9.

Charlotte Street is the largest of the public car parks in Bath and has a high level of usage throughout the year as shown in Figure 5-7. Due to insufficient data in the Pay and Display transactions for Charlotte Street the graph is based on Bath and North East Somerset Council's maximum occupancy data from an automatic counter within the car park, rather than transaction data. The drop in occupancy in July is due to technical issues with the counting equipment rather than a lack of demand.

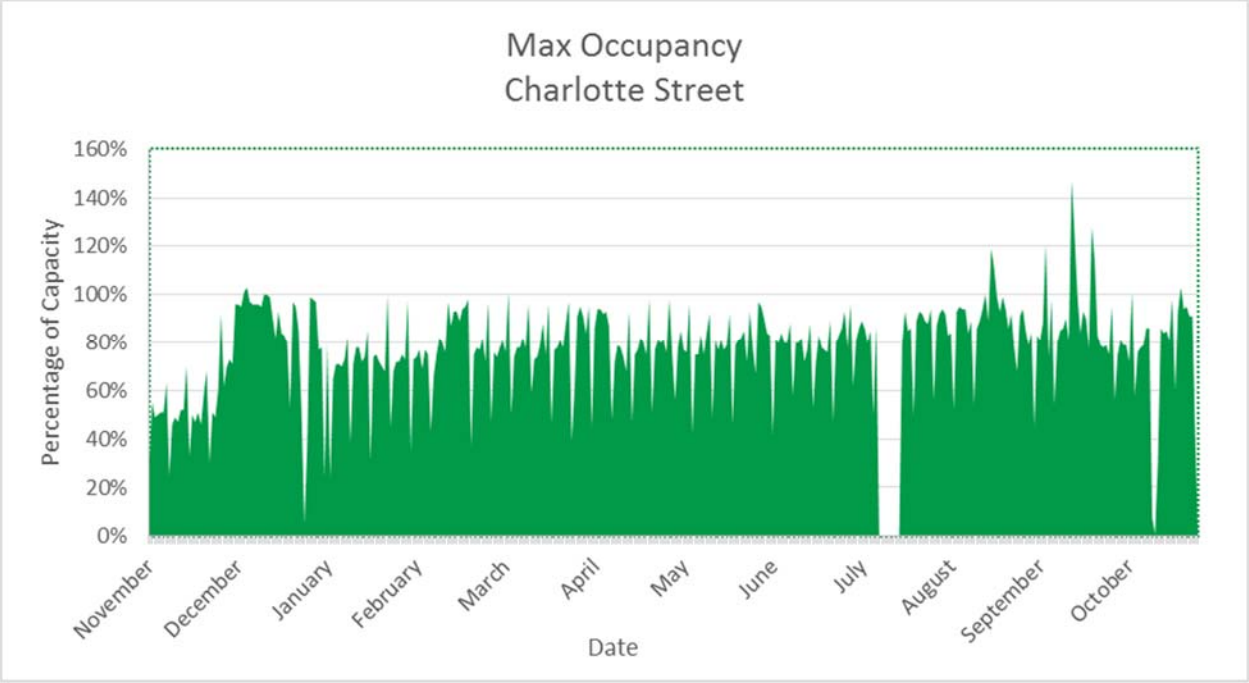

Figure 5-7 - Maximum Occupancy for Charlotte Street Car Park during the period 1st November 2015 -31st October 2016

Avon Street is the second largest of the public car parks in Bath and the data shown in Figure 5-8 suggests that it is less busy than other car parks in the centre. However, the patronage is generally high during the weekends and especially in the weeks before Christmas.

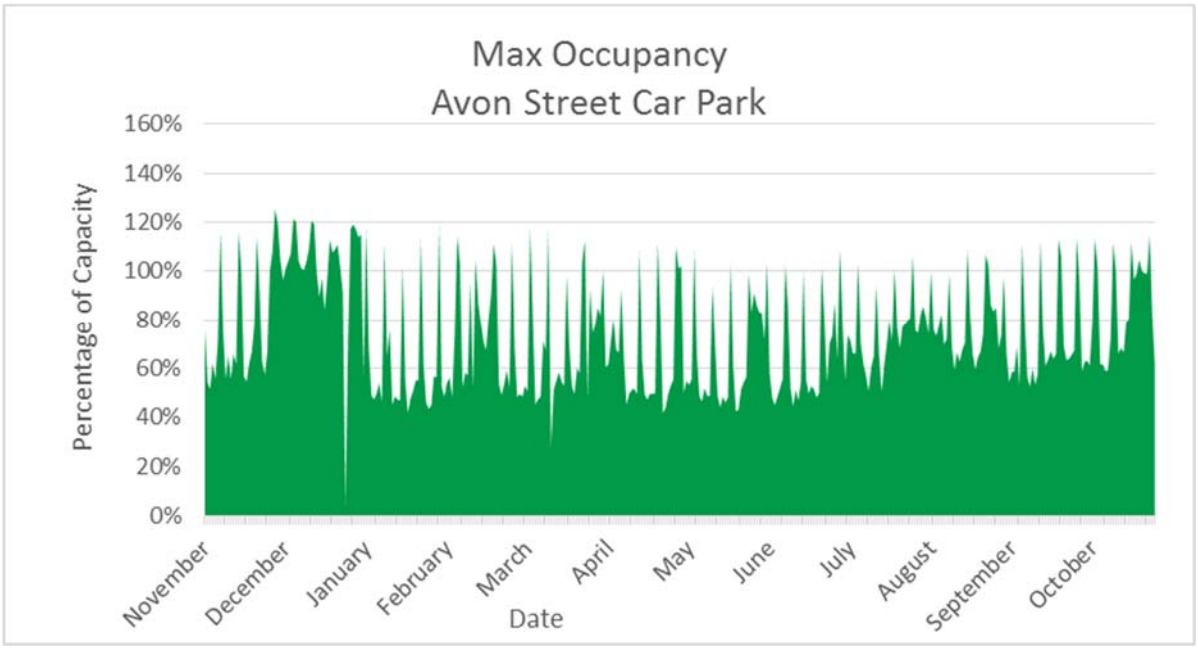

Figure 5-8 - Maximum Occupancy for Avon Street Car Park during the period 1st November 2015 -31st October 2016

Manvers Street is a well-used car park and the data shown in Figure 5-9 suggests that it reaches maximum capacity nearly every day. The aforementioned road works on the nearby North Parade is possibly the reason for the low occupancy at the end of the survey period.

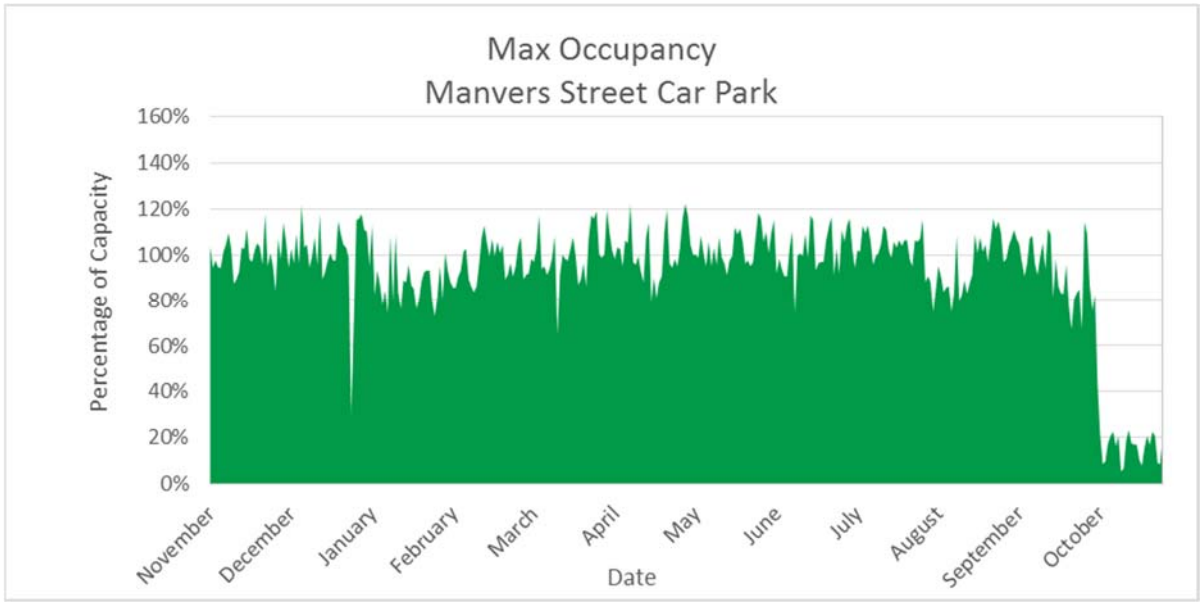

Figure 5-9 - Maximum Occupancy for Manvers Street Car Park during the period 1st November 2015 -31st October 2016

Overall the off-street car parks are well used in Bath and generally are close to full capacity throughout the year. Late November and early December show an increase in demand due to the operation of the Christmas markets. However, there is some available short stay capacity at the Sports and Leisure car park and long stay capacity in Avon Street and Charlotte Street on weekdays.

The analysis presented in this section focuses on existing demand, and whilst there is currently sufficient capacity to accommodate this demand throughout most of the year it is likely that demand will increase in the future. The existing problems relating to congestion and air quality within Bath are such that little additional traffic growth can be accommodated without further damage. In order to limit the traffic growth the amount of off-street parking provided in the city centre will not be increased, and if anything may be decreased to reduce the current harmful impacts of traffic.

Objective PSO 10 The number of public off-street parking spaces in Bath will be maintained at the current levels or below.

To accommodate the future demand within the centre of Bath and to avoid impacts on the viability of the centre or access to services, provision of alternative modes must be supported. Park and Ride facilities are key to providing access to the centre of Bath from rural parts of the authority area and beyond without resulting in large increases in traffic in central Bath.

Objective PSO 11 Any reduction in off-street parking spaces in Bath city centre should be supported by increased provision of alternatives.

As demand for parking spaces within the centre of Bath increases, priority will be given to short-stay parking to support the economic viability of the centre and the tourism market. Increase in short stay parking will be at the expense of long stay parking in order to discourage commuter trips by car.

Objective PSO 12 Any increase in short stay off-street parking in Bath will be at the expense of long stay parking.

5.2.2 Enterprise Area Sites: City Centre

The development planned at Bath Quays will affect the supply of off street parking in Avon Street, Cattlemarket and Manvers Street within the city centre of Bath. These three car parks currently provide a total of 836 spaces. It is stated in the PMP that 500 public parking spaces should be retained within this area.

Figure 5-10 shows the combined maximum occupancy levels of the car parks located at Avon Street, Cattlemarket and Manvers Street, during the period of November 2015 - October 2016. The black line on the graph illustrates the suggested maximum capacity of 500 spaces after development. It can be seen from the graph that the proposed retention of 500 spaces would not meet the current demand on a number of occasions. In particular, weekends and the Christmas period are likely to be impacted.

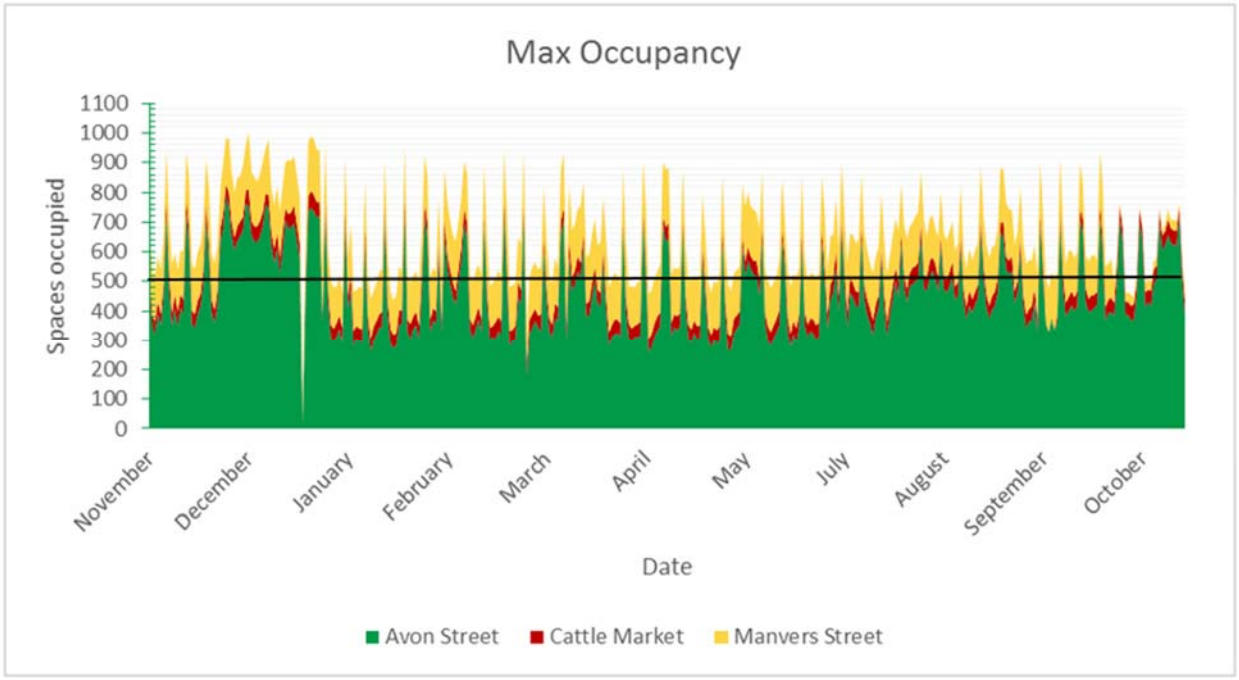

Figure 5-10: Maximum Occupancy Levels within Bath Quays Development

Table 5-3 provides some further analysis of the occupancy data, indicating the number of days when the occupancy exceeds 500 spaces. On all Saturdays and most Fridays and Sundays during the period analysed, the demand exceeded 500 spaces. Even during the weekdays, the demand exceeded 500 spaces 74% of the time.

Table 5-3 – Analysis of Parking Shortfall resulting from Bath Quays Development

Day	Percentage of Days over Capacity	Average Shortfall	Percentage of Proposed Capacity Required
Monday - Thursday	74%	105	121%
Friday	88%	120	124%
Saturday	100%	371	174%
Sunday	98%	207	141%
Total	87%	160	132%

It is likely that some vehicles would reroute to other car parks in the city centre following the development of Bath Quays. There is some available capacity at Southgate, but Charlotte Street in particular has the capacity to accommodate some additional vehicles. Figure 5-11 compares the maximum occupancy with the available capacity across the four car parks; Avon Street, Cattle Market, Manvers Street and Charlotte Street. This shows far fewer occasions when the total occupancy would exceed the available capacity.

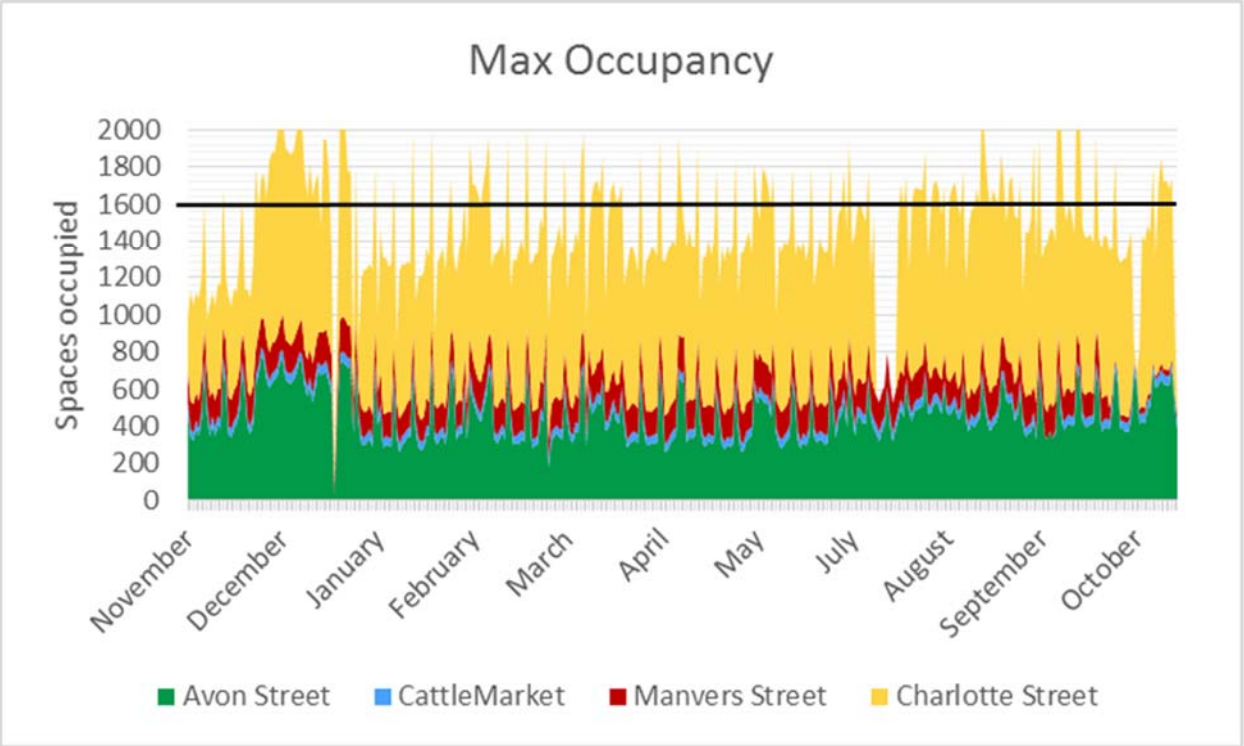

Figure 5-11 - Maximum Occupancy Levels within Bath Quays Development plus Charlotte Street

Table 5-4 provides some additional analysis on the anticipated shortfall of parking spaces. With the inclusion of capacity at Charlotte Street car park the average number of days where the occupancy would exceed capacity is reduced to 38% from 87%.

Table 5-4 - Analysis of Parking Shortfall resulting from Bath Quays Development including Charlotte Street

Day	Percentage of Days over Capacity	Average Shortfall	Percentage of Proposed Capacity Required
Monday - Thursday	32%	154	110%
Friday	25%	141	109%
Saturday	92%	299	119%
Sunday	21%	296	119%
Total	38%	215	114%

The analysis presented demonstrates that the existing demand could be accommodated within the centre of Bath on most occasions if 500 spaces are re-provided within Bath Quays. However it is clear that on Saturdays and during the Christmas period there is likely to be increased pressure on city centre parking.

Objective PSO 13 Development plans for the Enterprise Area sites within Bath city centre should include re-provision of at least 500 public car parking spaces within the overall development area.

The analysis assumes that part of the existing demand from Avon Street, Cattle market and Manvers Street car parks could be accommodated within available capacity at Charlotte Street. The minimum stay at Charlotte Street car park is currently 4 hours compared to only 1 hour at the other three car parks. A short stay tariff is likely to be required to encourage and realise this shift in parking demand between car parks.

Action PSA 7 The introduction of a short-stay parking tariff at Charlotte Street will be assessed with the aim of encouraging usage by users displaced from the car parks affected by the Enterprise Area proposals within Bath city centre.

SECTION 5

5.2.3 Keynsham

In Keynsham the council provides nine off-street car parks which are shown in Figure 5-12 below, alongside the private car parks.

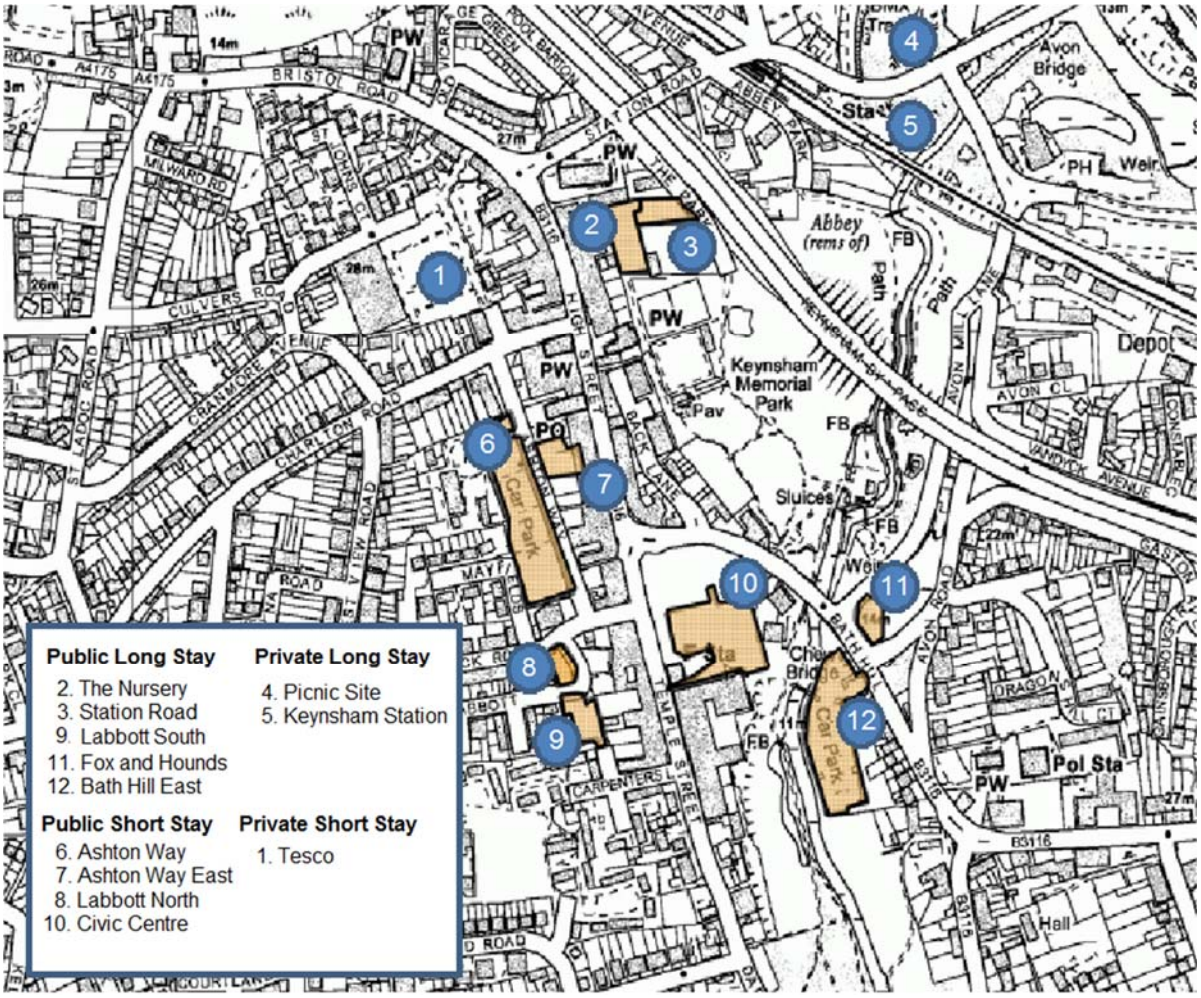

Figure 5-12 Off Street Car Park Locations, Keynsham

Of the nine public off-street car parks in Keynsham four are short stay; Ashton Way, Ashton Way East, Civic Centre and The Labbott North. The total provision of public short stay spaces is 422 spaces as detailed in Table 5-5.

Table 5-5 Public Short Stay Off Street Parking in Keynsham

Location	Spaces	Maximum Stay
Ashton Way	224	4 hours
Ashton Way East	41	4 hours
Civic Centre Car Park	127	2 hours
The Labbott North	30	2 hours

The maximum occupancies of the short stay car parks in Keynsham during the period November 2015 to October 2016 are illustrated in Figure 5-13, Figure 5-14, Figure 5-16 and Figure 5-17. Ashton Way and Ashton Way East are popular car parks located close to the High Street in Keynsham. The occupancy levels are high throughout the year as shown in the graphs presented.

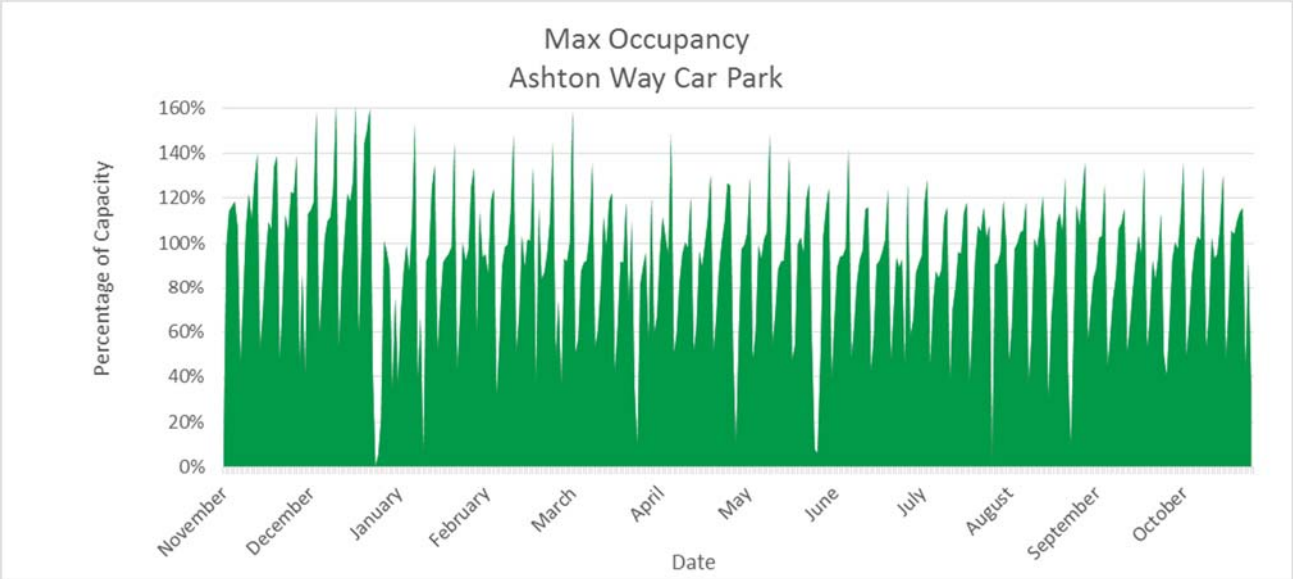

Figure 5-13 Maximum Occupancy for Ashton Way Car Park during the period 1st November 2015 -31st October 2016

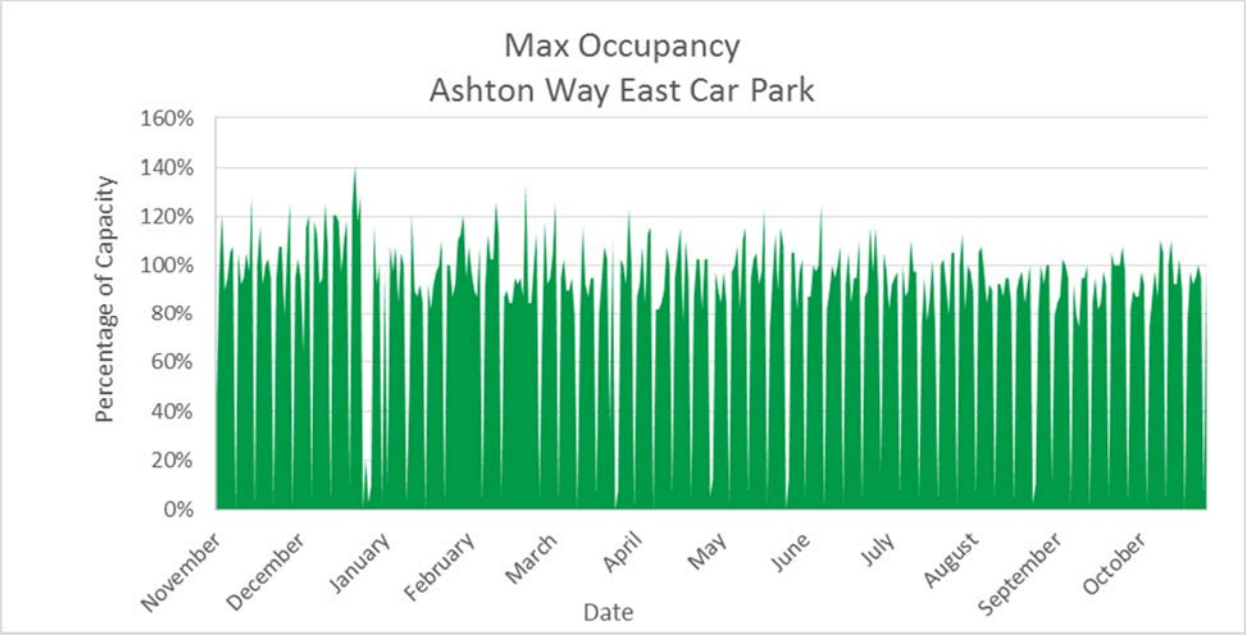

Figure 5-14 - Maximum Occupancy for Ashton Way East Car Park during the period 1st November 2015 -31st October 2016

Figure 5-15 Ashton Way Car Park, Keynsham

It is not possible to derive occupancy data for the Civic Centre Car Park from Pay and Display data, since many of the spaces have historically been occupied by Council Staff permit holders. Moreover, the basement level is not open to the public. Instead, data from a parking beat survey conducted in Keynsham on Wednesday 16th November 2016 is presented in Figure 5-16. It indicates that the car park has a high level of usage throughout the day peaking at 08:30. Since 1st December 2016 Council staff are no longer permitted to park in the Civic Centre car park in order to free up short stay spaces for shoppers and visitors. Instead, the staff parking permits are valid in Bath Hill East and Fox Hounds long stay car parks.

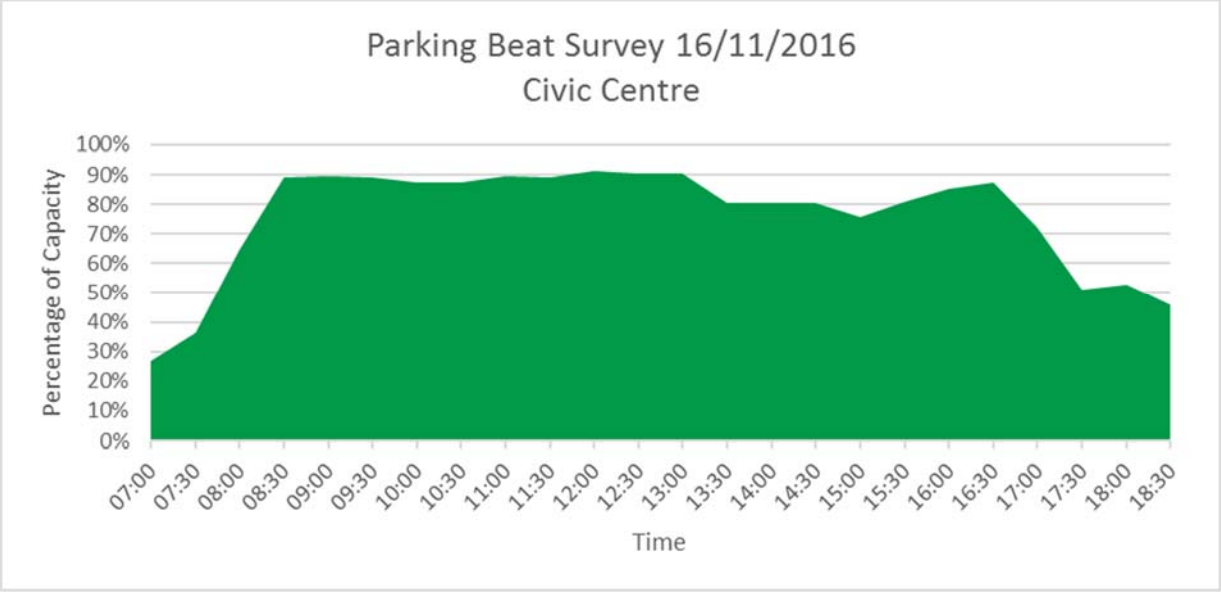

Figure 5-16 - Parking beat survey data for Civic Centre, Keynsham. Data collected Wednesday 16 November 2016.

The occupancy for Labbott North car park is shown in Figure 5-17 below. The occupancy rate if calculated on the basis of a 2 hour stay well exceeds 200 %, which indicates that the average visitor stay is shorter than the maximum allowed period of 2 hours. The parking beat survey conducted on 12th March 2015 does support this assumption. During the day of survey, 55% of the vehicles stayed less than an hour. In order to present a more accurate view, the occupancy graph has been adjusted accordingly to assume a typical maximum stay of 1 hour.

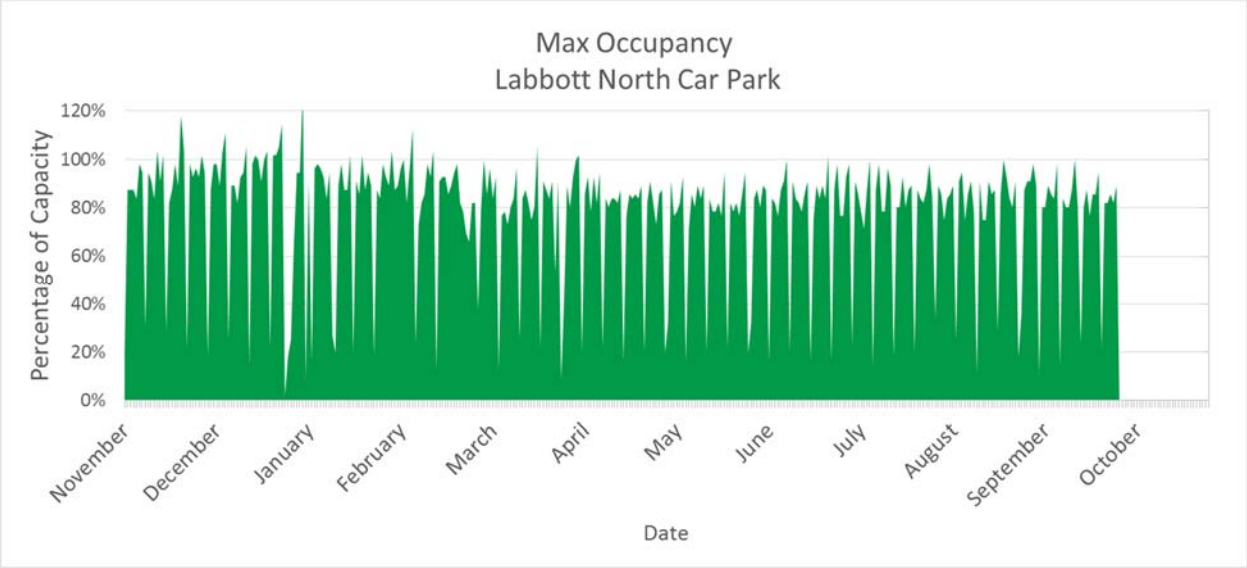

Figure 5-17 - Maximum Occupancy for Labbott North Car Park during the period 1st November 2015 -30st September 2016. Data for October is not available.

There are five public long stay car parks within Keynsham; Bath Hill East, Fox and Hounds, The Labbott South, The Nursery and Station Road. These car parks provide 303 spaces in total as detailed in Table 5-6.

Table 5-6 Public Long Stay Off Street Parking in Keynsham

Location	Spaces	Maximum Stay
Bath Hill East Car Park	154	N/A
Fox and Hounds Car Park	27	N/A
The Labbott South	39	N/A
The Nursery	43	N/A
Station Road Car Park	40	N/A

The maximum occupancy for long stay car parks in Keynsham can be seen in Figure 5-18, Figure 5-20, Figure 5-21, Figure 5-23 and Figure 5-24.

The maximum occupancy for Bath Hill East car park during the period from 1st November 2015 to 31st October 2016 is shown below in Figure 5-18. The graph indicates that the car park does not exceed 80% capacity. Parking is not charged on Sundays, so the graphs appear to show a drop in occupancy levels on this day.

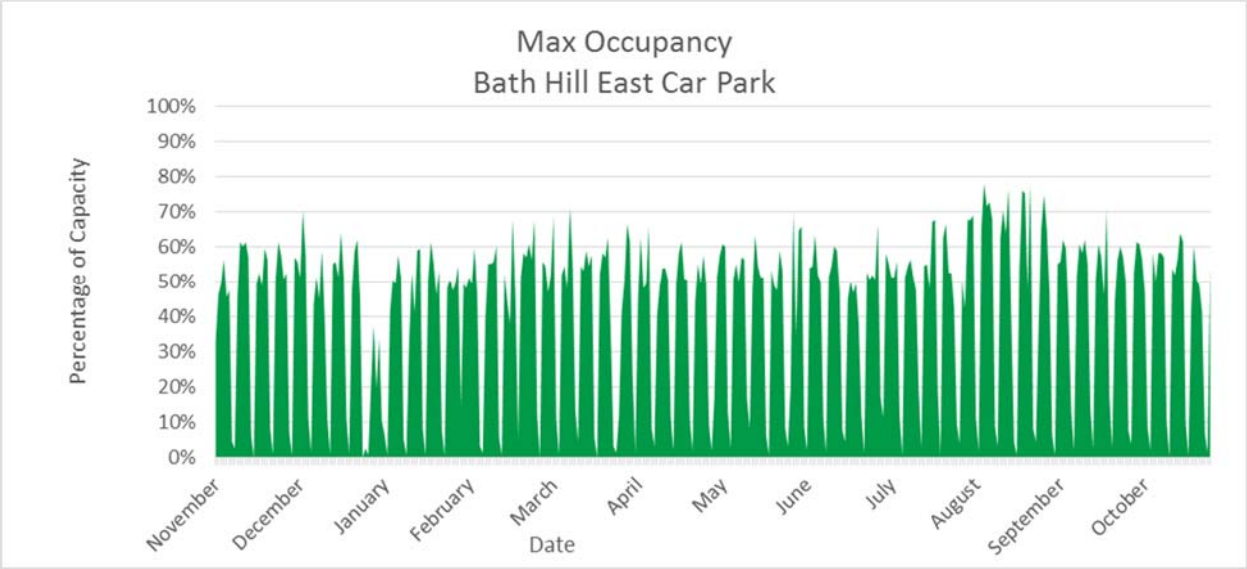

Figure 5-18 - Maximum Occupancy for Bath Hill East Car Park during the period 1st November 2015 -31st October 2016

Figure 5-19 - Bath Hill East Car Park, Keynsham

The maximum occupancy for Fox and Hounds car park during the period 1st November 2015 to 31st October 2016 is shown in Figure 5-20. The data suggests that the car park has available capacity regularly, although Saturdays are particularly busy with the car park often reaching full capacity.

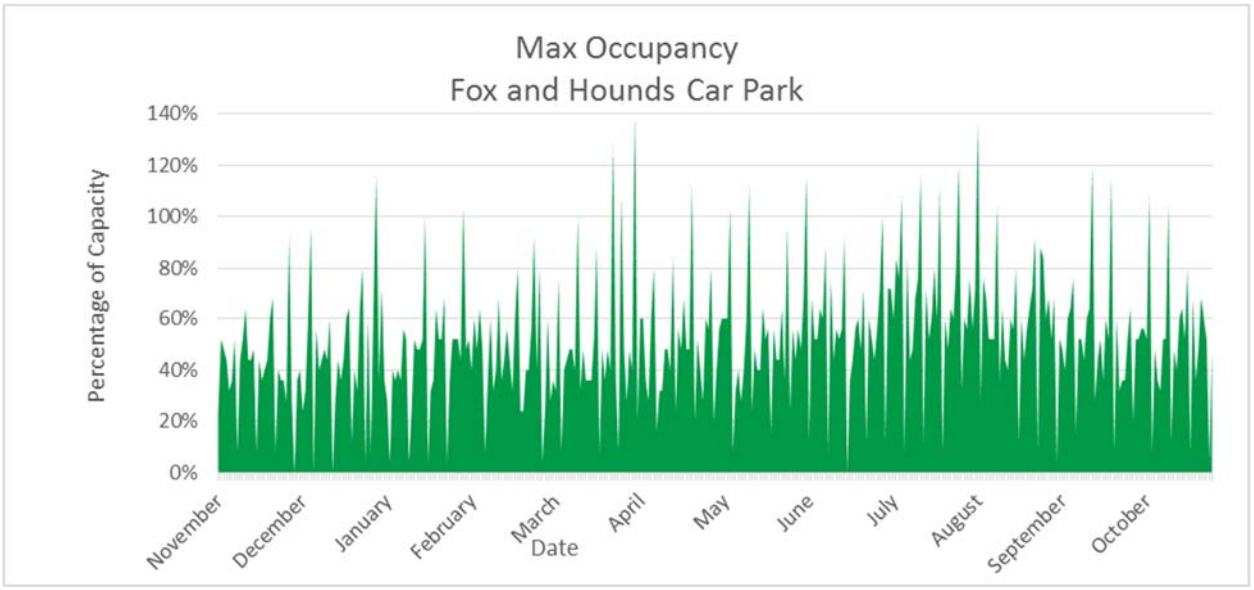

Figure 5-20 - Maximum Occupancy for Fox and Hounds Car Park during 1st November 2015 -31st October 2016

During the period analysed in Figure 5-18 and Figure 5-20 Bath Hill East and Fox Hounds car parks both had available capacity However, in December 2016 the regulations for Council Staff parking permits in Keynsham were altered in order to reduce pressure on short stay parking spaces in the Civic Centre and Ashton Way car parks. Staff permits are now only valid in Bath Hill East and Fox and Hounds car parks. This has regularly increased the occupancy of these car parks to full capacity during the week.

Figure 5-21 shows the occupancy at Station Road Car Park during the period from 1st November 2015 to 31st October 2016. The occupancy rate varies throughout the week with Sundays showing 0% occupancy since parking is not charged. However, there generally appears to be available capacity within the car park.

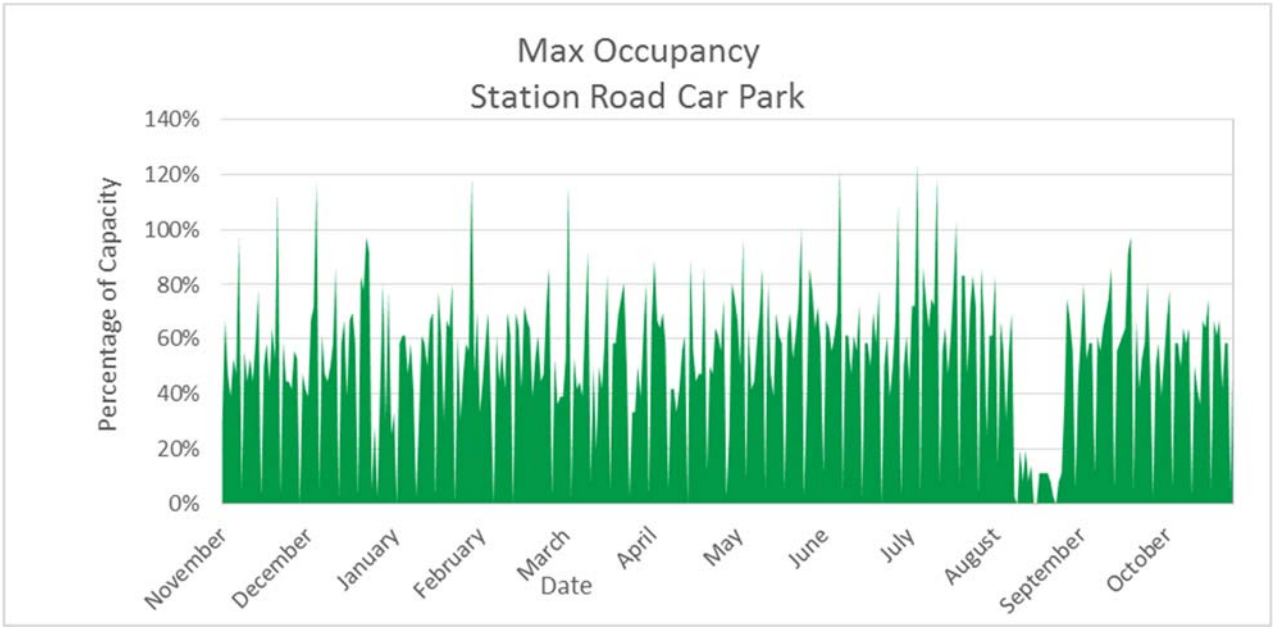

Figure 5-21 - Maximum Occupancy for Station Road Car Park during 1st November 2015 -31st October 2016

The Nursery is located next to the Station Road car park and is used as an overflow when the main car park is full. This car park is free of charge and hence it is not possible to derive occupancy levels from Pay and Display data. A parking beat survey was conducted in Keynsham on Wednesday 16th November 2016 and the data for the Nursery car park is shown in Figure 5-23. This indicates that the car park has a high level of usage throughout the day. The parking within this car park is quite informal, and spaces are not designated clearly. Hence on some occasions the capacity exceeds 100 percent.

Figure 5-22 - The Nursery Car Park, Keynsham

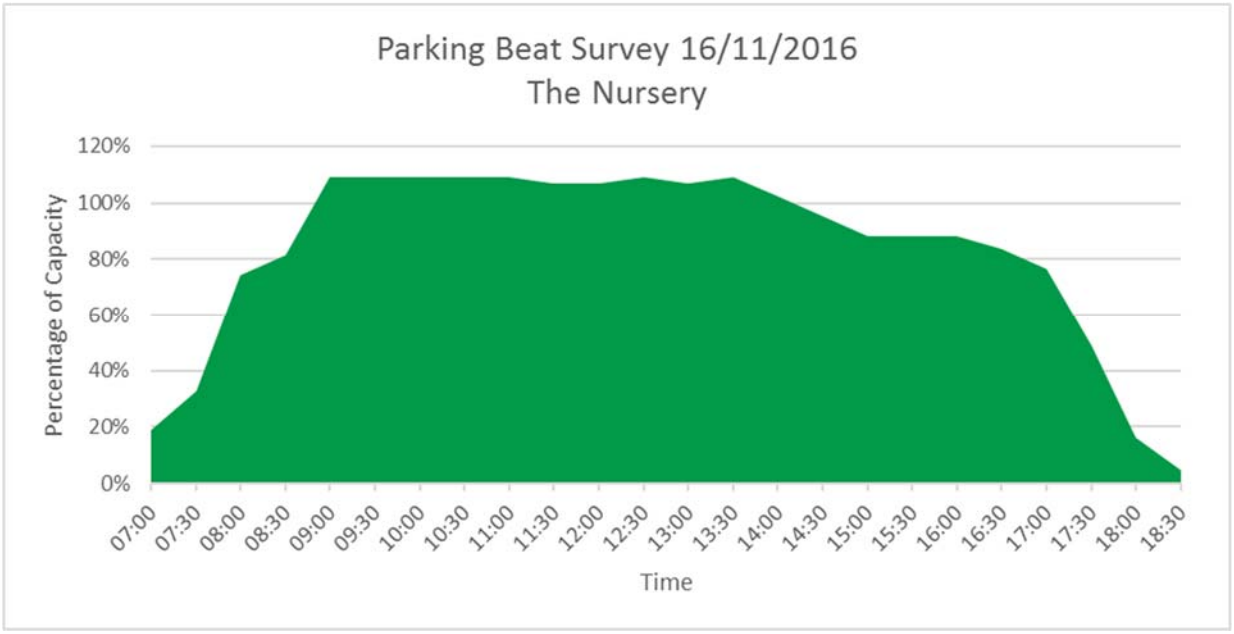

Figure 5-23 - Parking beat survey data for The Nursery, Keynsham. Data collected Wednesday 16 November 2016

Occupancy data for Labbott South car park during the period 1st November 2015 to 31st October 2016 is presented in Figure 5-24. This indicates that the car park never reaches full capacity except for a few days near Christmas. As with the other car parks in Keynsham, parking is not charged on Sundays and so the occupancy appears to be zero.

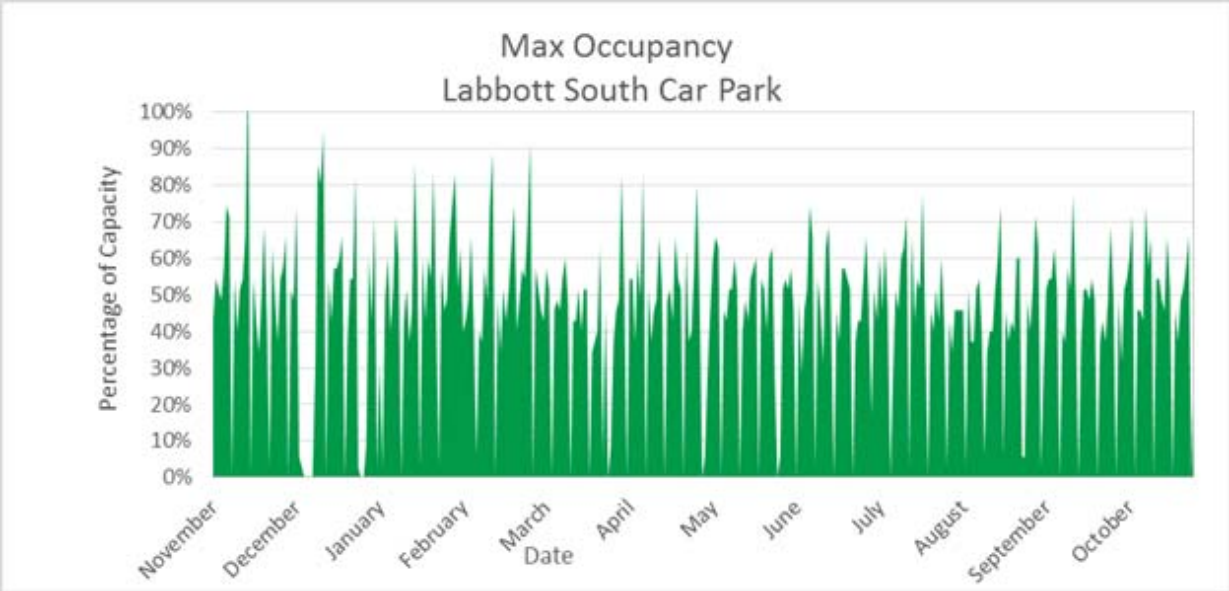

Figure 5-24 - Maximum Occupancy for Labbott South Car Park during 1st November 2015 -31st October 2016

The results of the survey in November 2016 are very similar to those from an identical survey, in terms of scope and method, undertaken in March 2015. The total maximum occupancy in car parks in Keynsham from the November 2016 surveys is presented in Figure 5-25 and Figure 5-26. This demonstrates that there is limited available off-street capacity within Keynsham.

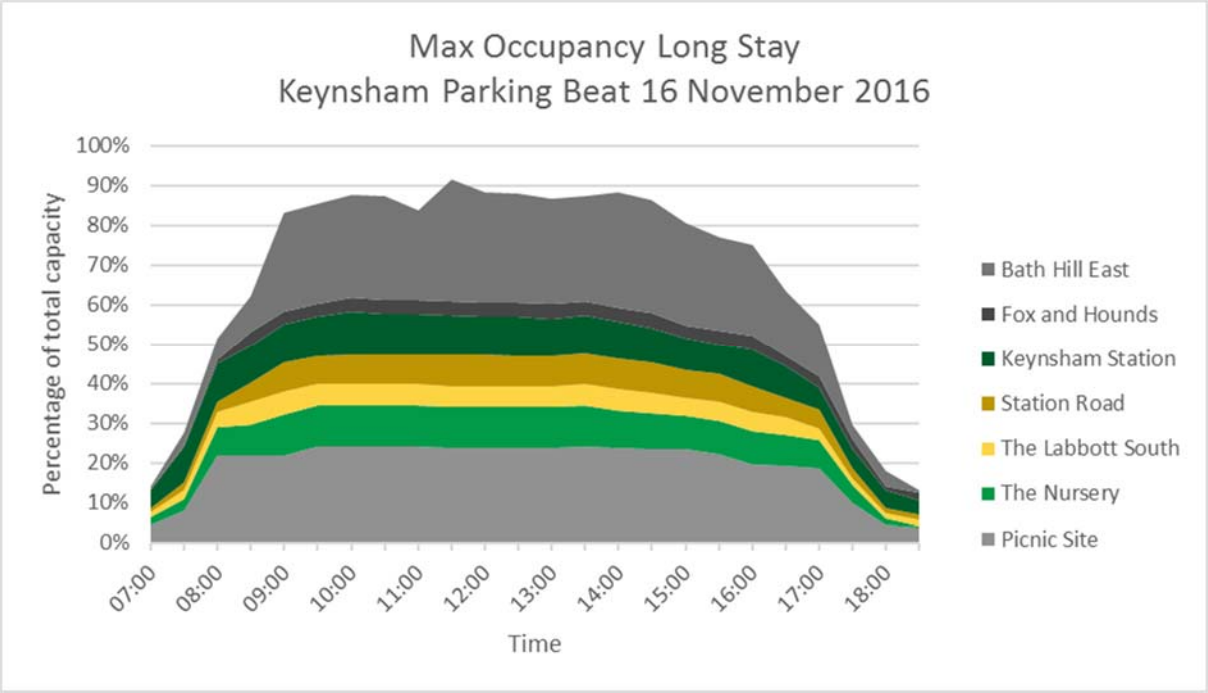

Figure 5-25 – Overall Maximum Occupancy in long stay car parks in Keynsham

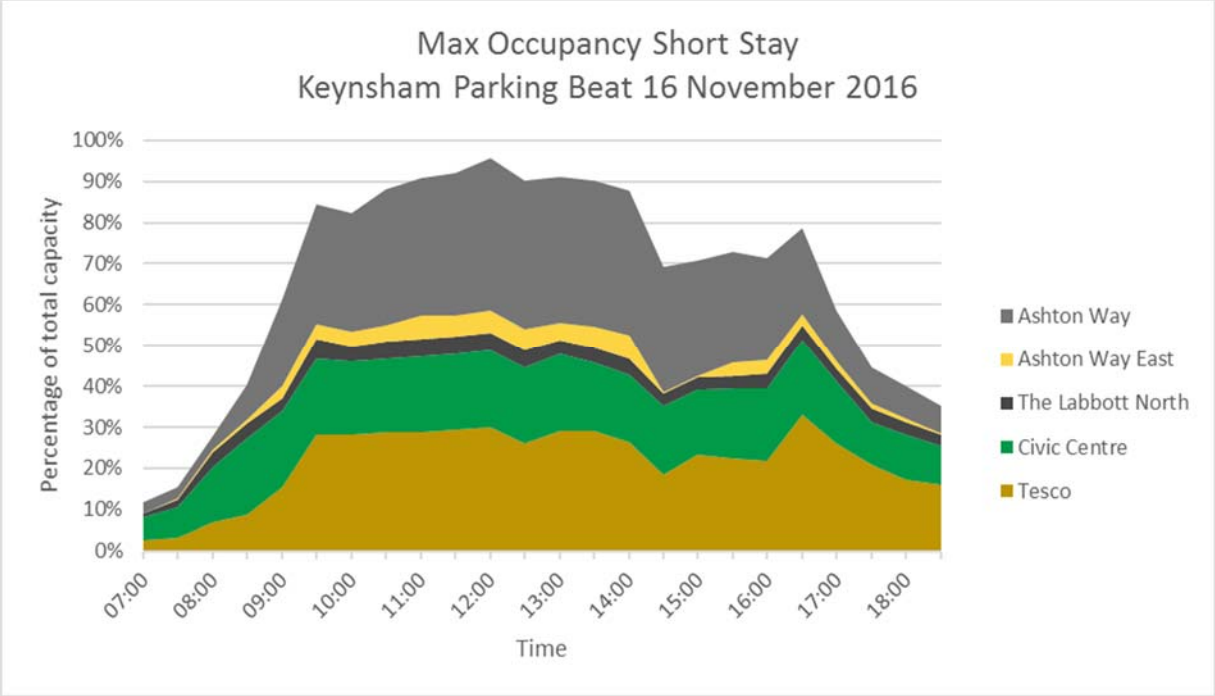

Figure 5-26 – Overall Maximum Occupancy in short stay car parks in Keynsham

Overall, the car parks in Keynsham are well used. Due to the recent changes in council staff permit regulations the pressure on short stay parking has been somewhat relieved, and there is now available short stay capacity at the Civic Centre car park. However, the long stay Bath Hill East, Labbott South and Fox and Hounds car parks now have higher demand during the week since Council staff parking permits are eligible in these locations. The presented data does not reflect these changes in regulation and the impact of this change is yet to be evaluated.

The usage of the off-street car parks should be kept under periodic review to ensure that sufficient facilities are provided. However, adding to the existing off-street parking supply within Keynsham would only serve to increase traffic flows within the town centre, exacerbating the existing congestion and air quality problems. Hence, if demand for the town centre and/or station exceeds the parking supply, the Council will seek to improve access to these facilities by sustainable modes. This would be in accordance with the Keynsham Transport Strategy, which as part of its vision seeks to "*minimise the negative effects of traffic congestion in and around Keynsham*". As such, the focus will be on improving public transport provision, and cycling and walking facilities to encourage the use of these modes for travel to/from the Town Centre.

Action PSA 8 The Council will undertake periodic reviews of usage of off-street car parks in Keynsham to monitor changes and any need for future actions. In addressing 'shortfall', the focus will be to improve access to facilities by sustainable modes rather than increasing parking provision.

The availability of long stay parking around the station is important to residents of Keynsham and adjacent residential areas within the catchment in order to provide access into Bristol and Bath city centres, but is also key in managing levels of traffic in both city centres, and this is highlighted within the West of England Joint Transport Study and Joint Spatial Plan. The parking provided at Station Road, The Nursery, Keynsham Station and the Picnic Site is therefore a priority within Keynsham. The existing facilities at the two Council operated car parks, Station Road and the Nursery, are in need of some improvements and clearer signage to encourage usage.

Action PSA 9 Improve parking facilities in The Nursery and Station Road car park to support commuting by train to Bath/Bristol and beyond.

SECTION 5

The occupancy of long stay parking in Keynsham is largely affected by the car parks in which Council staff permits are valid and the number of Council staff utilising the permit scheme. The Council have recently taken steps to reduce the impact by limiting the permits validity to only Bath Hill East, Labbott South and the Fox and Hounds car parks. However, a review of the eligibility criteria may provide opportunities to reduce the number of permits issued to staff who do not need a vehicle to support them in their work. This will increase the space available to short stay shoppers and visitors whose access to parking is important to the viability of the town centre.

Action PSA 10 Review Parking Permit eligibility criteria with the Corporate Travel Group to reduce the number of permits issued whilst ensuring staff who require their vehicle to support their work are able to park.

5.2.4 Somer Valley

Midsomer Norton

There are five off-street public car parks in Midsomer Norton as shown in Figure 5-27 and detailed in Table 5-7.

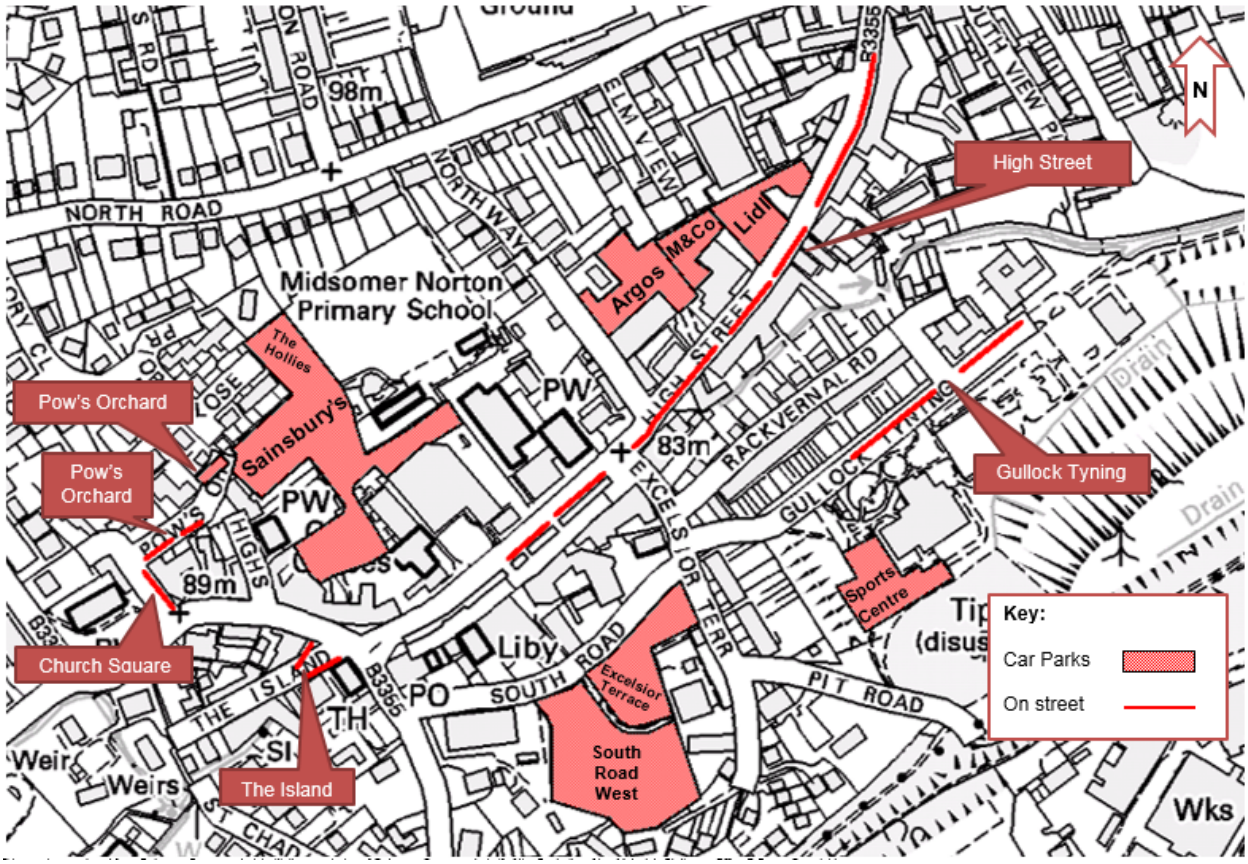

Figure 5-27 Midsomer Norton On and Off Street parking locations

Table 5-7 Public Off-Street Parking in Midsomer Norton

Location	Spaces	Maximum Stay
Sports Centre	71	N/A
South Road	149	N/A
Excelsior Terrace	110	N/A
The Hollies	76	N/A
Pow's Orchard	9	N/A

Figure 5-28 South Road car park, Midsomer Norton

Maximum occupancy in South Road, Pow's Orchard and the Sports Centre car parks is shown in Figure 5-29 below. The data is taken from a parking beat survey conducted by Nationwide Data Collection on Thursday 12th June 2014. The Hollies car park is included as part of the Sainsbury's car park in the survey and so is shown in Figure 6-10 in Section 6 of this document. The data indicates that the off street parking spaces in Midsomer Norton are well used.

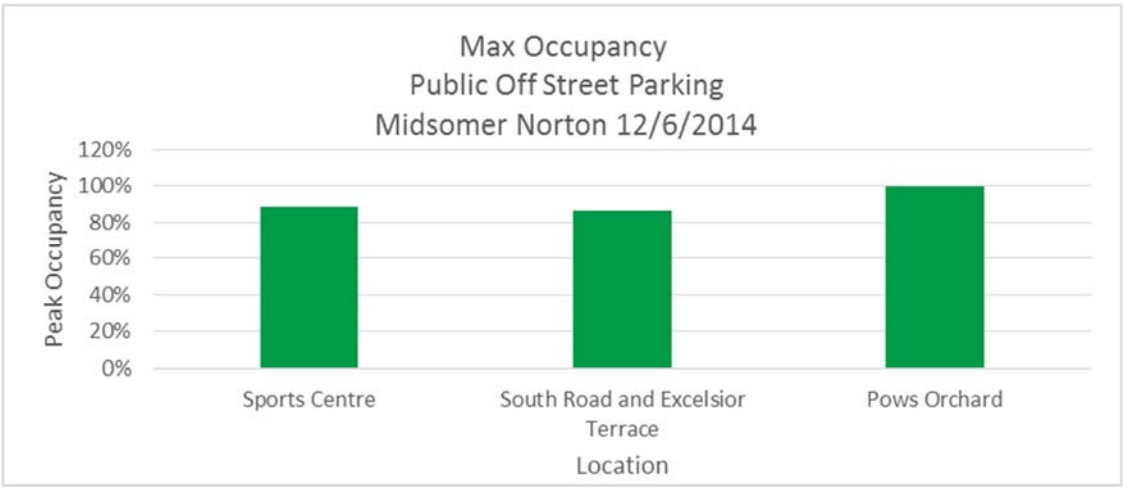

Figure 5-29 - Peak Occupancy for Public Off Street Car Parks in Midsomer Norton, Data collected 12 June 2014

Recent masterplanning work in Midsomer Norton, undertaken by the Council, has proposed utilising land at South Road car park for additional development. Given the current occupancy levels, a reduction in spaces at South Road car park would have a significant impact on the availability of off-street parking spaces in Midsomer Norton and may impact on the viability of the town centre and access to services for local residents.

Objective PSO 14 Any redevelopment of South Road car park in Midsomer Norton should not result in a net loss of off-street car parking spaces.

Radstock

Radstock town centre has two public car parks, located at Waterloo road and Church Street as shown in Figure 5-30 and detailed in Table 5-8.

Table 5-8 Public Off Street Parking in Radstock

Location	Spaces	Maximum Stay
Waterloo Road	32	4 hours in green, N/A in white
Church Street	89	5 hours

The total capacity is 121 spaces and 8 of these are reserved for disabled users. Parking in Radstock is free of charge, but visitors have to collect and display a ticket to demonstrate they have not exceeded the maximum stay. In Church Street car park the maximum stay is 5 hours, in Waterloo Road car park the 'green' spaces have a 4 hour limit. White marked bays have no maximum length of stay and hence, no need to display a ticket.

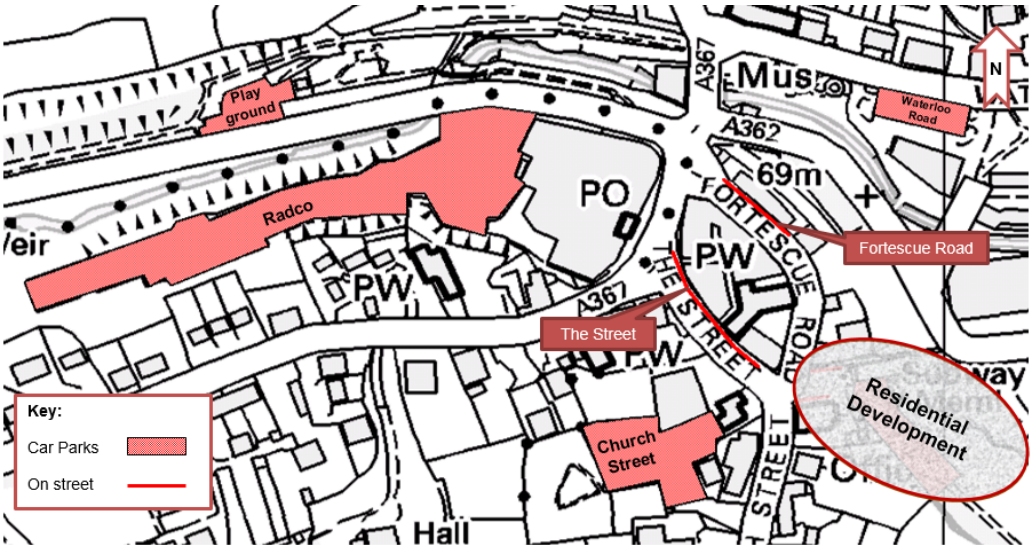

Figure 5-30 Radstock On and Off Street parking locations

Figure 5-31 Church Street Car Park (left) Waterloo Car Park (right), Radstock

Maximum occupancy data for Waterloo Road and Church Street car parks has been taken from a parking beat survey undertaken by Nationwide Data Collection on Thursday the 12th June 2014 and is displayed in Figure 5-32 below. The data indicates that both car parks reach a maximum occupancy of around 80%.

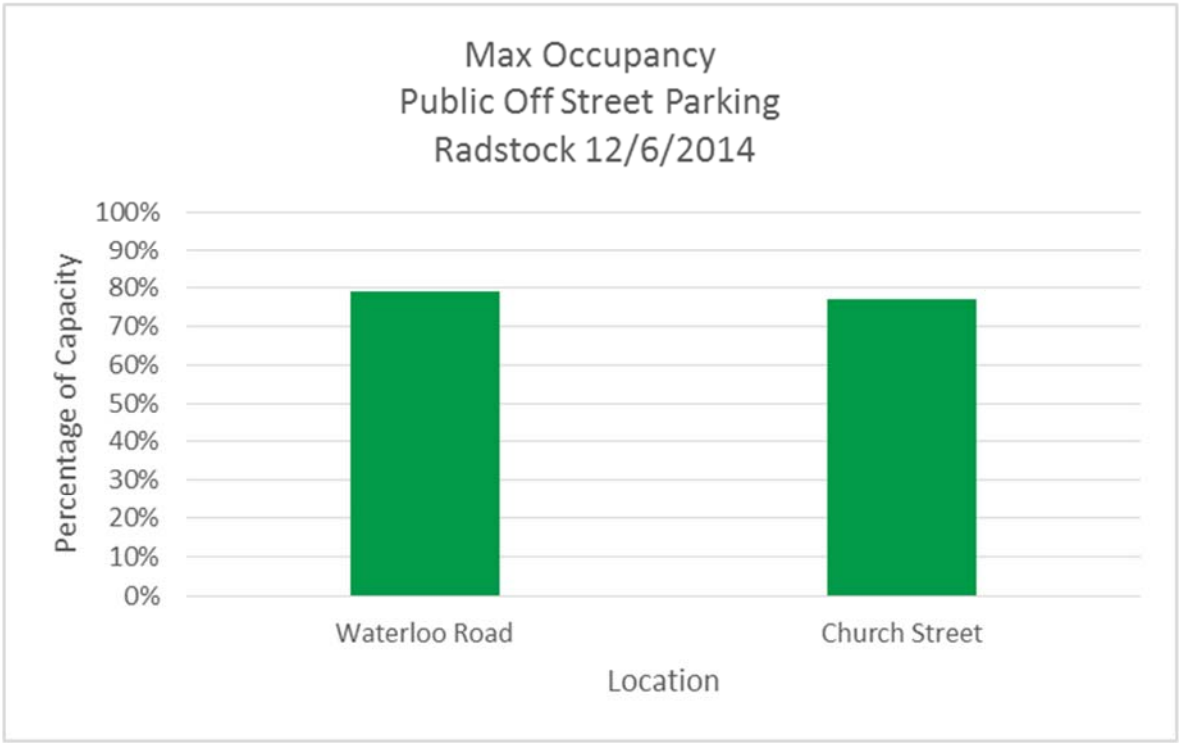

Figure 5-32 - Occupancy for Public Off Street Car Parks in Radstock

Peasedown St John and Paulton

In Peasedown St John there is one off-street car park, Greenlands Road, which provides 24 spaces. It is free of charge with no maximum stay. Paulton also has a public car park on the High Street, with a capacity of 55 vehicles. Parking is free and there is a maximum stay of 2 hours. A summary of these car parks is provided in Table 5-9. No occupancy data is available for these car parks.

Table 5-9 - Off Street Parking in Peasedown St John and Paulton

Location	Spaces	Maximum Stay
Peasedown St John: Greenlands Rd	19	N/A
Paulton: High Street Car Park	56	2 hours

Objective PSO 15 The current levels of parking within Somer Valley towns will be maintained to ensure access to facilities. The provision should be reviewed periodically to determine if additional controls or capacity are required to maintain the availability of spaces.

5.2.5 Rural Areas

Car parking in rural areas is predominately on street or privately provided. Car ownership is generally high in these areas, due to lower provision of public transport and longer distances to services. In Chew Magna there is a free off street car park behind The Pelican, with approximately 40 spaces. However in general public off street parking in small villages is rare, as the population density is low and private and on street facilities often are considered sufficient.

If on street parking patterns in local villages cause issues with accessibility for service vehicles such as fire fighters and maintenance, enhancement of the provision of off street parking may be required. In Chew Magna, the Transport Strategy includes Policy BF5 which supports any application that provides enhanced parking facilities for the village. Other Neighbourhood plans have also stated that enhanced parking provision would benefit their areas. The Council supports local and/or private initiatives to expand off street parking provision, but does not seek to further expand the Council run car parks in rural areas.

SECTION 5

5.3 Park and Ride Existing Capacity and Demand

Bath is currently served by three Park and Ride sites; Newbridge, Lansdown and Odd Down. These are all located within a radius of 10 minutes' travel time from the city centre, see map in Figure 5-33. There are no parking charges on these sites, instead each passenger pays a bus fare for the return service into The City Centre. The cost for a return ticket is £3.30 per person on weekdays and £3.00 per person on weekends and bank holidays. Additionally, there are group tickets, multi-journey discounts and season tickets available for regular users.

The bus services 21 (Newbridge), 31 (Lansdown) and 41 (Odd Down) all route into the City Centre and are all high frequency services with a bus every 10-15 minutes throughout the day. They operate on Monday through Saturday from 6:15am-8:30pm and 9:30am-6pm on Sundays. Service 42 operates between Odd Down and the Royal United Hospital on Monday to Friday (not including bank holidays) from 6:40am to 7:00pm with a frequency of 30 minutes.

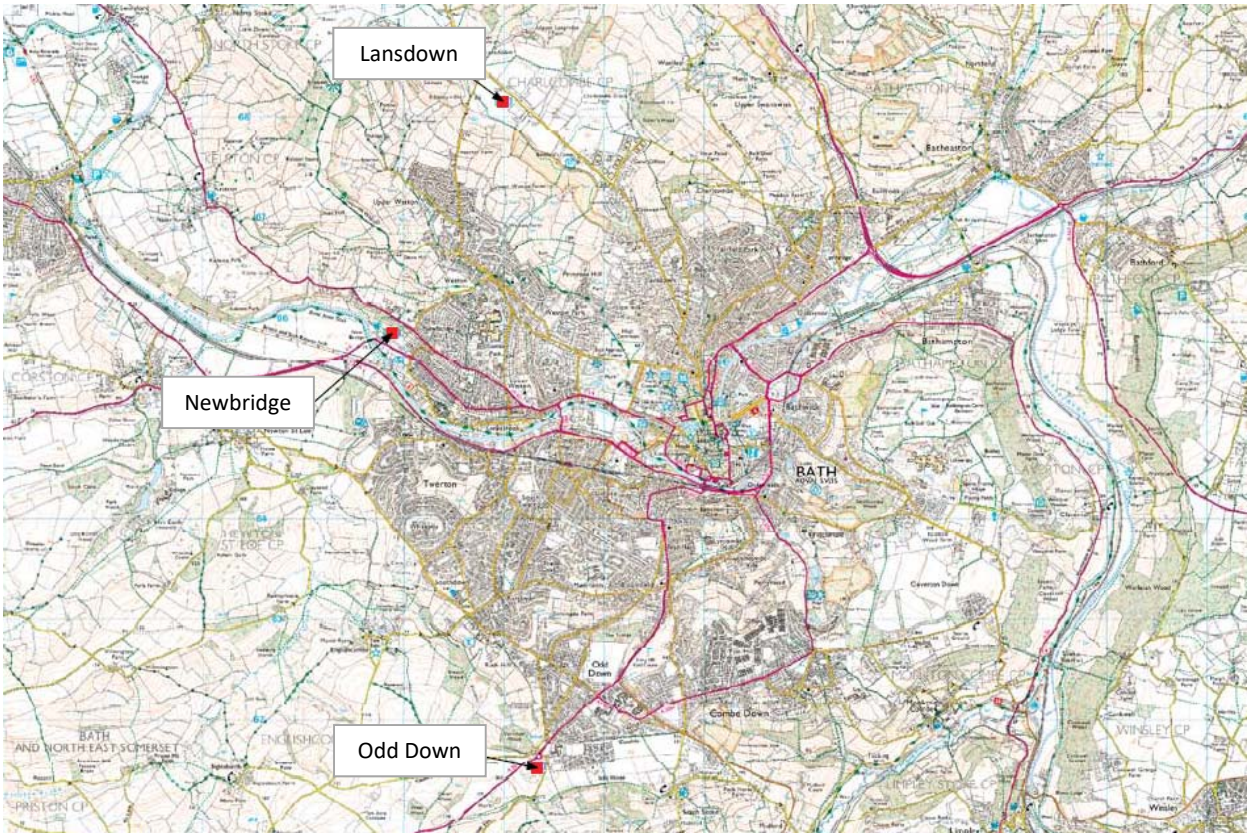

Figure 5-33 Map of Park and Ride sites surrounding Bath

5.3.1 Newbridge Park and Ride

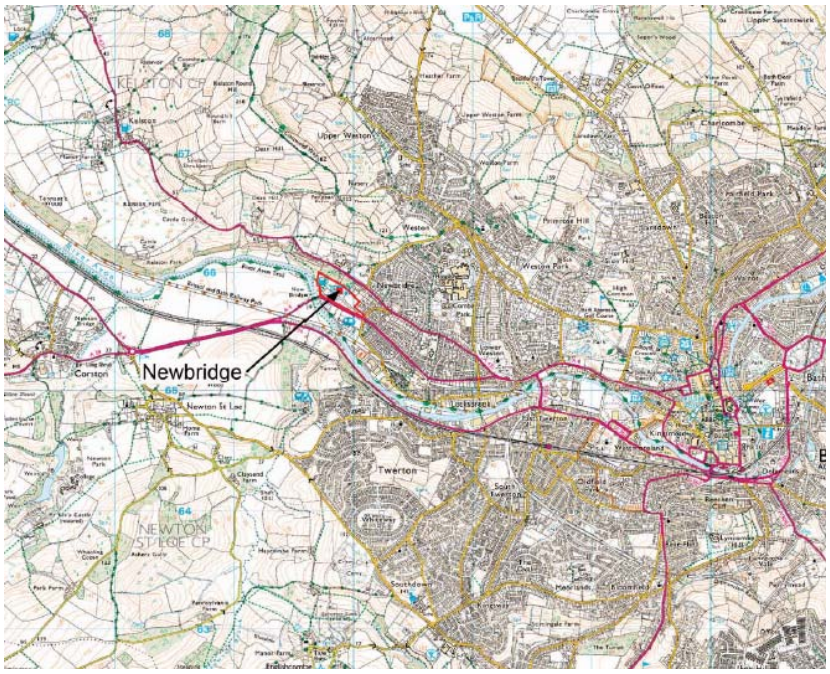

Figure 5-34 Newbridge Park and Ride site

Newbridge Park and Ride is located on the west side of Bath and has a parking capacity for 698 vehicles. The occupancy of Newbridge Park and Ride in the period from 1st November 2015 to 31st October 2016 is illustrated in Figure 5-35. During the week the maximum occupancy regularly reaches 80%, with a lower occupancy recorded on Sundays. The usage of the site reaches capacity during the period before Christmas, with the site full on all days except Sunday in the last week in November and the first two weeks in December.

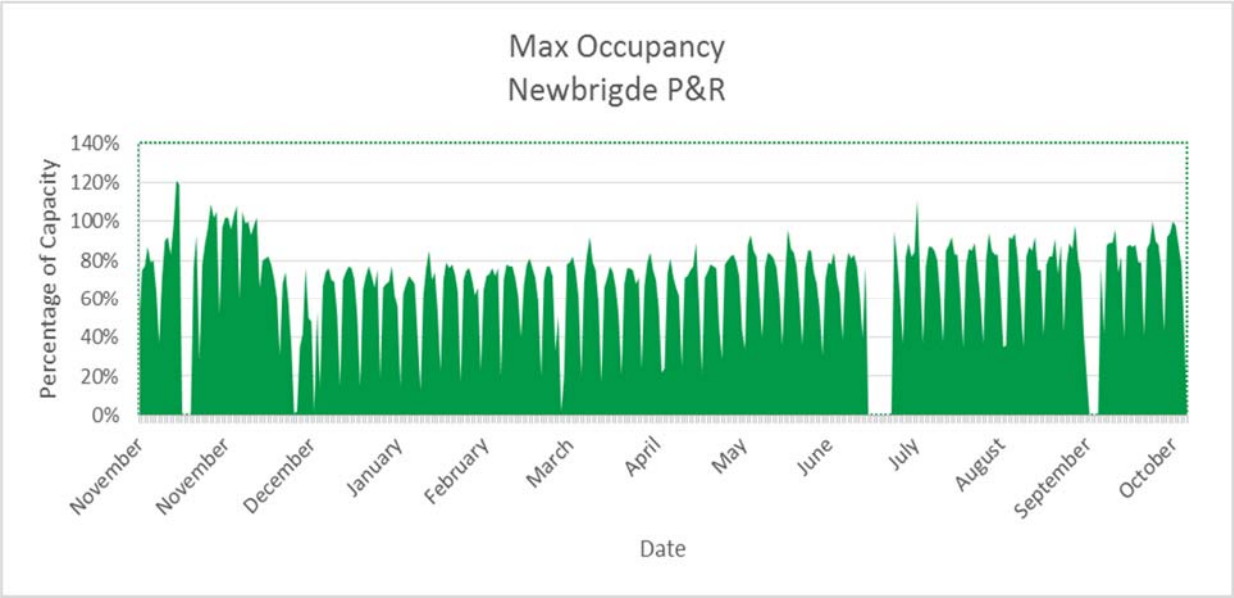

Figure 5-35 - Max Occupancy for Newbridge Park and Ride during the period 1st November 2015 -31st October 2016

5.3.2 Lansdown Park and Ride

Figure 5-36 Lansdown Park and Ride site

Lansdown Park and Ride site is located north of Bath and provides 837 spaces. Maximum occupancy data for Lansdown in the period 1st November 2015 to 31st October 2016 is shown in Figure 5-37. Due to a lack of data for June-October 2016, data from the same period in 2015 has been presented, hence the graph for Lansdown differs from the other Park and Ride sites. During the week the occupancy regularly exceeds 60%. Similar to Newbridge, the highest usage occurs in the first two weeks of December when parking capacity is fully utilised on most days, including Sundays.

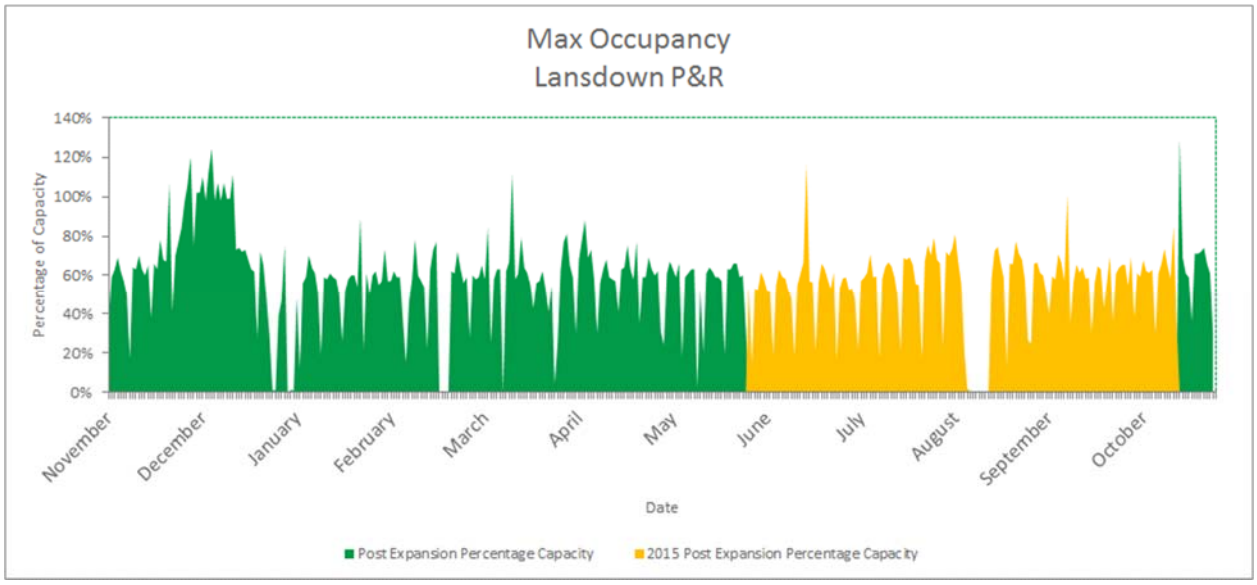

Figure 5-37 - Max Occupancy for Lansdown Park and Ride, during the period November 2015 - October 2016.

5.3.3 Odd Down Park and Ride

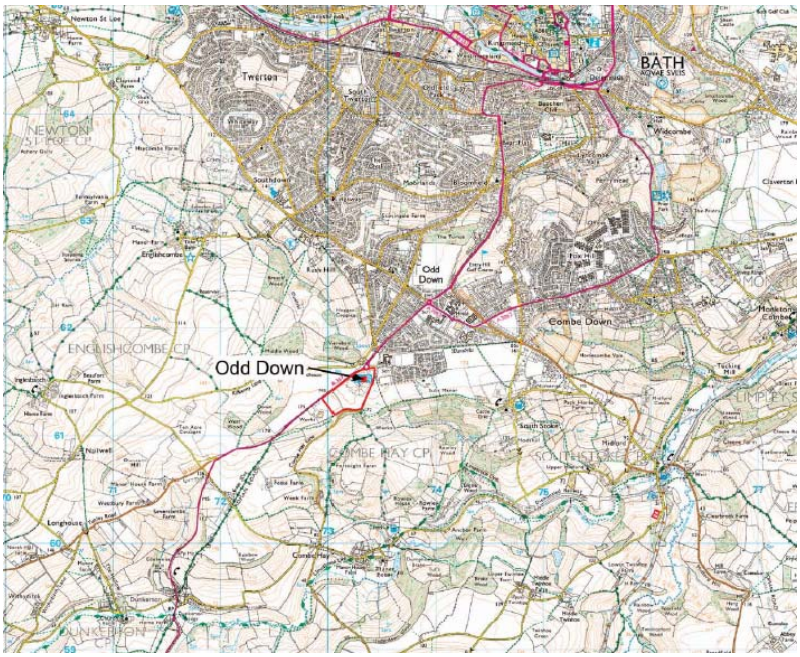

Figure 5-38 Odd Down Park and Ride site

Odd Down is the largest park and ride site in Bath with 1,230 spaces and is located south west of Bath. Occupancy data for the period 1st November 2015 to 31st October 2016 is displayed in Figure 5-39. Odd Down has the most available capacity with maximum occupancy during the week of approximately 60-70%. Furthermore, it is the only one of the three sites that has spare capacity during the peak period around Christmas. Odd Down is the only Park and Ride site serviced by two bus services, number 41 to the City Centre and number 42 to the Royal United Hospital.

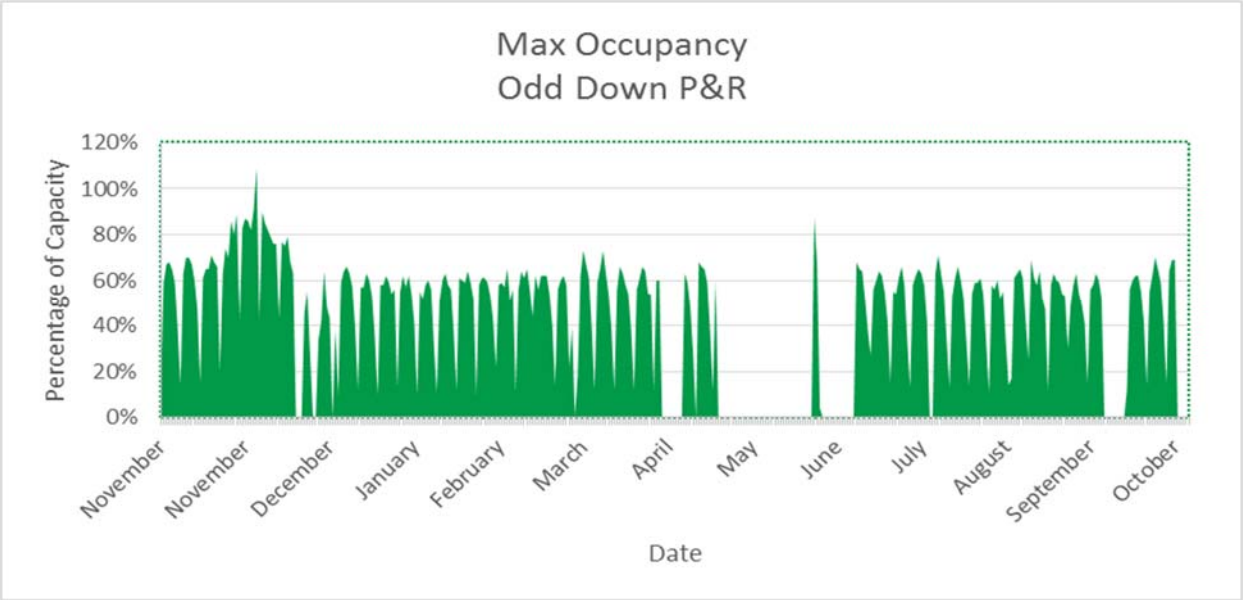

Figure 5-39 - Max Occupancy for Odd Down Park and Ride, during the period 1st November 2015 -31st October 2016

5.3.4 Impact of Expansion

All three Park and Ride sites have been expanded as a part of the Bath Transport Package, with full completion by July 2015. The available data shows that the demand for Park and Ride has increased since the expansion with utilisation rates exceeding the pre-expansion capacity. To demonstrate this the occupancy data presented in section 5.3.3 has been calculated as a percentage of the pre- and post expansion capacity in each park and ride site.

At Newbridge Park and Ride the current maximum occupancy levels regularly exceed the pre-expansion capacity as shown in Figure 5-40, indicating that greater usage of the site has been facilitated and taken up by the expansion of the parking supply. In addition, patronage data shown in Figure 5-41 demonstrates a continuing increase in patronage, with a step change in 2015/16 coinciding with the parking expansion.

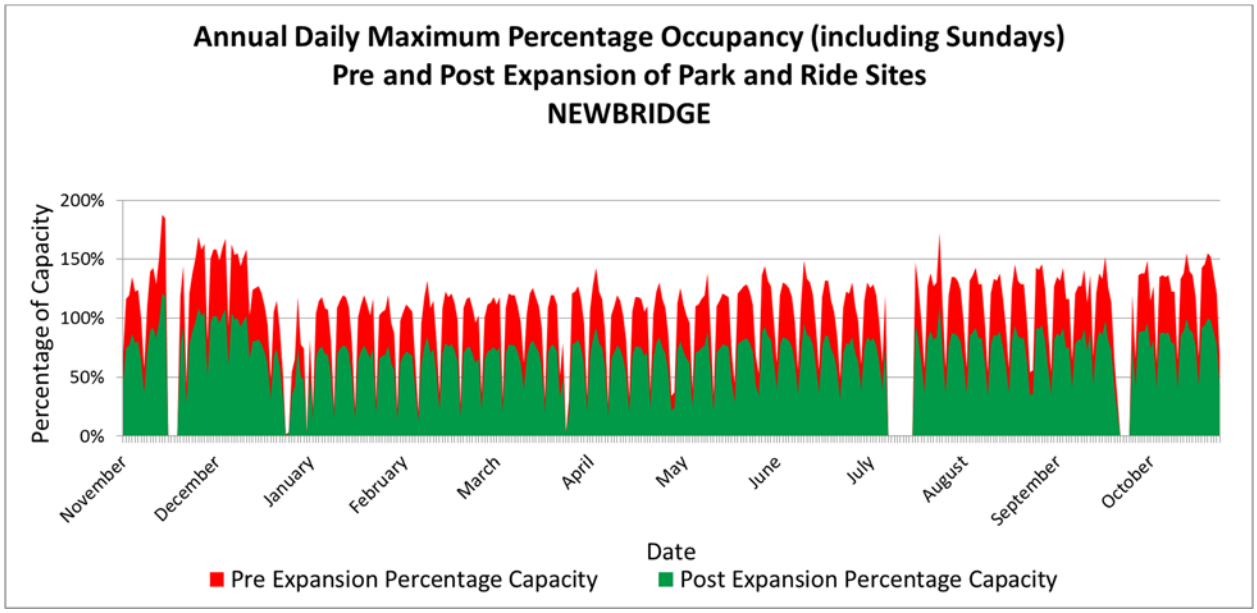

Figure 5-40 - Occupancy levels for Newbridge Park and Ride, Pre- and Post-Expansion

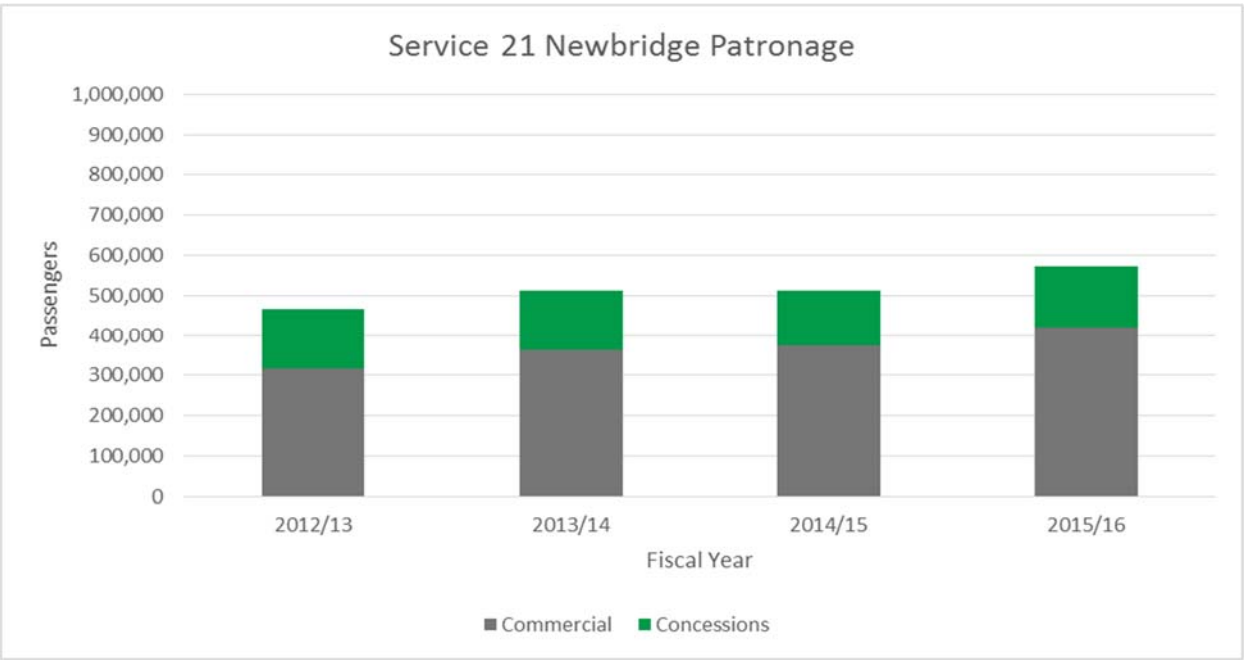

Figure 5-41 - Patronage of Bus Service 21 to Newbridge

Figure 5-42 shows that the maximum occupancy demand for Lansdown Park and Ride exceeded the pre-expansion capacity repeatedly throughout the year. This is especially noticeable during the Christmas period. Please note that due to a lack of data for June-October 2016, data from the same period in 2015 has been presented. Patronage data for Service 31 that operates between Lansdown Park and Ride and the city centre has also shown an increase in usage as shown in Figure 5-43.

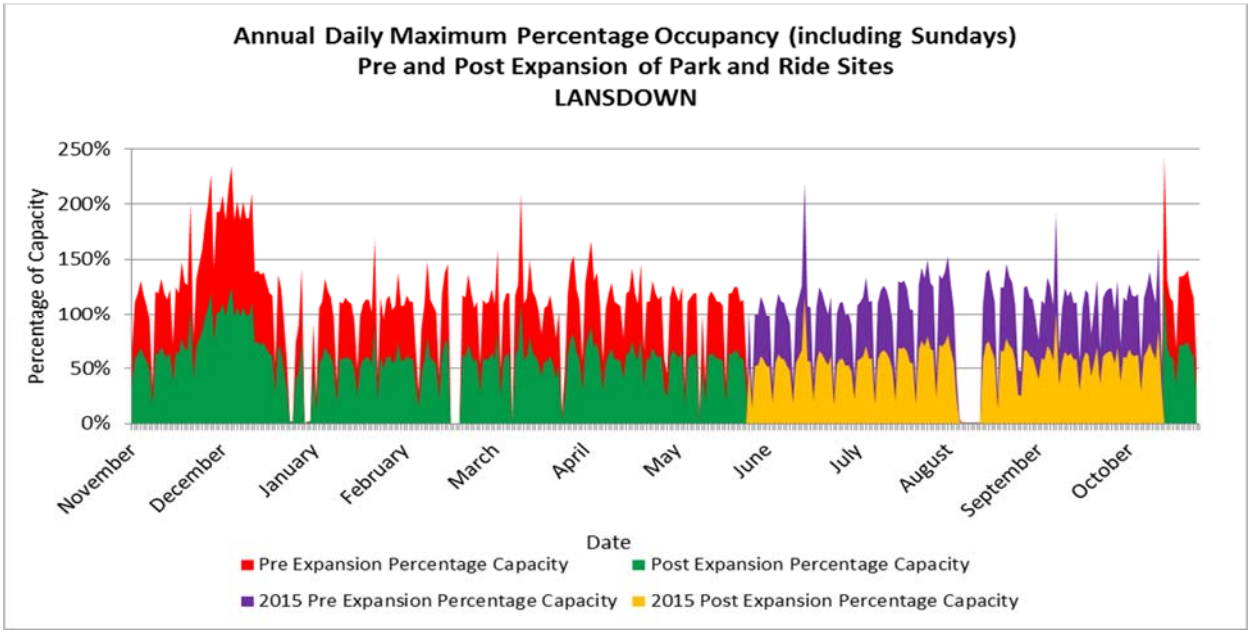

Figure 5-42 - Occupancy levels for Lansdown Park and Ride, Pre- and Post-Expansion, during the period November 2015 - May 2016 and June 2015 to October 2015.

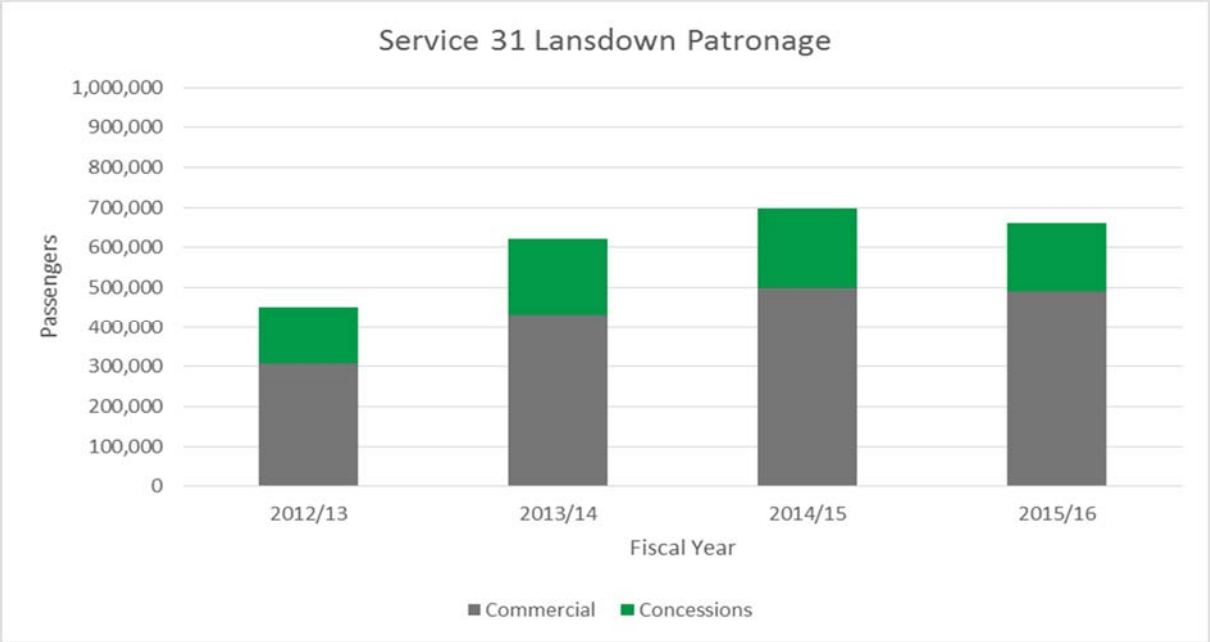

Figure 5-43 - Patronage of Bus Service 31 to Lansdown

The occupancy levels for Odd Down Park and Ride have not increased as much as the other two sites. Apart from the Christmas period, the current demand could have been accommodated within the pre-expansion capacity, as shown in Figure 5-44. The patronage data for Service 41 which serves Odd Down Park and Ride site also shows a continuously high usage, as shown in Figure 5-45. Odd down is also served by bus service 42 to the Royal United Hospital.

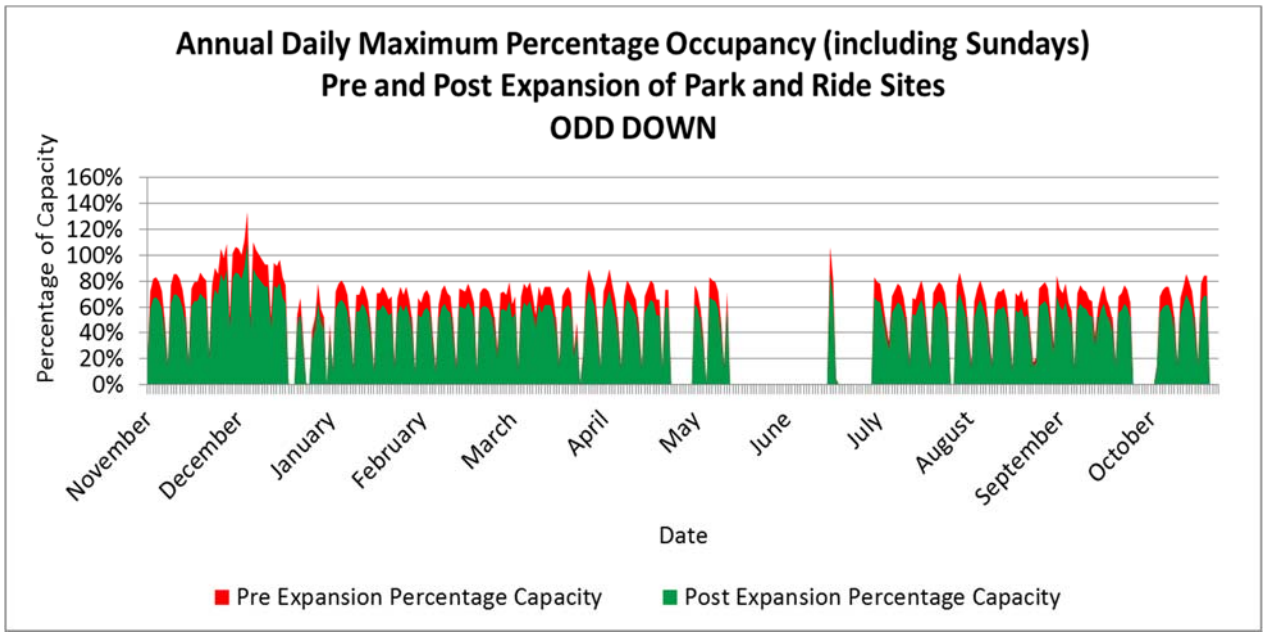

Figure 5-44 - Occupancy levels for Odd Down Park and Ride, Pre- and Post-Expansion

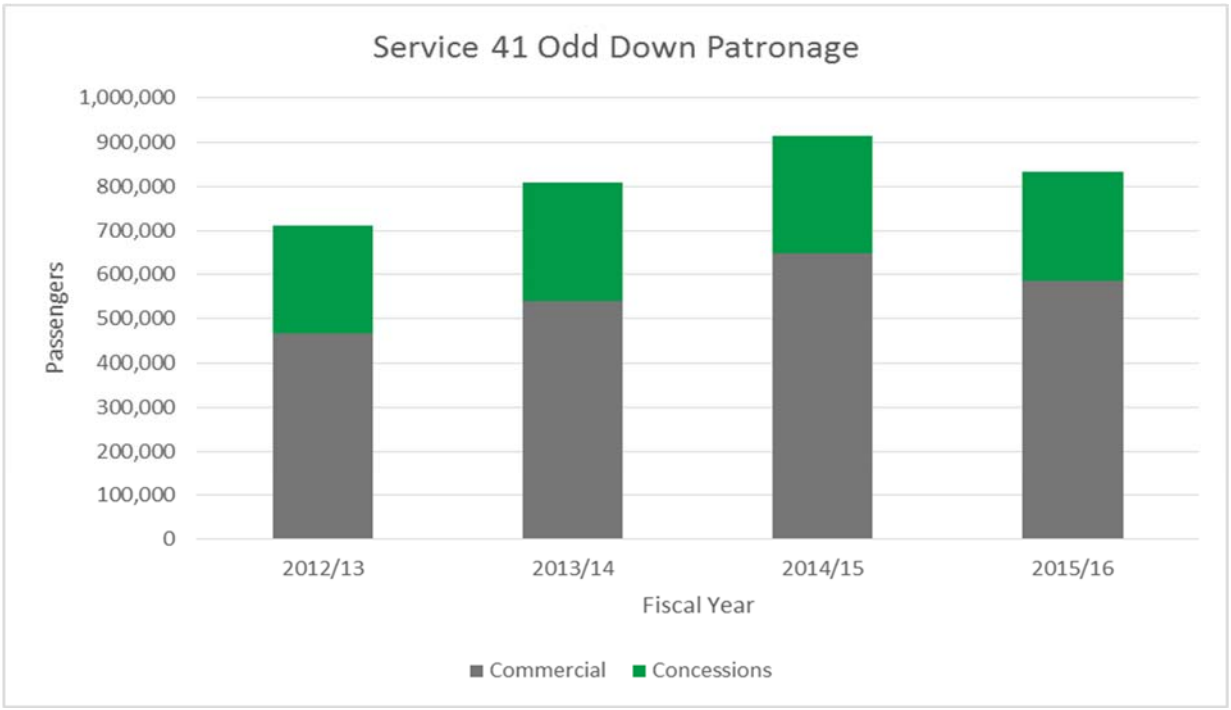

Figure 5-45 - Patronage of Bus Service 41 to and from Odd Down

The data indicates that the patronage of all three Park and Ride sites has grown since the expansion, and as driver journey time reliability and highway conditions into Bath continue to be adversely affected by traffic growth, the popularity of Park and Ride is likely to increase.

5.3.5 Encouraging Park and Ride Usage

Frequent high levels of occupancy can be observed at all three park and ride sites. However, the level of demand for the Park and Ride sites is not consistent with the off-street car parks in the city centre which regularly reach full capacity. In particular, demand for city centre off-street parking peaks on a Saturday whilst demand for the Park and Ride sites is at its lowest during the same period. Responses from the consultation suggest that the charging policy may be influencing this behaviour. Currently a Park and Ride ticket on a Saturday is £3.00 per person, or £5.50 for two adults. In comparison, the cost of parking in the city centre for 4 hours is £5.40. Accounting for the perceived inconvenience of using the Park and Ride, the Park and Ride is likely to seem significantly less attractive to many visitors or shoppers. In addition, the hours of operation were raised as a reason for not using the Park and Ride facilities. Extension of the operating hours could therefore increase usage.

Action PSA 11 In order to continue to encourage greater use of the Park and Ride facilities, the Council will periodically review operation of the service.

5.3.6 Future Demand

The Park and Ride sites are not currently operating at their full capacity, but the future parking demand is likely to increase. The current parking standards for new development are expected to cause a shortfall of nearly 2500 parking spaces in Bath city centre, as discussed in section 3.2.6. As presented in section 5.1, Bath and North East Somerset Council have a number of policies committed to reducing and relocating long stay parking spaces from Bath city centre to the Park and Ride sites. By encouraging other means of transport, namely walking and cycling, the parking shortfall in Bath city centre may be reduced to some extent, but the level of unmet parking demand is likely to remain high. In order to meet the demand, further promotion and expansion of Park and Ride is considered the best option for meeting this imbalance.

Bath and North East Somerset Council has investigated the opportunity to establish an additional Park and Ride site to the east of Bath. However, in July 2017, the Council announced that the proposed plans for the eastern park and ride site will not go ahead due to road safety concerns related to the access junctions. Alternatives for additional provision of appropriate out of town parking will be subject to review and progressed in order to meet growth in demand.

Objective PSO 16 The Council will continue to provide appropriate out of town parking and will review the need to provide additional capacity in response to future growth.

5.3.7 Informal Park and Ride sites

Consultation has highlighted that 'informal Park and Ride sites' have emerged around Bath and North East Somerset authority area. The phenomenon that rural villagers drive a part of their journey to a public transport node, then park and continue by bus or train is in line with the overall Strategy to increase modal shifts and should be encouraged. However, while this activity is informal, it could cause nuisance for other users of the car parks, especially where the long stay users take up availability at the expense of short stay visitors to village centres.

Action PSA 12 The Council will investigate the possibility of recognising informal Park & Ride activities where identified, by providing more spaces at strategic locations around Bath and North East Somerset authority.

5.4 Summary

The public off street car parks in Bath and North East Somerset have high occupancy levels, particularly in Bath. Over time, the capacity of long stay off street parking in Bath city centre will be reduced in favour of short stay users, in order to stimulate shopping and ensure the economic viability of local businesses.

To improve air quality, promote sustainable modes of travel and reduce pressure on the road network within the city centre, commuters and other long stay visitors will need to be encouraged to use Park and Ride. Count and ticketing data shows that the patronage of the existing Park and Ride sites serving Bath is continuously growing, but this demand is likely to increase with future development of the city centre and the increased congestion that will inevitably result if a significant number of additional drivers seek to drive into the city centre or its environs to park. Hence, the Parking Strategy includes policies that promote further use and potential expansion of the existing sites around Bath.

SECTION 6

Private Non-residential Parking

6.1 Introduction and Objectives

Privately operated car parks in Bath and North East Somerset provide a significant proportion of the available parking capacity, although some car parks are restricted to users of a particular business or organisation (for example supermarket car parks). As a result, the availability of private parking stock and its enforcement has an impact on the overall parking capacity and traffic situation in each town/city, and it is important to understand the current and future provision. The following information has been gathered through contact with representatives from each of the operators, either through phone interviews or face-to-face meetings. Where meetings could not be arranged, data has been gathered from electronically available sources.

The objectives relating to private non-residential parking are;

- To understand the existing provision and how it is managed; and
- To understand the impact of the existing provision on the Council owned car parks.

6.2 Bath

The major car parks in Bath operated by private operators are presented in Table 6-1 and their locations is illustrated in Figure 6-1.

Table 6-1- Privately Operated Car Parks Bath

Location	Spaces	Maximum Stay	Disabled bays
Bath Cricket Club	144	N/A	0
Bath Spa station	80	N/A	4
Homebase	600	90 minutes CO	4
Sainsbury's Bath		90 minutes CO	19
Morrisons Bath	350	3 hours CO	5
Royal United Hospital	1230	N/A	
Southgate	736	N/A	53
Southgate Rail	140	N/A	
University of Bath	2200	N/A	75
Waitrose/Podium Bath	530	4 hours	13

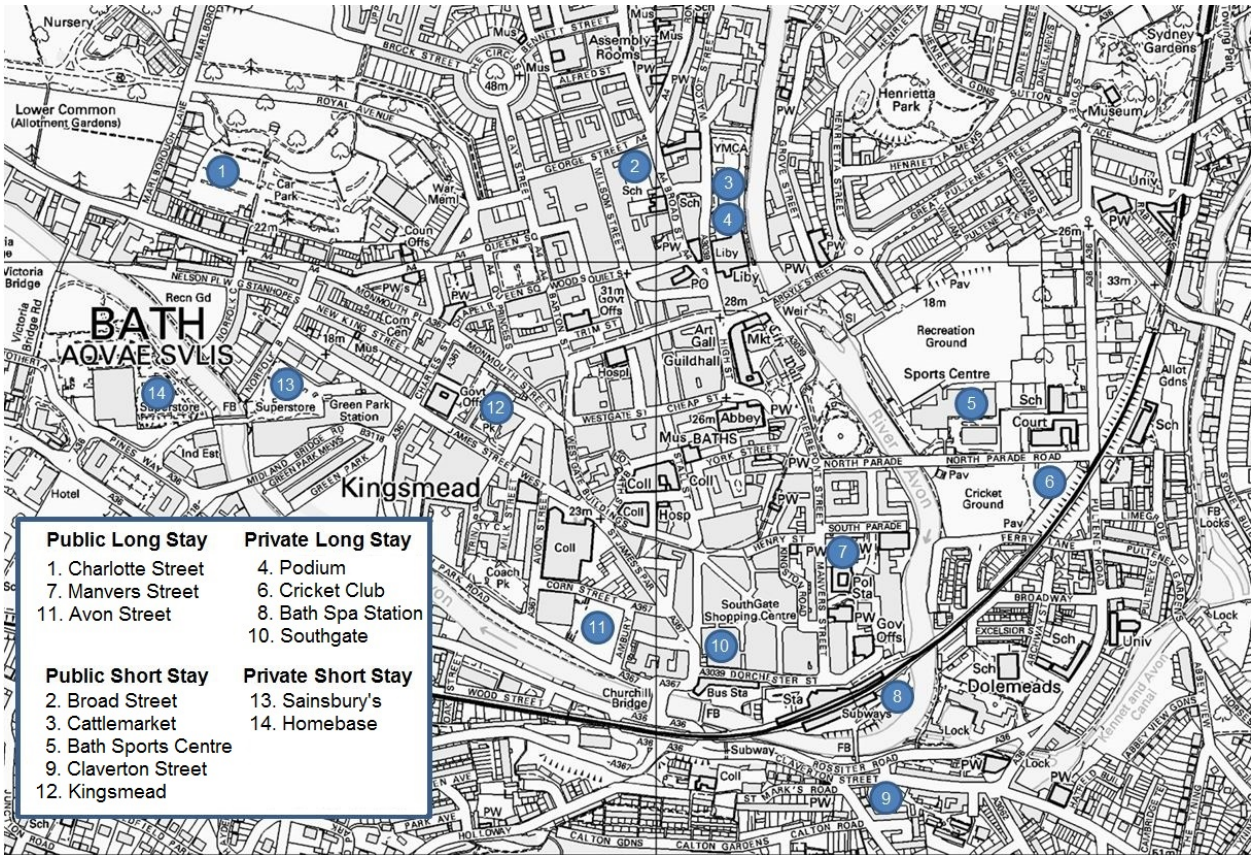

Figure 6-1 - Car parks in Bath. Royal United Hospital, Morrisons Bath and University of Bath excluded as they are located further out of the city centre.

The car park at Bath Cricket Club has high occupancy at all times. The car park operates 24 hours per day but experiences limited overnight use. Payments can be made by phone (text or app), coins or card. Season permits are also available for purchase. During major events, such as Rugby Games and the Christmas Market, the club occasionally open their cricket field to provide additional capacity. This depends on weather conditions and demand. Moreover, the additional parking is not available during the Cricket season.

Bath Spa Station is operated by Apcoa Parking in collaboration with Great Western Railways. The car park has 29 spaces for permit holders, 44 long stay spaces and 3 short stay spaces. Payments can be made by phone or card at the ticket machines. There is also a limited number of parking permits available. Tickets are sold for a full day at a time, and the occupancy pattern, displayed in Figure 6-2, shows high usage during weekdays.

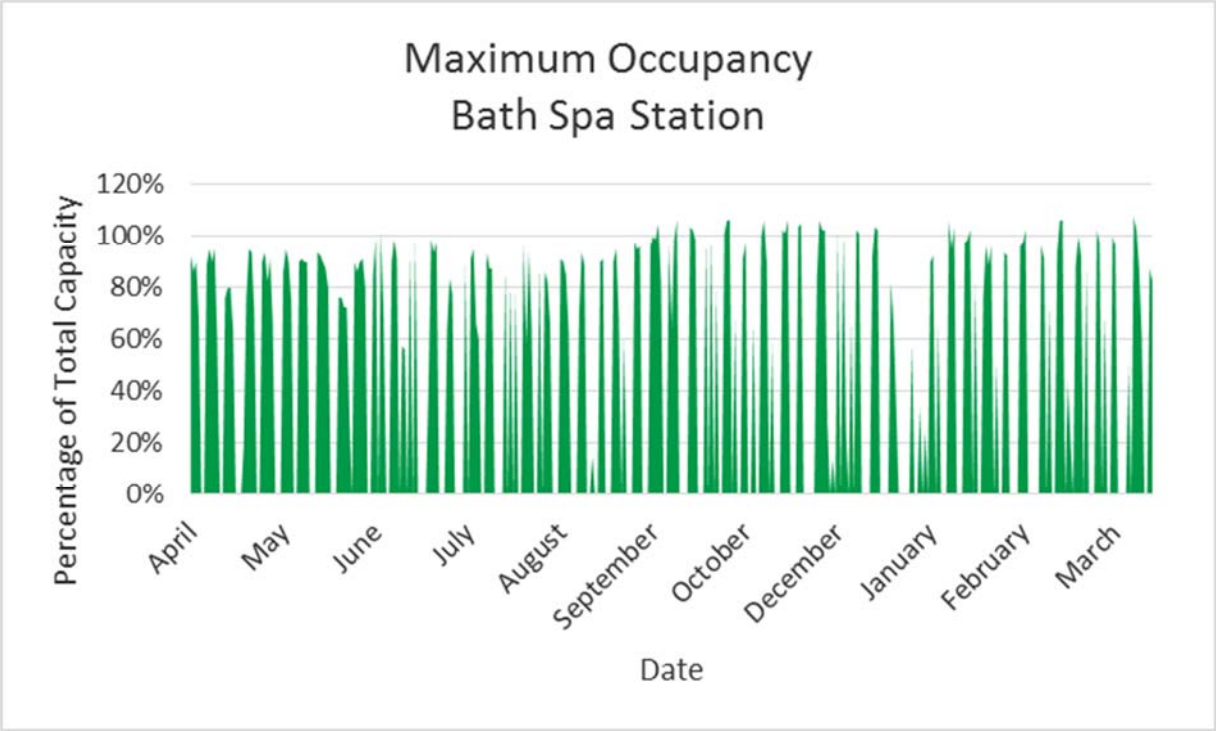

Figure 6-2: Maximum Occupancy for Bath Spa Station during the period 1st April 2014 -31st March 2015

Sainsbury's in Bath has a high level of occupancy with approximately 2600 visitors every day. The central location enables users to not only visit the supermarket, but also the nearby shops. The adjoining car park in Homebase, located on the other side of the river is also owned by Sainsbury's. The parking is free of charge for customers in both of these car parks.

Morrisons in Bath is located further away from the city centre and is rarely full. No occupancy data is available, but rough estimates suggests 50% occupancy during weekdays and 75% on weekends. However, the store experiences 'peak hours', typically on Friday afternoons, when the car park reaches full capacity. This is especially noticeable during Christmas period. The car park is free of charge for customers.

Royal United Hospital is a large employer in Bath with 5,500 staff members. Their car park is divided into a section for staff and a section for the public. The car park has recently been expanded, but the pressure on parking is still high. Occupancy data will be available in the future from the newly installed ANPR system in the public car park, however no data is available for the staff car park. Staff and visitors are known to frequently park on the streets surrounding the hospital and a RPZ has previously been considered in this area.

Southgate car park is located in the centre of Bath and is available for use by the general public although it is privately operated. Occupancy data for Southgate car park, presented in Figure 6-3, shows a periodic pattern. The car park typically operates with spare capacity during weekdays but reaches close to full capacity almost every weekend. The surveyed period excludes the weeks preceding Christmas which are known to experience the highest levels of occupancy.

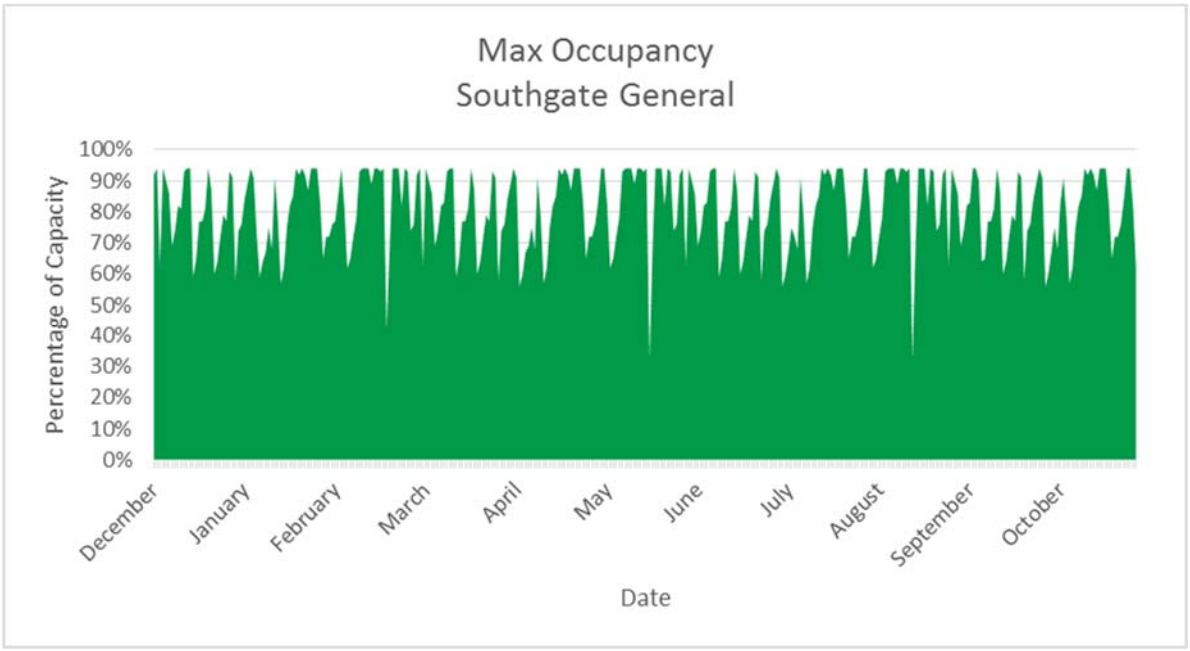

Figure 6-3 Max Occupancy for Southgate Car park during 29th December 2015- 21st November 2016

Southgate also provides a dedicated section of parking for Bath Spa rail station users, which offers discounted parking charges not available to the general public. The occupancy of this section of the car park is shown in Figure 6-4. The graph shows some significant dips in occupancy coinciding with school holidays, which correlates with its use by rail commuters.

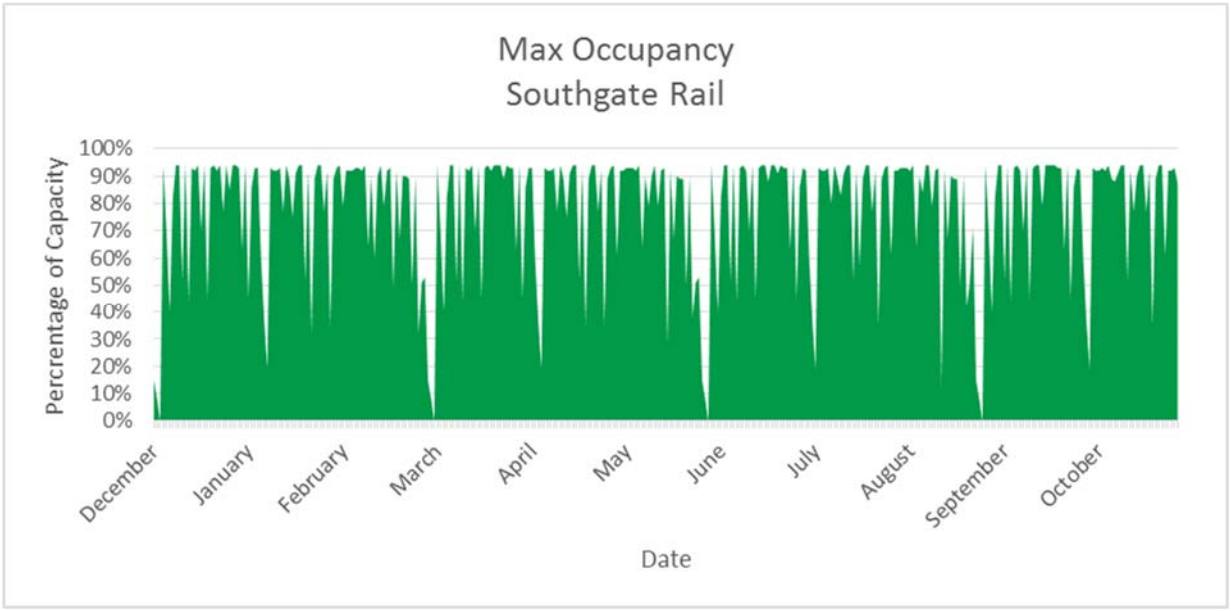

Figure 6-4 Max Occupancy for Southgate Rail Car park during 29th December 2015- 21st November 2016

The University of Bath is another of the large employers in Bath, with circa 3,000 staff members and 16,000 students. A small fraction of their car parks are pay and display for visitors, but the majority of the spaces are for vehicles with permits only. The demand for parking is consistently high and the number of issued permits far exceeds the number of available spaces. However, travel data shows that a majority of the university visitors arrive by public transport and the use of sustainable modes of travel to the campus continues to increase. The organisation provides 12 electric charging points and actively seeks to encourage cycling.

The Podium car park is located centrally in Bath and is available for use by the general public. Payment is made with coins or card at the available ticket machines. The usage of this car park is anecdotally consistently high although maximum occupancy data is not readily available. However, Figure 6-5 shows that the number of transactions each year has been fairly consistent with only minor variations the last 7 years.

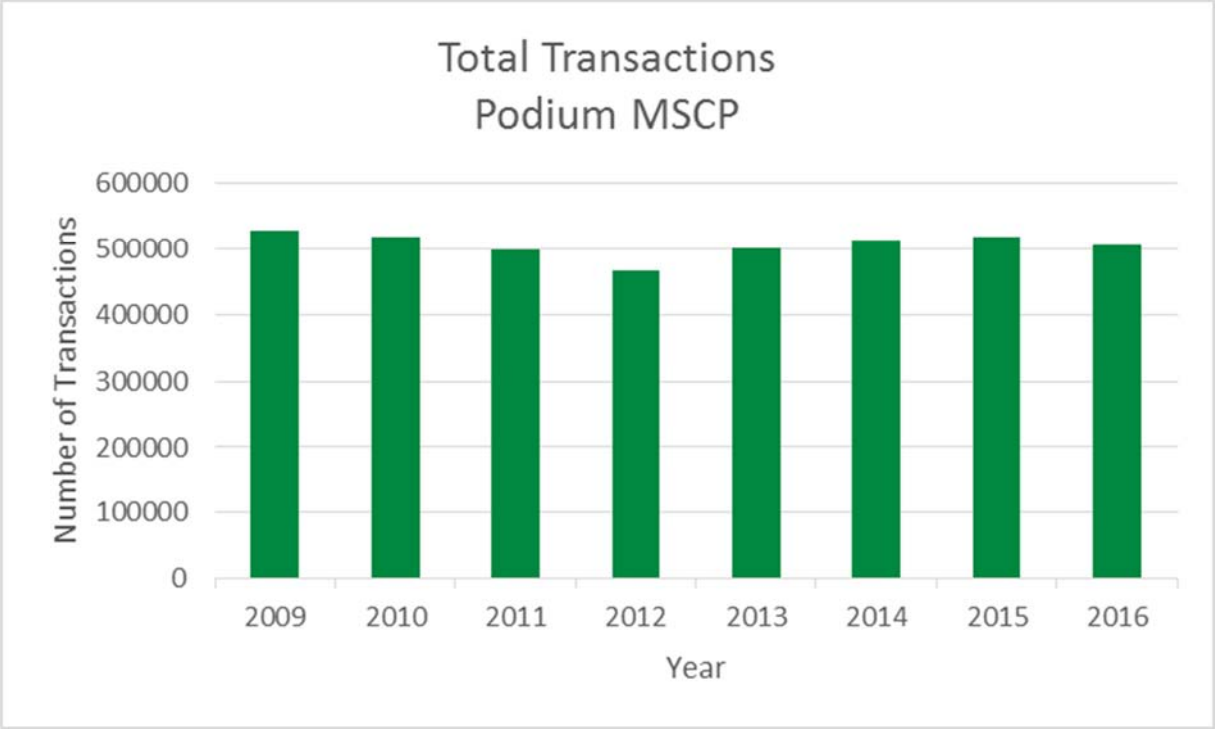

Figure 6-5 - Total transactions in Podium Car park 2009-2016

This car park is also affected by the busy Christmas period. Figure 6-6 shows a comparison of total transactions in February and December, demonstrating the increased usage during the Christmas period.

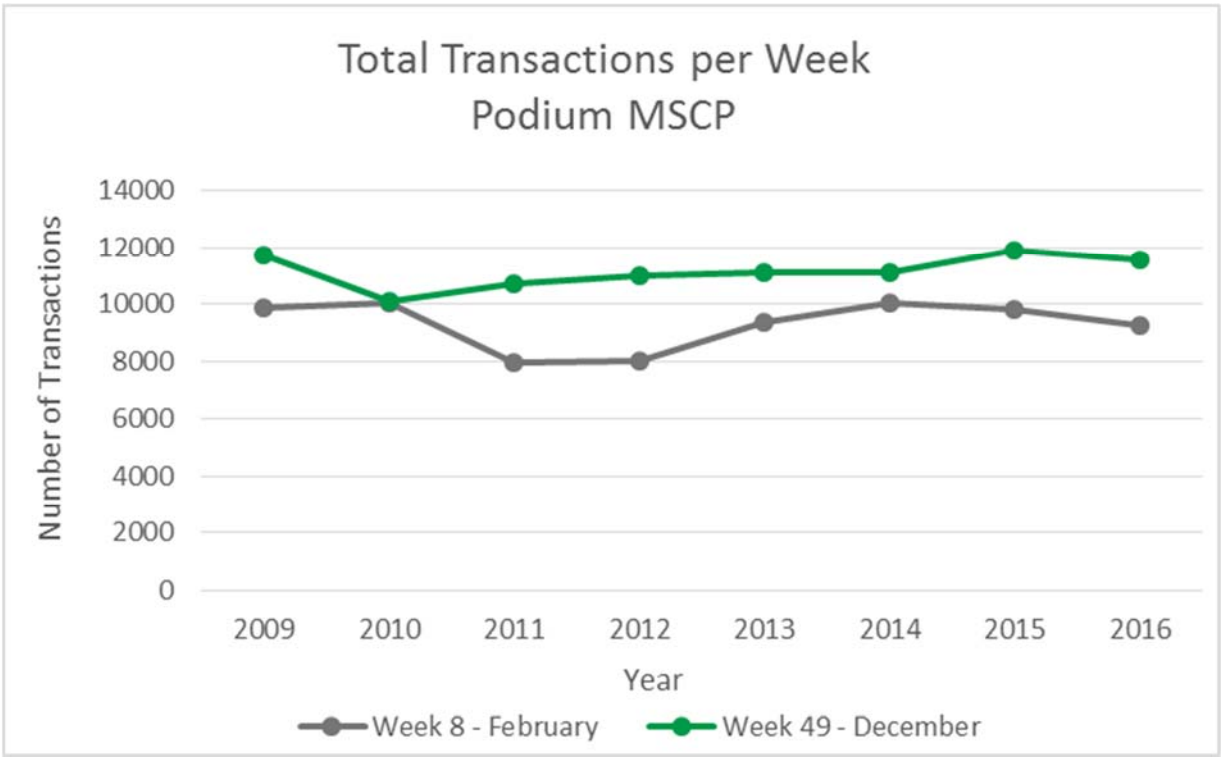

Figure 6-6 - Comparison Transactions per Week

ANPR systems are used to enforce parking regulations in a majority of the privately operated car parks in Bath. The University of Bath and Bath Spa station are enforced by manual patrols. The Podium and Southgate use both barrier systems and manual patrols.

6.3 Keynsham

The major privately operated car parks in Keynsham are presented in Table 6-2.

Table 6-2 - Keynsham Private Car Parks

Location	Spaces	Maximum Stay	Disabled bays
Keynsham Station	53	N/A	2
Picnic Site	100	N/A	N/A
Tesco	191	2 hours	12

Keynsham train station has a car park with 53 spaces and is operated by Apcoa. The car park is charged 24 hours a day and users pay for the full day (from arrival to midnight). Occupancy data from the parking beat survey conducted by NDC in November 2016 is presented in Figure 6-7 and shows a high level of occupancy.

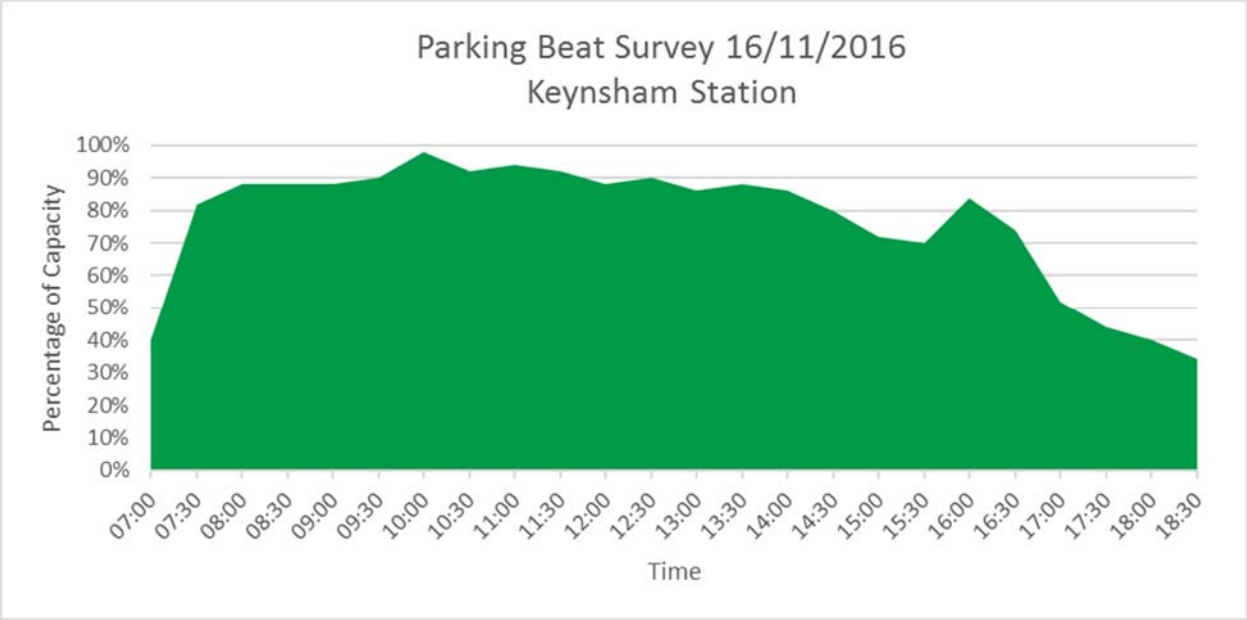

Figure 6-7 Occupancy level Keynsham Station, Parking Beat Survey, Wednesday 16th November 2016

The Picnic Site car park in Keynsham is owned and operated by Taylor Wimpey and has been recently expanded and re-surfaced as part of the Cadbury's site redevelopment. The car park has been expanded from 28 to 100 spaces and is frequently used by rail commuters, as it is located only 150m from the train station and is free of charge. Occupancy data from the NDC Parking Beat surveys is presented in Figure 6-8 and shows that the Picnic Site is highly occupied throughout the day and exceeds maximum capacity.

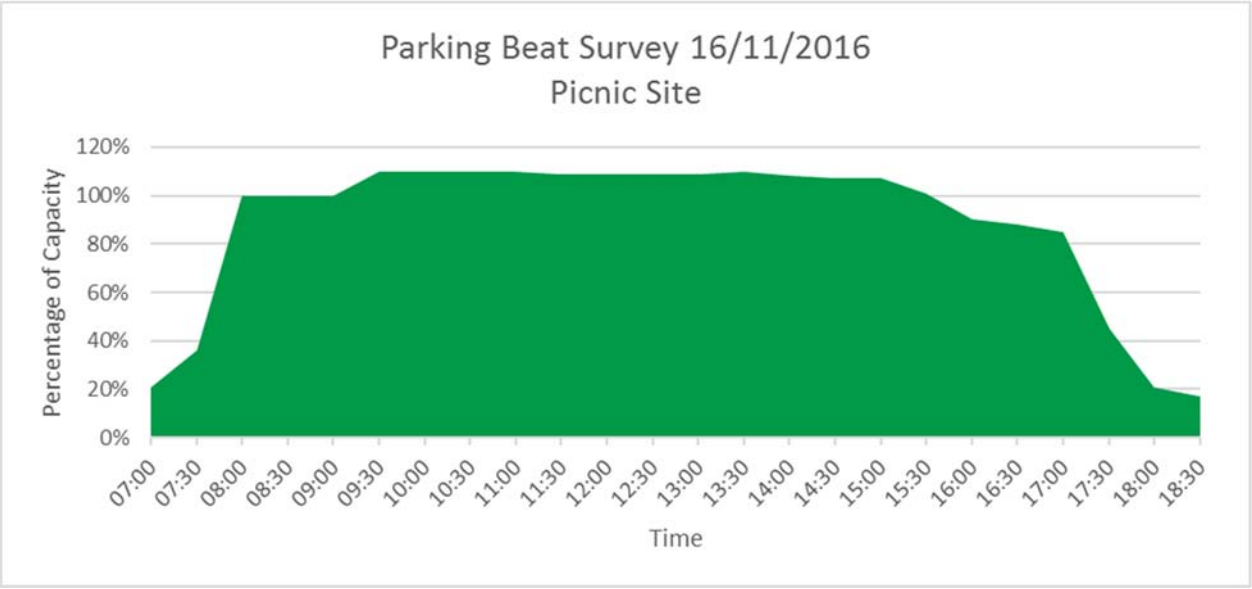

Figure 6-8 Occupancy level Picnic Site, Parking Beat Survey, Wednesday 16th November 2016

The car park at Tesco in Keynsham is located close to the High Street and has a maximum stay of 2 hours. The car park is intended for customers only, but comments during consultation suggests that some users park here to access local shops on the high street. The NDC parking beat surveys show that this car park was operating close to capacity for parts of the day of the survey, as shown in Figure 6-9.

Figure 6-9 Occupancy level Tesco Store Car Park, Parking Beat Survey, Wednesday 16th November 2016

Parking at Keynsham station is enforced via manual patrols, whilst Tesco car park has an ANPR system. The Picnic site is currently not enforced, as it is free of charge and has no maximum stay.

6.4 Somer Valley

The main privately operated car parks in Midsomer Norton are presented in Table 6-3. All are located along the High Street. The car parks are short stay, free of charge and the usage is restricted to customers of the associated businesses.

Table 6-3 - Private Off Street Parking, Midsomer Norton

Location	Spaces	Maximum Stay	Disabled bays
Argos	62	Customers only	
Lidl	79	90 mins	
M&Co	30	90 mins	3
Sainsbury's	178	2 hours	7

A parking beat survey conducted by NDC on Thursday the 12th June 2014 shows that all these car parks had available capacity. The occupancy of the Sainsbury's car park includes usage of the council staff car park, The Hollies.

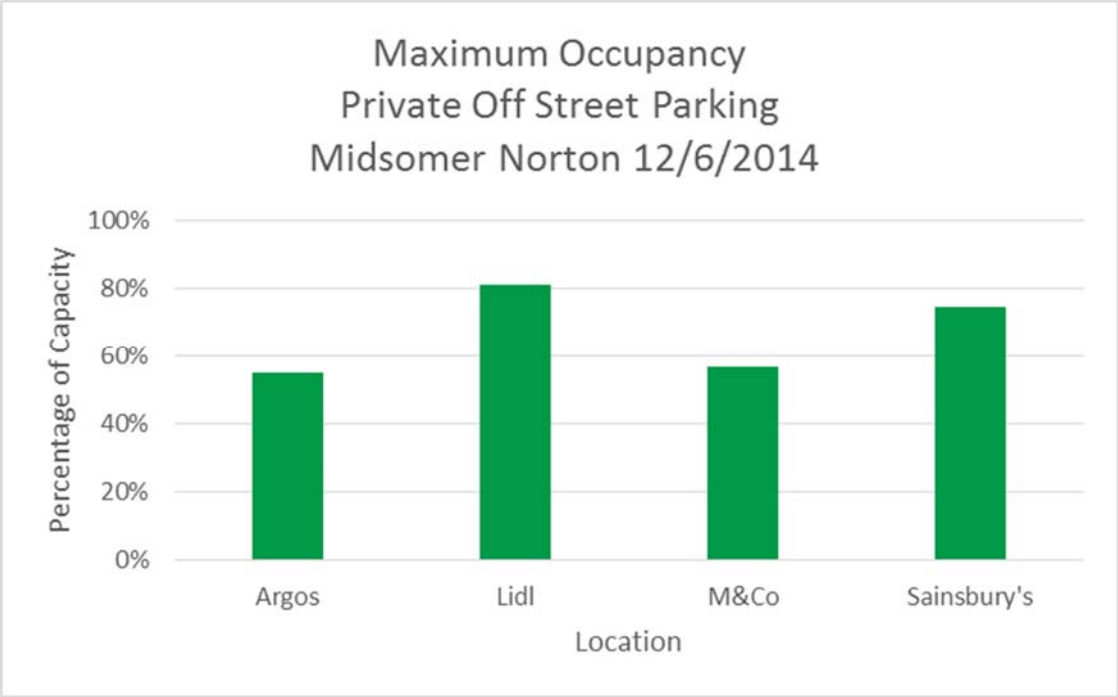

Figure 6-10 - Maximum Occupancy Private Off Street Parking Midsomer Norton.

Parking at Lidl and Sainsbury's have camera controlled systems to enforce restrictions. Argos and M&Co are manually patrolled.

In Radstock, the Co-op supermarket has an off street parking with 261 spaces. The NDC parking beat survey in June 2014 indicates that the car park is operating well below maximum capacity as shown in Figure 6-11.

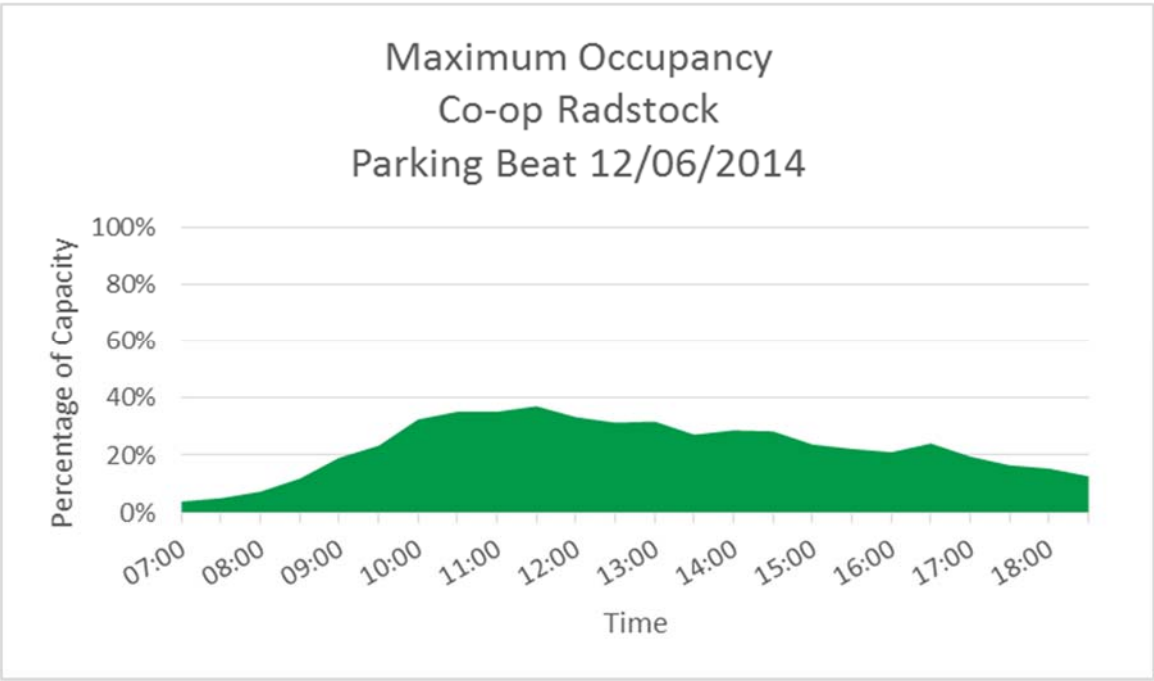

Figure 6-11 - Parking Beat Survey, Co-op Radstock, 12th June 2014

The maximum stay at the RadCo car park is 3 hours, free of charge and is permitted for customers only. However, at the far end of the site there is a section of parking reserved for long stay permit holders. The topography and physical layout of the car park may contribute to the low level of occupancy since the car park is on a slope, with most spaces located far away from the store entrance. The car park is enforced by ANPR cameras.

The car park at RadCo provides 68% of off-street parking capacity in Radstock. Whilst a proportion of the capacity is not currently used, its continued availability is important in supporting efforts to improve the prosperity of Radstock and increasing the number of visitors in the future.

Objective PSO 17 The availability of parking at RadCo is important in maintaining and improving the viability of Radstock town centre. Any development on this site should not result in a net reduction in parking spaces.

6.5 Summary

Privately operated car parks contribute significantly to the total parking stock within Bath and North East Somerset. The occupancy of these car parks is generally high, especially in Bath. The continued regulation, charging, enforcement and management of the private car parks will have an impact of the overall travel patterns on the road network. In order to ensure successful implementation of proposed policies, the Council should seek to maintain and develop relationships with the private operators, in order to collaboratively achieve the overall goals and visions for Bath and North East Somerset Council.

Action PSA 13 The Council will seek to maintain and develop relationships with operators of private car parks, in order to ensure that operation is compatible with the needs of the business where applicable but seeking to discourage long stay public parking or an increase in supply where this is incompatible with the aims of the strategy.

In addition, the Council will seek to establish appropriate strategies for any new car parks proposed by developments as part of the planning process. This will ensure that the operation of privately owned car parks supports the objectives and policies of this strategy.

Objective PSO 18 Any proposed development which includes provision of publicly available car parking spaces should, as part of the planning process, submit and agree a car parking management plan with the Council. This should include proposed capacity, time restrictions and charging tariffs as a minimum.

SECTION 7

Parking charges

7.1 Introduction and Objectives

Parking charges are an effective method for managing traffic and parking demand. They are the means by which many of the policies within this strategy can be implemented, through influencing the use of parking facilities and the length of stay. A successful pricing strategy will offer choices to the customer whilst reflecting the value of the parking provided. In locations of high prosperity, such as the centre of Bath, car parks are located on valuable sites and parking charges should reflect this and their convenient location. In these areas, a differential charging scheme could be considered as a tool to further discourage unnecessary car trips to the city centre and improve air quality.

In general, but particularly in the more rural areas of Bath and North East Somerset, the pricing strategy should support local businesses and seek to improve the economic viability and prosperity of the settlements.

In all cases, the pricing strategy for parking should be reasonable and proportionate to the service received by the end-user.

The objectives of the charging strategy set out in the is chapter are therefore;

- To manage the growth in traffic in the most congested areas;
- To protect and improve the vitality and economic viability of town/city centres in Bath and North East Somerset Council; and
- To reflect the value of the facilities provided to the end-user.

7.2 Off-street Parking Charges

The existing charges for public off-street parking in Bath and Keynsham is set out in Table 7-1 and Table 7-2 respectively. Charges are significantly higher in Bath than Keynsham, but the same tariff rates are applied consistently across all car parks in each location.

Table 7-1 – Summary of off-street parking charges in Bath

	Charlotte Street	Avon Street	Manvers Street	Sports Centre	Kingsmead Square	Broad Street	Cattle Market	Claverton Street
1hr		£1.60	£1.60	£1.60	£1.60	£1.60	£1.60	£1.60
2hrs		£3.10	£3.10	£3.10	£3.10	£3.10	£3.10	£3.10
3hrs		£4.30	£4.30	£4.30	£4.30	£4.30	£4.30	
4hrs	£5.40	£5.40	£5.40	£5.40	£5.40	£5.40	£5.40	
6hrs	£6.40	£7.40	£7.40					
8hrs		£9.90	£9.90					
Day	£8.50	£12.50	£12.50					

Table 7-2 – Summary of off-street parking charges in Keynsham

	The Labbott South	Bath Hill East	Station Road	Fox and Hounds	Civic Centre	Ashton Way	Ashton Way East
2hrs	£0.40	£0.40	£0.40	£0.40	£0.40	£0.40	£0.40
3hrs	£0.60	£0.60	£0.60	£0.60		£0.60	£0.60
4hrs	£0.80	£0.80	£0.80	£0.80		£0.80	£0.80
8hrs	£1.30	£1.30	£1.30	£1.30			
Day	£1.70	£1.70	£1.70	£1.70			

Car parks in the Somer Valley and rural areas of Bath and North East Somerset are not currently charged. In these areas there are generally very few realistic alternatives to driving in order to access services and as such the vibrancy and vitality of the town centres of Midsomer Norton and Radstock are likely to be adversely affected by the implementation of parking charges.

Objective PSO 19 Parking in the rural areas of Bath and North East Somerset will remain free of charge where charges do not currently apply in order to support and improve the economic viability of these settlements.

A comparison of parking charges in Bath and Bath and North East Somerset Council with other similar locations is presented in Figure 7-1. This demonstrates that the charges in Bath and North East Somerset are relatively high for short stay parking but are significantly lower than other authorities for long stay parking. The locations with higher charges for long stay parking include Canterbury, Cambridge, Oxford and Winchester. All of these are historic cities comparable to Bath, but the price comparison is perhaps less relevant when considering the whole of Bath and North East Somerset Council.

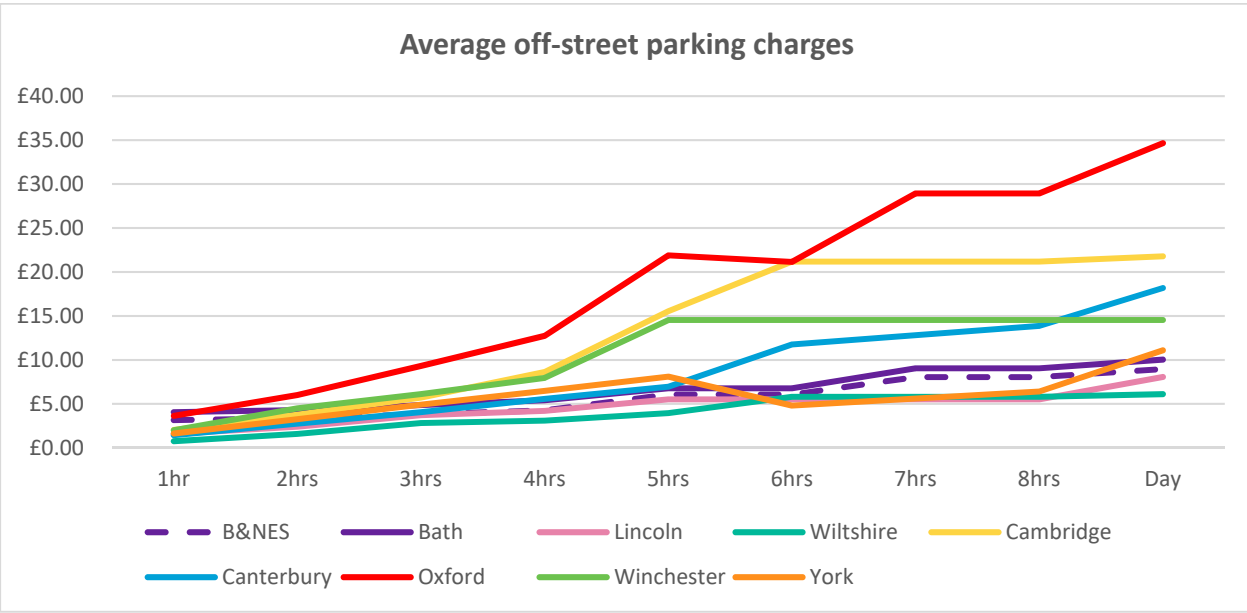

Figure 7-1 – Comparison of Average Off-Street Car Parking Charges

Objective PSO 20 Prices for long stay parking in Bath and Keynsham will be managed to discourage commuter trips, provide more space for short stay visitors and encourage greater use of public transport and Park and Ride facilities where available.

Figure 7-2 presents a comparison of the tariff structure in Bath and Keynsham with a number of comparable locations. It is clear from this diagram that the structure varies widely across the locations and a standard approach does not exist.

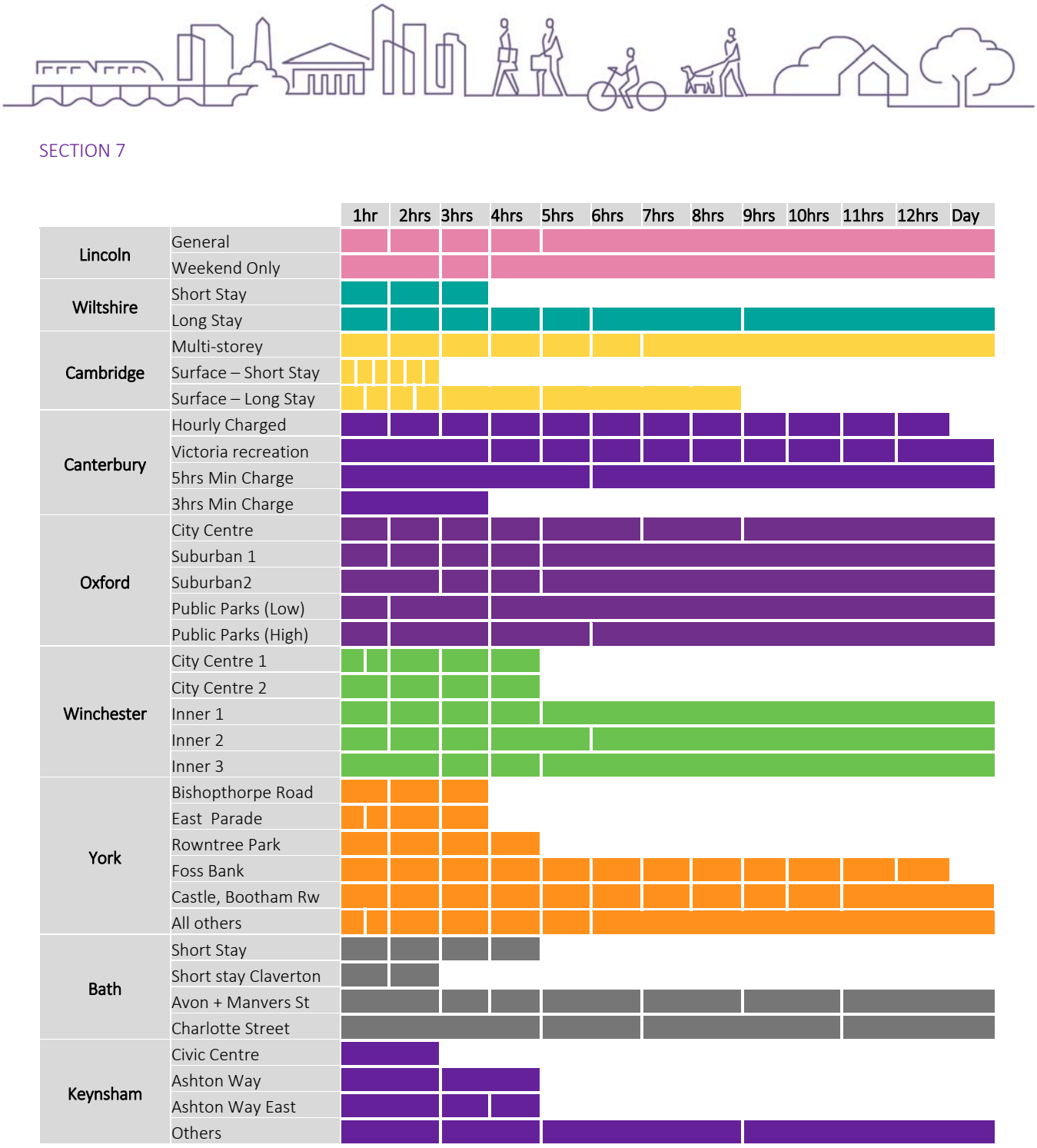

Figure 7-2 – Comparison of Tariff Structures

A comparison of parking charges in Council owned car parks and privately operated car parks in Bath is shown in Figure 7-3. In all tariff bands the Bath and North East Somerset Council's prices are lower than the privately operated car parks, and the difference increases with the length of stay.

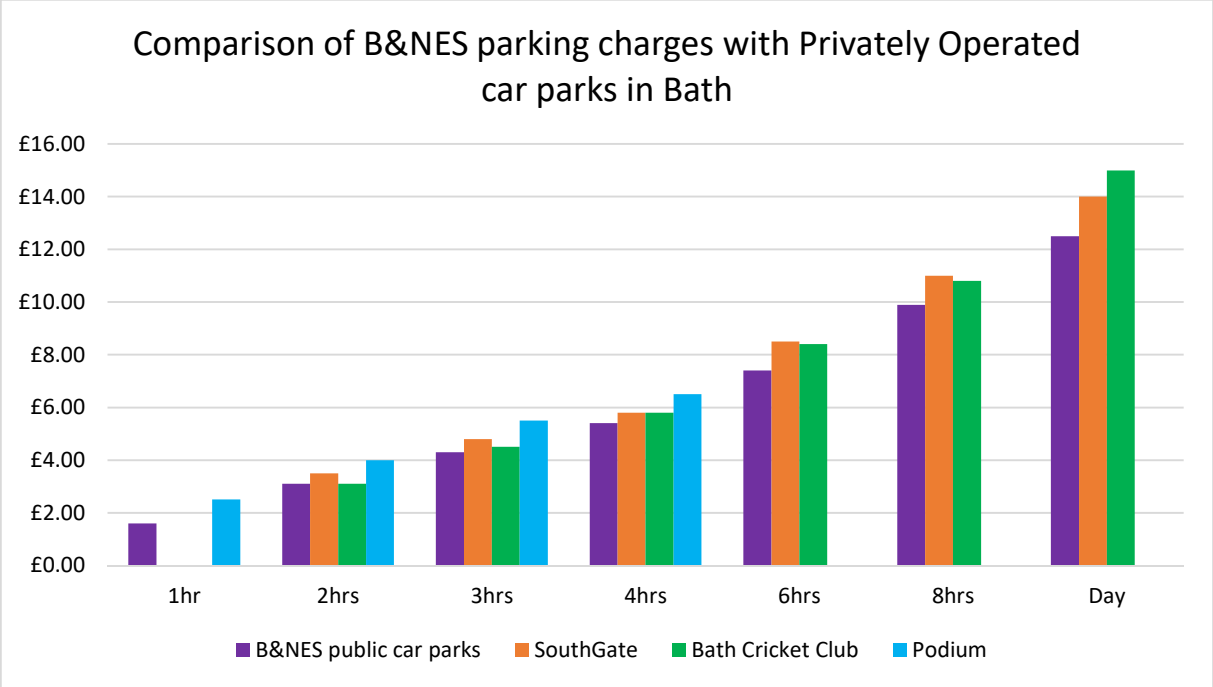

Figure 7-3 – Comparison of public and private parking charges in Bath

The privately operated car parks are generally of a higher standard than the Council owned car parks and hence it is reasonable that the charges are higher. However, the convenience of parking in either facility is equal and the difference in quality is not so significant that the prices should differ vastly.

Objective PSO 21 Parking charges in Bath and North East Somerset should be periodically reviewed and adjusted as required to ensure that they achieve the aims of the Council's strategies and are comparative with privately operated car parks in the same location.

SECTION 7

7.3 On-Street Parking Charges

The use of on-street parking is popular due to its convenience but the space is limited. As a result, competition for the space is high, particularly in the central area of Bath where residents and visitors share the on-street parking bays. Chapter 1 sets out a hierarchy for prioritising on-street parking space, and the pricing strategy will be defined to deliver this. Hence, tariffs for stays of longer than 2 hours within the City Centre Zone will be reviewed and charges for short stay visitors managed to reflect the convenience of the parking.

Objective PSO 22 On-street parking charges in Bath will be managed, and tariffs for greater than 2 hour stays reviewed, to prioritise the space for short stay visitors and residents.

7.4 Summary

The pricing strategy is the mechanism with which to implement a number of the policies within this strategy. There is a need, and justification for, amending long stay parking prices within Bath and Keynsham to manage the level of commuter trips into these congested areas. This may include the use of differential parking charges to further discourage unnecessary car trips to the city centre and improve air quality. In contrast, charging for parking in rural areas where not already in place will not be introduced to maintain and improve the viability of these areas.

Multi Modal Parking

8.1 Introduction and Objectives

It is recognised that demand for parking space, both on-street and off-street, materialises from other road users besides private car drivers. This includes disabled users, cyclists, motorcyclists, car clubs, electric vehicle charging points, coaches, taxi's and delivery/servicing vehicles. The allocation of parking spaces should be designated to ensure that all of these have adequate space in relation to their position within the hierarchy of road users presented in section 4.2.

Adequate disabled parking is vital for ensuring access to facilities for the disabled, and suitable loading/unloading facilities is necessary for the continued success and growth of local businesses. In addition, a strategy aimed at managing vehicular traffic demand must also consider how to enable and encourage alternative modes of transport. This is outlined in Policy GABP1 of Getting Around Bath which states *'that a strong emphasis should be given to reducing the impact of vehicles by supporting trips that are made by means other than car'* and in a Key Action of the Keynsham Transport Strategy which places '*a strong emphasis on reducing the effect of vehicles by supporting trips that are made by means other than car'*. Sufficient and suitable parking for alternative modes such as cycling, motorcycling, car clubs and electric vehicles is key to encouraging their use.

The objectives of this chapter are therefore;

- To ensure adequate access for disabled drivers;
- To ensure provision of parking for sustainable modes of travel is sufficient and suitable; and
- To ensure provision for on-street loading/unloading is sufficient to support local businesses.

8.2 Disabled users

The importance of providing dedicated blue badge spaces for those with mobility problems is recognised by Bath and North East Somerset Council and dedicated spaces for blue badge holders are provided in almost all public and private car parks.

The total number of blue badge off-street parking spaces within Bath, Keynsham, Radstock and Midsomer Norton is summarised below in Table 8-1. This includes both public and private off-street car parks, where data is available.

Table 8-1 – Summary of off street disabled parking in Bath and North East Somerset

	Total Off Street Spaces	No. Disabled bays	% disabled bays
Bath	10891	279	3
Keynsham	1069	49	4
Radstock	382	17	4
Midsomer Norton	779	33	4

In Bath, off-street blue badge spaces are charged at the same rate as standard spaces, with the exception of spaces at the Park and Ride sites, the Sports and Leisure Centre, Charlotte Street and supermarket car parks. In Keynsham, Radstock and Midsomer Norton blue badge spaces are free of charge.

In addition to off-street blue badge spaces, the Council also provides 67 dedicated on-street spaces; 45 in Bath, 9 in Keynsham, 5 in Midsomer Norton and 2 in Radstock.

Bath and North East Somerset Council is committed to providing suitable access to facilities for those with reduced mobility, including sufficient and suitably places parking. The Bath and North East Somerset Council's website provides information regarding parking for Blue Badge holders and motorists with reduced mobility can apply for a blue badge online. An animated information video briefly describes the parking options available for blue badge holders and the website informs in general terms where disabled users can park free of charge. Additionally, there is information regarding the Bath and North East Somerset Council's work on preventing illegal use of Blue Badges. The information on the website does not include the location of disabled on street bays, nor does it give an indication of the off street provision of spaces for disabled users nor its occupancy.

Action PSA 14 Establish an expert panel on disability issues to guide policy decisions.

In the future, proposed access restrictions in the city centre of Bath set out in the Public Realm Movement Strategy and alterations to the supply/location of off-street parking such as the Bath Quays development have the potential to adversely impact the provision of disabled parking. Adequate consideration of this during the design of these schemes should ensure that as a minimum the same level of provision, in terms of number and accessibility, is provided, and opportunities to improve the facilities are maximised.

Objective PSO 23 Ensure adequate parking is provided in suitable locations for disabled users and enforce the proper use of it. Undertake a review of access routes between off-street disabled parking and the city centre, particularly where changes to provision and/or location are implemented, to ensure that the existing level of provision is maintained or improved.

8.3 Car clubs

The provision of car club bays provides residents and commuters with the opportunity to borrow a car for a short period of time rather than using their own vehicle. This can reduce the levels of car ownership and the necessity for commuters to bring their cars to work, relieving congestion and parking pressures. It is estimated in the Bath Air Quality Action Plan that each car club bay can remove the need for between five and eight privately owned vehicles.

Enterprise Car Club currently provide 11 car club vehicles across Bath, including 1 Transit van. You must be a member to hire a car/van which costs £6 per month. Vehicles can be reserved in advance or booked last minute via the website, phone or mobile application. Charges are per hour for advance booking and per mile for 'Unlock and Go'.

The provision of car club bays has been actively supported by the Council in the past, and should continue in this manner.

Objective PSO 24 Continue to encourage the provision of car clubs in central Bath.

8.4 Electric vehicle charging

The use of electric vehicles in preference to traditional petrol or diesel vehicles improves air quality by reducing tailpipe emissions, and is particularly effective in congested areas such as Bath city centre. The technology supporting electric vehicles continues to evolve, reducing charging times and the cost of purchasing a vehicle. Bath Air Quality Action Plan contains a specific action (number 7) relating to increasing provision of charging points for electric vehicles within Bath.

With Go Ultra Low West (GULW) the West of England's local authorities and its partners, through £7m of funding over 5 years (up to 2020/2021), are committed to encouraging the wider use of low emission transport by moving towards wider and growing use of electric vehicles. The number and location of existing public electric vehicle charging points within Bath and North East Somerset is provided in Table 8-2. These are currently all located in off-street car parks, some within private car parks.

Table 8-2 – Electric Charging Point Locations in Bath and North East Somerset

Town/City	Location	Number of Charging Points
Bath	Charlotte Street	4
	Lansdown P&R	2
	Newbridge P&R	2
	Odd Down P&R	2
	University of Bath	12
	Bath Spa University	12
	Bloomfield House	2
	Sainsbury's Bath	1
	Sirona Care and Health	1
Keynsham	Civic Centre	2
	Fox & Hounds	2
Midsomer Norton	Best Western Centurion Hotel	1
	Leisure centre	2

The sub-regional target of GULW is to double the existing provision of charge points to 400 in total. On Street electric charging is a growing area of interest and that interest will be monitored through GULW for future consideration and implementation.

Figure 8-1 Electric Charging Point Spaces at Fox and Hounds Car Park, Keynsham

Objective PSO 25 Support an increase in the number of electric vehicle charging points on street and within car parks.

8.5 Motorcycles

The use of motorcycles is increasingly popular due to their ability to bypass congestion, fuel efficiency and ease of parking. They also produce significantly lower emissions than cars and so have positive impact on air quality as well as congestion levels.

In the following public off street car parks, motorcycle parking is free of charge in designated motorcycle parking bays:

- Charlotte Street (next to the disabled parking bays at the main entrance)
- Avon Street (Avon Street, on the lower level of the multi storey car park)
- Broad Street (Broad Street, adjacent to the pay and display machine)
- Bath Sports & Leisure Centre (on the paved area under the walkway and also in the undercover area on the left hand side)

Motorcycles not parked in these bays (i.e. parked in normal car parking bays) will be required to purchase a ticket the same as other motor vehicles.

Ideally, designated spaces would be provided for motorcycles with anchor points for locking the motorcycle. There are secure points at the following on-street locations:

- Portland Place;
- Sydenham Buildings; and
- Westgate Buildings

Allocated motorcycle spaces, free of charge and covered by CCTV, are provided at Southgate car park in Bath as shown in Figure 8-2. The Podium also provides off-street dedicated motorcycle parking.

Figure 8-2 Motorcycle parking in South Gate, Bath

The provision of exclusive motorcycle parking within Bath and North East Somerset is fairly limited and hence motorcyclists often park in car parking spaces. This is an inefficient use of the available car parking spaces, but also gives little regard to protection of motorcycles from theft. Feedback from the consultation process for this strategy has highlighted both points as an issue, with frustration from car and motorcycle drivers. The redesign of public car parking spaces within the Bath Quays development presents an opportunity to increase the number and quality of off-street motorcycle parking spaces in Bath.

Objective PSO 26 Improve the provision of high quality dedicated motorcycle parking spaces on street and in Council operated off-street car parks.

SECTION 8

8.6 Bicycles

Sufficient and secure cycle parking at destination points is vital in encouraging a greater cycle mode share and reducing levels of traffic. This is particularly important in Bath and Keynsham where congestion is most severe, and therefore increased cycle usage would provide the most benefit. The existing provision of cycle parking in Bath and North East Somerset is variable, and the number and type of stands is inconsistent across the Authority. Generally, cycle parking is provided on-street in the form of Sheffield stands without any shelter. There are however other, more creative examples, some of which are shown in Figure 8-3.

Figure 8-3 On Street Cycle Parking on Milsom Street (left) and, Bath Spa Station (right)

In Bath, where the terrain is particularly hilly, the popularity of electric bikes is increasing. As the cost of these bikes are higher and they are more sensitive to the elements than an average bicycle, increased usage adds to the demand for secure and sheltered cycle parking.

Action PSA 15 Work with operators and stakeholders to increase the provision, maintenance and desirability of on-street cycle parking spaces at retail and leisure facilities.

A cycle hire scheme is currently operated in central Bath by Nextbike. The bikes are situated at 12 locations across the city, and two locations on the Bath Spa University Campus, and can be hired via an app or the on-street terminals. Bikes are charged at £1 per 30 minutes, or the user can pay an annual subscription of £60 which entitles them to 30 minutes free usage each day followed by a rate of £0.50 per 30 minutes.

Figure 8-4 Nextbike Hire Cycles in Bath

Around Bath Spa railway station a significant number of cycle parking spaces are provided off-street within the car park, and on the station platforms as shown in Figure 8-5. The cycle parking provided at Keynsham is also off-street but less extensive. Consultation responses have included comments relating to the safety of bikes left in such facilities and that sufficient covered spaces are not available.

Figure 8-5 Sheltered cycle parking at Bath Spa Station, at platform (left) and within the Station car park (right)

Cycle parking at bus stops is limited, an issue highlighted by GAB for consideration to enable longer distance trips which incorporate cycling. There are positive examples from other parts of the United Kingdom, including in Lincoln, Cambridge and York, where Cycle Hubs are provided at key transport interchanges. These are sheltered cycle stores with CCTV cameras which also provide tools, air pumps, and in some cases, offer bike repair services, changing facilities and toilets.

Action PSA 16 Work with operators and stakeholders to increase the provision, maintenance and desirability of high quality covered cycle parking spaces at Bath train station.

SECTION 8

8.7 Coaches

Coach tourism plays an important role in stimulating the local economy of Bath every year. The Roman Baths is one of the most popular tourist attractions in England, on a par with Stonehenge or Windsor Castle. Moreover, Bath attracts a lot of visitors during major events like the Christmas Market, many of whom arrive by coach.

Currently time restricted drop-off/pick-up spaces are provided at Terrace Walk, North Parade, Royal Avenue and the Riverside Coach Park near Avon Street. Coach parking is provided at the First Bus depot at Weston Island. These locations are identified in Figure 8-6.

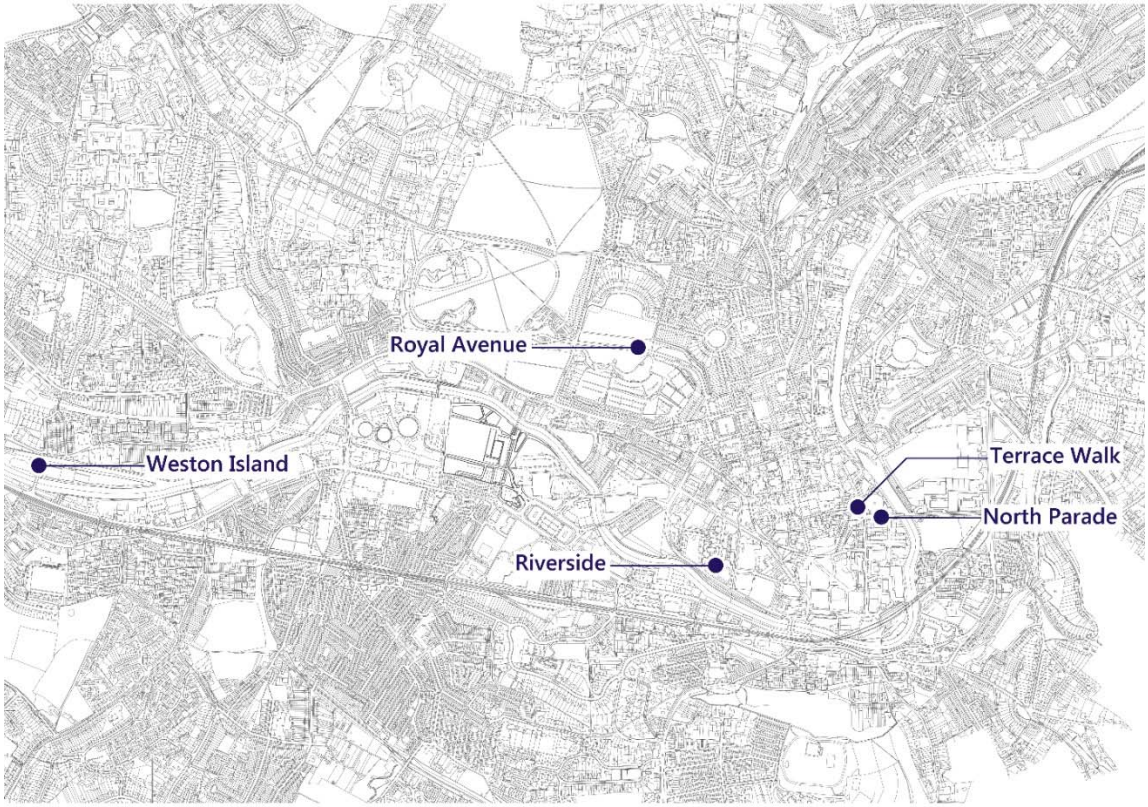

Figure 8-6 – Locations of existing coach parking and pick-up/drop-off facilities

The current arrangement for coaches in the city is a relatively recent one, and has been in place for under a year. Previously, coaches could park at the Riverside Coach Park for an extended duration. However, the recent realignment of Green Park Road as part of the Bath Quays project and essential flood defence works has significantly reduced the size of the coach park from 43 spaces to 12. As such it is no longer able to accommodate the current demand and a waiting time restriction of 30 minutes was implemented to increase turnover and enable all coaches to drop-off/pick-up at a central location. Coach parking was relocated to the Weston Island Bus depot which has 85 bays available and operates from 09:30 to 18:00. On Sundays, the capacity is reduced to 35 bays.

Further redevelopment of Avon Street as part of the Bath Quays regeneration project proposes to remove the coach parking facility at Riverside. The strategy for continuing to accommodate coach parking in Bath will be set out in Coach Parking Strategy for Bath and North East Somerset Council (2017) by BuroHappold Engineering Ltd. The strategy proposes to provide additional pick-up/drop-off areas on-street at a number of locations across the city centre and provide long stay parking for coaches at Odd Down Park and Ride site.

Objective PSO 27 Provide adequate parking and drop off/pick up facilities for coaches in Bath in accordance with the Coach Strategy.

8.8 Taxis

Taxis are an important part of the public transport network by serving people who cannot access buses, those who need to travel outside of the hours buses operate and supporting tourism/visitor activities. GAB recognises the importance of taxis in providing *'an immediate and flexible option for all users'* and supporting *'rail and bus networks by acting as feeder services and by providing a fall back service in the event of rail or network issues… They provide an essential door to door service, which can be a vital lifeline for people with mobility impairments, or persons who need a flexible transport solution '*.

Taxi ranks are provided in Bath at the following locations:

- Abbey (Orange Grove);
- Bath Spa Station (under the control of First Great Western);
- Cheap Street (Horse and Carriage only);
- George Street (night time only);
- Henry Street;
- Queen Square;
- Southgate Street (9:45 pm to 6:00 am only);
- Walcot Street (night time only); and
- Westgate Buildings

Midsomer Norton has a taxi rank on the High Street.

Figure 8-7 Taxi ranks at Bath Spa Station

The usage of taxi services is evolving and the possible introduction of alternative systems like Uber or car-sharing taxis could impact the travel patterns and future demand for taxi ranks. GAB concludes that a detailed review of the use and occupancy of the taxi ranks would have to be undertaken to determine if additional ranks and/or increased capacity at existing ranks is required. Even if travel patterns do change, popular destinations such as the Rail Station and The Roman Baths are likely to remain popular and need designated bays for drop off and pick up.

In consideration of the desire to reduce noise nuisance and air pollution in Bath City Centre, taxi companies should be encouraged to change their car fleets to electric or hybrid vehicles. The Council could seek to facilitate this transition by reviewing its taxi policy to encourage the use of less polluting vehicles and perhaps by providing electric charging points for taxis.

Objective PSO 28 Continue to support the operation of taxis in Bath and North East Somerset through provision of adequate and suitable located taxi ranks, and consider appropriate locations for electric charging points. This should be periodically reviewed to respond to changes in travel patterns resulting from alternative taxi services.

8.9 Goods Vehicles

The hierarchy of road space, described in chapter 4.1, acknowledges the need to accommodate servicing and deliveries for local businesses in order to support the local economy. However, this must be balanced with the desire to provide a safe and attractive environment in the city centre, particularly for vulnerable road users. Hence, restrictions for loading and unloading are in place within the centre of Bath, which close certain roads to deliveries between 10 am to 6 pm. As mentioned in GAB these limitations are contentious with local businesses as they cannot always specify delivery times and may incur additional costs to meet the on-streets constraints The restrictions are shown in Figure 8-8.

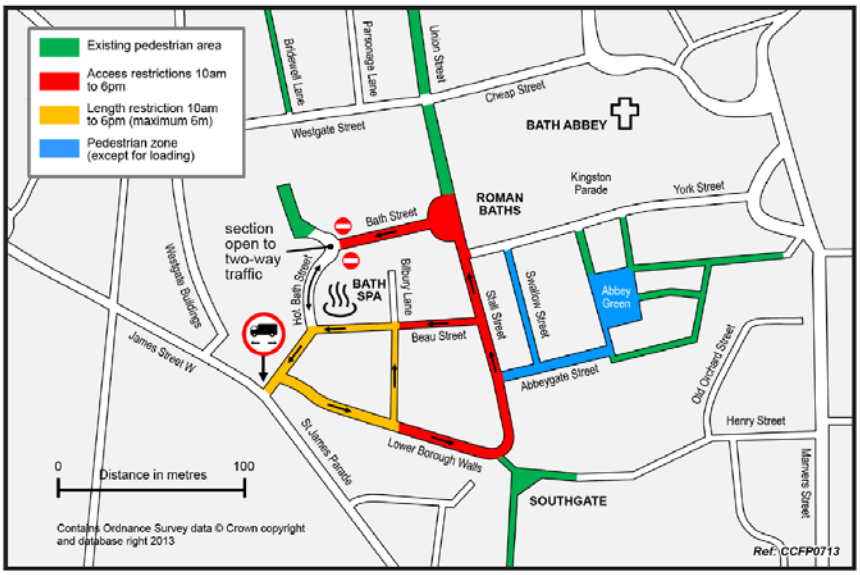

Figure 8-8 Streets with Delivery Restrictions, Bath (Source: Bath and North East Somerset document Ref CCL0713)

The Council will continue to promote access restrictions and take steps towards a traffic free city centre, with the aim of relieving congestion and improving air quality and public health.

A freight consolidation scheme, known as the Urban Freight Transhipment, has been in operation in Bath since January 2011. It provides electric vehicles to undertake deliveries from a transhipment site at Avonmouth in Bristol with the aim of reducing goods vehicle trips into the city centre. Following a review of the economic viability of the operation, the Council has cancelled its contract and ongoing subsidy for the operation, effective from 1st April 2017. DHL, the current operator of the scheme is reviewing their commercial viability for the service and are continuing the service until such time as they decide it is no longer a viable enterprise.

Objective PSO 29 Ensure suitable provision of unloading/loading space to support local businesses and operations.

In 2010 'Creating the Canvas for Public Life in Bath – A Public Realm and Movement Strategy for Bath City Centre' was adopted by the Council. This strategy proposes a series of *'series of measures to address traffic movement within and around the centre of the city in order to establish a network of beautiful new and reclaimed public spaces, successful streets and an enhanced River Corridor.'*

Delivery of the strategy in Bath, and similar public realm improvements in Keynsham, may include access restrictions for vehicles, including those undertaking delivery and servicing activities.

Objective PSO 30 Hours of access for servicing and delivery vehicles in the centres of Bath and Keynsham will be restricted if required to support the delivery of public realm improvements, including aspirations within the Bath and North East Somerset Council Public Realm and Movement Strategy.

Funding has been identified to commence work on this outcome within both Dorchester Street and Kingsmead Square in Financial year 2017-18. Any recommendations of the review will be considered in line with the Parking Strategy Objectives.

Information and Enforcement

9.1 Introduction and objectives

The provision of correct information is important for patrons of the car parking facilities and enforcement officers, in order to avoid unintended violation of rules and ensure an efficient management of the parking stock. There is great potential for increased use of technology and real-time information to improve parking information and enforcement. The introduction/increase of such technology may have a number of benefits, both for parking management and users. These include improvements to the user experience of Bath and North East Somerset Council's parking facilities, alleviating congestion resulting from vehicles searching for an available parking space, increased availability of information through a variety of mediums, and easier implementation of proposed policies. Prior to any changes in the use of Parking Technology, an Equalities' Impact Assessment (EQIA) will be undertaken to ensure that the scheme does not discriminate against any disadvantaged or vulnerable people.

The objectives related to information and enforcement are:

- Identify opportunities to improve provision of information and enforcement of parking regulations in Bath and North East Somerset; and
- Identify future technical applications that that could improve overall parking management and user experience.

9.2 Information

In 2017 BuroHappold Engineering Ltd undertook a review of the potential future use of technology and real-time information for parking within the authority. This review is documented in 'Parking Technology' (March 2017, Ref: 035958-TN02-00) and includes;

- Review of parking technology currently in use in Bath and North East Somerset
- definition of system objectives and requirements to meet them
- Consideration of Alternative Technologies from Market Scan
- Recommendation
- Proposed Roadmap

The objectives set out in the review are summarised in Table 9-1 below.

Table 9-1 –Parking Technology Review Objectives

		Full Objective
Objectives to Support an Outstanding End-User Experience	Availability	Identification of and seamless guidance to the nearest available parking space;
	Access	Access to a range of Bath and North East Somerset Council parking facilities;
	Payment Options	A range of easy to use payment options available.
Management of the City's transport objectives and to support Bath and North East Somerset Council operations	Minimise Resourcing	Minimise council resourcing (staff time) potentially by the use of sensors and cameras;
	Optimise Usage	Minimise use of existing physical infrastructure and optimise usage;
	Sustainable Travel	Encourage more sustainable travel;
	Revenue Collection	Increased opportunities for revenue collection.

Following the assessment it was recommended that Bath and North East Somerset Council seek to investigate the opportunities of implementing a holistic parking technology system, which consists of a number of components that work together to form a full parking ecosystem, including:

- Occupancy detection system that tracks the occupancy of individual parking spaces and entire parking facilities;
- Payment systems to process transactions and then send data to data management software;
- Data management software, to process the occupancy and payment data. Then this information can be sent to:
  - Variable Message Signs;
  - Data user platform for both parking officers and end-users

This system is represented diagrammatically in Figure 9-1.

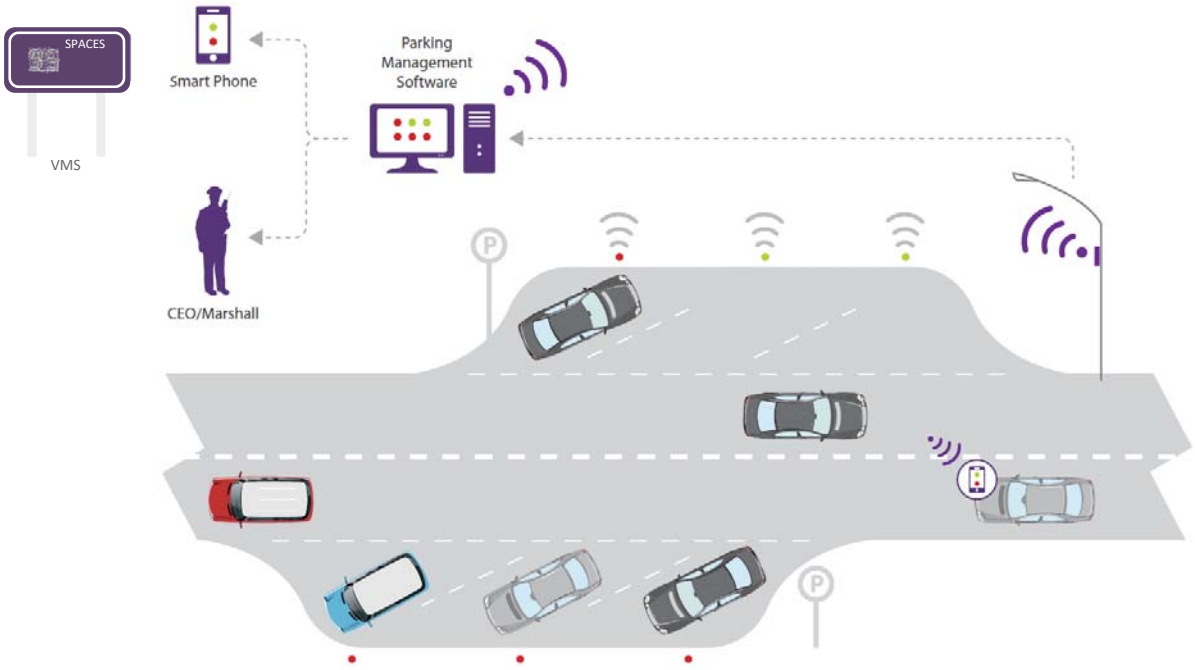

Figure 9-1 – Holistic Parking Technology System

9.2.1 Information Available on Bath and North East Somerset Council's Website

Bath and North East Somerset Council have a website with information regarding the publically operated car parks. There is real-time information of occupancy levels for the Park and Ride sites as well as the major off street car parks Avon Street and Charlotte Street. Real-time occupancy data for the privately operated Podium car park is also provided.

In addition to this, there are tables detailing the charging for both off street car parks and on street parking bays. Moreover, there is an animated information video which explains the parking and travel options within Bath and North East Somerset Council. The video explains the concept of Park and Ride and encourage visitors to choose sustainable travel options. Moreover, it presents the off street parking locations within Bath city centre, and explain the concept of short stay on street parking. Other information that is accessible through the website is location for electric vehicle charging points, parking for vans, mobile homes and taller/larger vehicles and accessible parking for Blue Badge Holders, as further described in section 8.2.

9.2.2 Signage

Clear and strategically placed signs directing drivers to car parks improve the experience for motorists and reduce the need for circulating around the town/city centre to locate an available space. A review of the fixed signage for pedestrians in Bath was conducted by Streetwise in September 2016, and their findings are presented in 'Bath Central Information System – Full Report'. A similar review of the car park signage throughout Bath and North East Somerset is encouraged, as both site visits and comments during consultation have indicated that the current provision and location of fixed signs could be improved.

Figure 9-2 Existing VMS sign in Bath

In addition to fixed signs, Bath has a VMS system which includes 9 signs showing occupancy data on the inbound routes to the car parks within Bath city centre. These are situated at the following locations;

- Lower Bristol Road;
- A367 Green Park;
- A420 Cold Ashton;
- A36 Warminster Road;
- A4 Batheaston Bypass;
- A46 Pennsylvania; and
- A36 Pultney Road

These signs show occupancy data of individual car parks in Bath, allowing drivers to choose a car park with available space in advance of reaching the car park. These signs help to alleviate traffic queuing and circulating within the centre of Bath. Bath and North East Somerset also have 6 free text VMS signs, located 3-5 miles from Bath City Centre. Two further signs are to be installed during 2017-2018. These signs are used for a variety of traffic management purposes, including informing the public of the status of city centre car park occupancy and directing them to available Park and Ride spaces during periods when off street city centre parking is unavailable. There may be opportunities to widen this coverage of the VMS signs to include and retain more private operators in the interests of improving traffic flow in the centre.

Action PSA 17 There is a need for a review of on-street signage to ensure it efficiently directs motorists to the closest available parking space with the aim of minimising circulating traffic and congestion in the city centre. This should include identifying opportunities to increase the use of VMS.

9.2.3 Payment

Bath and North East Somerset Council provide a variety of payment options including coins, card or via a cashless payment system. As the parking technology market develops, products are beginning to shift from the form of hardware to software, and as a result many private and public parking facility operators are moving away from physical payment machines.

Cashless payment solutions are commonly found in parking technology systems which allow users to pay for their parking time via an account linked to a credit or debit card. The user can access the service via a number of methods, including smartphone application, text, online, or by phone. The ability to pre-pay for parking at Bath and North East Somerset car parking facilities is provided through the MiPermit portal. This feature allows end-users to select a location, time and duration for parking and is managed by vehicle registration number.

In the future, Bath and North East Somerset Council will continue to review their payment options and identify opportunities to improve the system.

Action PSA 18 Payment options in Council operated car parks will be reviewed periodically and modernised in line with best practice in order to improve user experience and enable efficient enforcement.

9.2.4 Monitoring of Occupancy and Data Management

Improved technologies for the collection and analysis of occupancy data would improve the user experience of parking in Bath and North East Somerset as well as facilitate the management and enforcement of parking by the Council. Implementation of an occupancy detection system and introduction of data software would enable better management of the entire parking stock.

All information collected by the occupancy detection system should be collated into a single data collection software that is owned and accessed by Bath and North East Somerset Council. This system could include an interface that will allow Bath and North East Somerset Council to view how the car parking spaces across the Bath and North East Somerset area are operating collectively and individually, therefore allowing Bath and North East Somerset Council to identify under or over utilised car parks.

The proposed data management system should be compatible with the current Urban Traffic Management Control (UTMC) system including existing variable message signs. Similarly, any car park occupancy data collected should be made available for traffic management use through the current UTMC system. Any new data collection software that is adopted by Bath and North East Somerset Council should also be able to collate data from the current MiPermit system that is used to provide cashless payment for parking.

Action PSA 19 Technology in Council operated car parks will be updated and improved in order to provide better access to information, improve user experience and facilitate data management.

9.3 Enforcement

Bath and North East Somerset Council is responsible for the Civil Parking Enforcement (CPE) within the whole of the authority, under the Road Traffic Act 1991, as amended by the Traffic Management Act 2004. The Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions (2015) sets out how to approach, carry out and review parking enforcement, and Bath and North East Somerset Council currently operates in line with this guidance.

Proper enforcement of parking restrictions is required to ensure that parking facilities are used for their intended purposes, maintaining the free-flow of the highway network and ensuring spaces designated for disabled users are not abused. The user experience of the highway network and parking facilities is dependent on the successful enforcement of parking regulations.

Civil Parking Enforcement (CPE) in Bath and North East Somerset Council is not aimed at the collection of revenue, but instead enforcement officers are encouraged to work as ambassadors for the Authority and provide customer service, educate the public and promote correct use of parking. Current technology utilised for enforcement includes handheld computer software carried by enforcement officers. This approach removes the uncertainty of manual timing and thus provides consistency.

The number of issued Penalty Charge Notices has been fairly consistent over the last five years, with a slight increase in 2013/14 as shown in Figure 9-3.

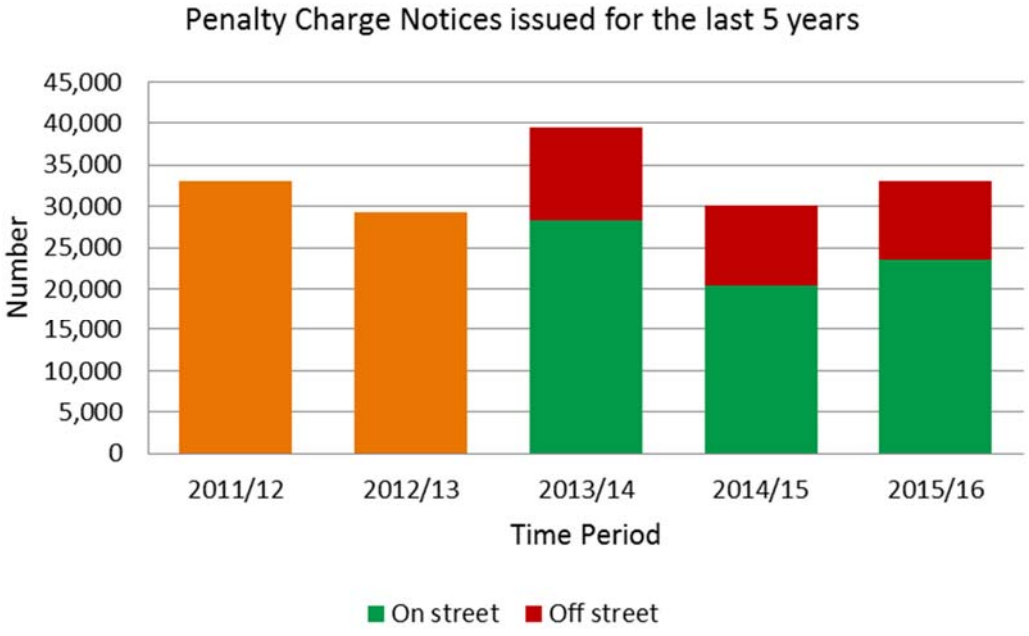

Figure 9-3 Issued PCN's in Bath the last 5 years

Figure 9-4 presents the locations where PCN's were issued. The data shows that the majority of the PCN's are issued at on street parking locations and within the major car parks.

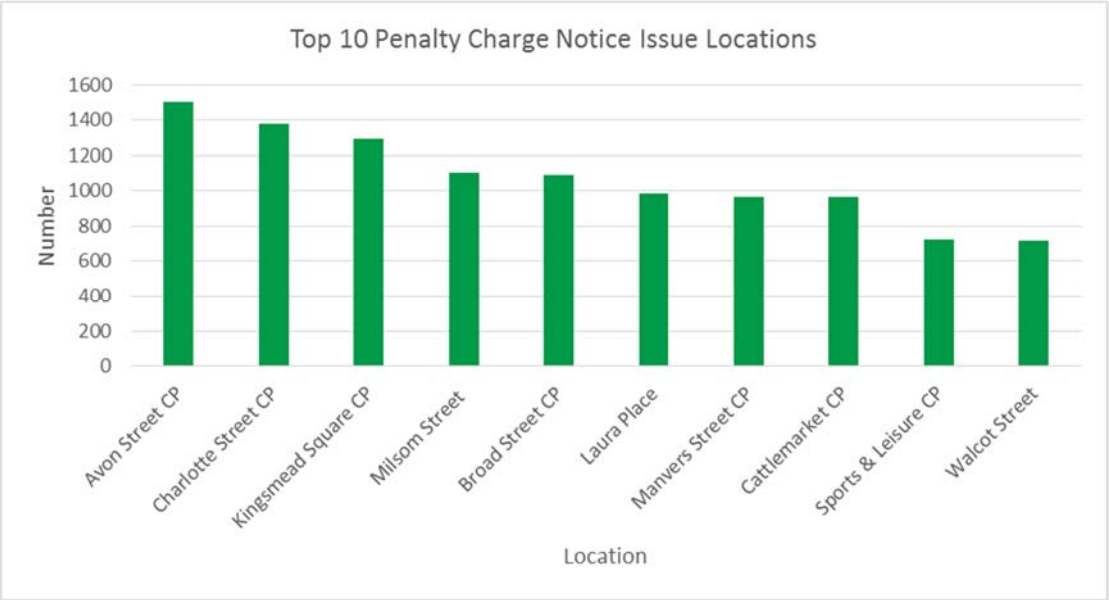

Figure 9-4 Top 10 locations for issued PCN's

The consultation process has indicated there is a view that the enforcement in some rural areas is insufficient and infrequent, causing motorists to violate the parking rules and time restrictions, particularly on-street. This may be perceived as having a negative effect on local businesses, pedestrian accessibility and conditions, traffic flow and accessibility for larger vehicles. Improving enforcement in these areas is relatively expensive, but may be worth considering as it could give rise to benefits including enhanced safety and better access for deliveries and emergency vehicles.

There are many opportunities for further implementation of technology in Bath and North East Somerset Parking Management that could develop and improve the enforcement process. Occupancy detection coupled with data collection software could provide instantaneous indications of where vehicles have parked unlawfully or overstayed the time restrictions. A data management system that is connected to the officers' handheld devices would improve the accuracy of enforcement and reduce the need for manual patrols. However, the officers' role as ambassadors and providers of customers' service should remain.

Objective PSO 31 Parking enforcement should facilitate protection of road space in order to maintain free flow of traffic in the network, ensure off-street parking is used as intended, encourage education of motorists to avoid penalties and ensure the protection of pedestrian safety.

9.4 Summary

Bath and North East Somerset Council will seek to investigate the opportunities for implementing a holistic parking technology system, which consists of a number of components that work together to form a full parking ecosystem, including; payment systems, occupancy detection systems and an efficient data management software. This would enable further expansion and usage of the existing variable message signs, and facilitate the development of a data platform for both parking officers and end-users. All of these technologies would improve the overall management of parking enforcement and increase satisfaction of the user experience.

SECTION 10

Major Events

10.1 Introduction and Objectives

This chapter considers the implications of car, motorcycle and bicycle parking associated with major events in Bath and North East Somerset and sets out a possible way forward in relation to enhancing the parking management experience to the benefit of the Council, the arriving visitors, event organisers and the wider community. Bath is host to a number of major events every year, presented in Figure 10-1. These include, but are not limited to: the Christmas Market, Bath Rugby matches, major events held at the University of Bath and the Roman Baths.

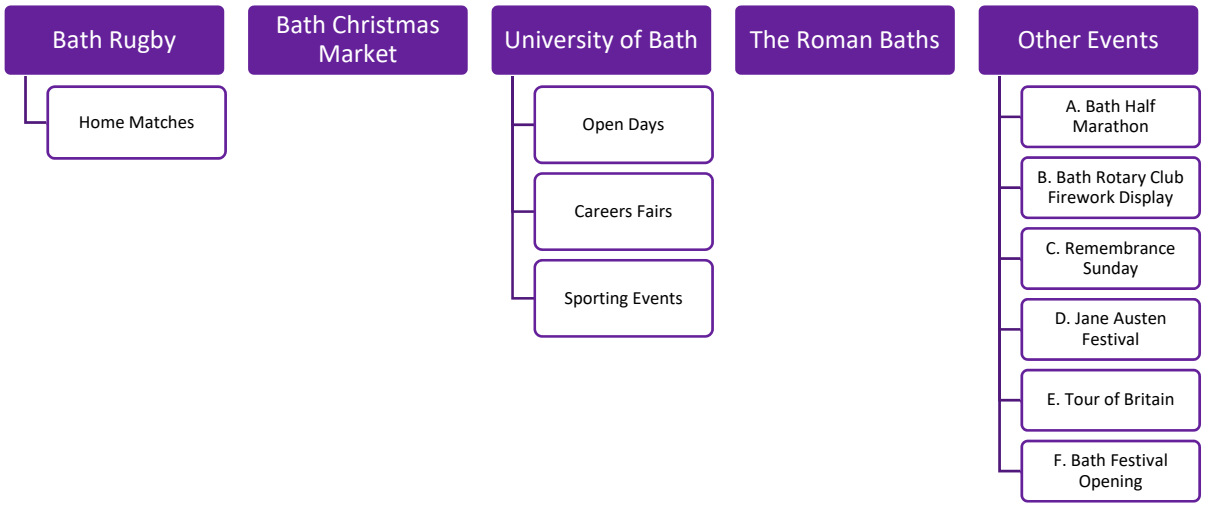

Figure 10-1 Major Events in Bath and North East Somerset

The objective relating to major events is to;

- Support the vitality of Bath by identifying measures and strategies that will improve the parking experience for visitors and residents during major events.

Further detailed information relating to parking management at major events in Bath and North East Somerset is provided in 'Paring Management for Major Events', BuroHappold 2017 (Ref: 035958-TN03-00).

10.2 Existing Management Strategy

10.2.1 Rugby games

The Recreation Ground (The Rec), Bath Rugby's home ground, has capacity to accommodate 14,500 spectators. Home matches at the Rec generally run from September to May and in the majority of cases matches take place on a Friday, Saturday or Sunday. Results from a Travel Survey carried out in 2013 show that almost 55% of those arriving to Bath Rugby Home Matches travel by car (including passengers).

The increased demand for parking during rugby matches has a considerable impact on the centre of Bath, particularly when matches clash with other events happening in the city. There is no dedicated spectator car park for The Rec so supporters park in publically available car parks or on-street. Bath Rugby has made efforts to encourage sustainable travel and produced a Travel Plan in 2014 with actions to achieve this. However, many of the measures set out in the Travel Plan are yet to be implemented.

10.2.2 Bath Christmas Market

The Bath Christmas Market attracts nearly half a million people to Bath throughout its duration each year, and approximately 25,250 people a day. During the Christmas Market, access to some streets is restricted and on-street parking is suspended. This results in some residents being unable to park in their regular space, and any cars that remain parked in these restricted areas are removed. The reduced parking spaces are not re-provided elsewhere and the residents are not presented with an alternative space. This, combined with additional traffic from visitors, creates a high pressure on parking in the city centre. Information on the website (www.bathchristmasmarket.co.uk) promotes the use of public transport and other sustainable modes of travel. The Council operates alternative Coach parking operations during the Christmas market period to accommodate over 1,000 coaches that book their visit through the Council's self-service online booking portal.

10.2.3Events at University of Bath

The University of Bath is situated a 2 mile/10 minute drive outside of the city centre in Claverton Down on the east side of Bath. The Campus is mainly accessible by car or by bus since the main route to the campus from the City Centre is very steep which discourages active travel.

There are a variety of events held by the University which can be categorised into the following types:

- Open Days;
- Careers Fairs; and
- Sporting Events

For any of the events held at the University, visitors are recommended to travel by public transport as there is limited capacity for visitor car parking. The website for Open Days at the University of Bath provides comprehensive information on travelling to the Claverton Campus including direct recommendations made by the University to travel using public transport.

10.2.4 Other Events

There are a number of other events that occur across Bath and North East Somerset (primarily in Bath) throughout the year. These include: Bath Half Marathon, Tour of Britain, Remembrance Day, Jane Austen Festival and the Bath Rotary Club Fireworks Display. Each of these events run for a single day and require road closures for approximately 24 hours. In addition, the main tourist attraction in Bath, the Roman Baths, can attract up to 6000 persons per day on their peak days.

There is no designated visitors parking for any of these events, and associated the road closures contribute to increase the pressure on available parking.

10.3 Major Events Strategy Improvements

In order to improve the management of parking and the overall experience for visitors and organisers, there are a number of measures that should be implemented.

SECTION 10

The Council should establish a Joint Events Management Transport Stakeholder Group that meets regularly to share good practice, discuss upcoming events - including one off events such as the Christmas Market and regular events such as Bath Rugby matches.

Action PSA 20 The Council will facilitate enhanced collaboration among organisers of Major Events through the establishment of a Joint Events Management Transport Stakeholder Group.

There is an opportunity to develop a framework and good practice guidance on different aspects of parking management for use by those responsible for managing events. It would act as an umbrella strategy within which individual events/venues could then develop and implement parking management operational plans.

Travel Demand Management (TDM) plans should be developed for the largest major events. TDM's have been used with great success in other major events, such as Commonwealth Games, Rugby World Cup and the Olympic Games in London. Studies show that the use of TDM can result in the change in travel behaviour of up to 35% of the local community (not going to the event) thereby freeing up capacity on the transport network for those going to the event, ensuring the success of the event and the vitality of the area.

Action PSA 21 The Council will develop a framework and good practice guidance on parking management for use by those responsible for managing events. Within this Travel Demand Management Strategies should be developed for large major events.

A number of practical actions can be undertaken by Bath and North East Somerset Council to support the delivery of these policies;

- Develop a simple 'ten top tips' on parking management for events for promotion to event organisers through the Council's website or in one to one dialogue;
- Promote, to event organisers, the principle of car drivers being encouraged to pre-book parking space;
- Investigate the potential for additional temporary Park and Ride car parking at strategic locations such as near the A46/M4 junction locations on the western approach to Bath from toward Bristol; and
- Work with event organisers to actively promote car sharing and use of non-car modes such as offering discounted/free travel for those proving they arrived by a means other than car.

10.4 Summary

The City of Bath as a World Heritage Site is a major tourist attraction all year around, and additionally, a host for various major events. The pressure on parking is increased during these events and generally additional parking provision cannot be provided. Whilst the Council has an ambition to reduce the amount of visitors arriving by car and promote sustainable modes, the current management of parking during major events could be improved. A number of suggested actions is presented in this chapter, including the creation of a Joint Events Management Transport Stakeholder Group Framework, development of good practice guidance and developing a Travel Demand Management Strategy for the large major events.

SECTION 11

Monitoring and review

11.1 Monitoring

The strategy will remain in place until such time as circumstances demonstrate that it is in need of review and alteration. To determine the point at which this is required, a number of key performance indicators have been identified against which the strategy can be monitored;

- Parking demand in residents parking zones;
- The occupancy levels of public off-street car parks;
- The occupancy levels at park and ride sites;
- Provision of cycle parking spaces, motorcycle parking spaces, electric vehicle charging points, car club bays and disabled parking spaces;
- The number of PCNs issued;
- Percentage of visitors to major events arriving by car; and
- Traffic growth in the city centre of Bath.

The baseline for many of the above can be taken from the findings of the technical work that supports this strategy.

11.2 Strategy updating

Monitoring should be undertaken as a minimum every 2 years, with an interim review of the strategy taking place in 2022 and a full review in 2026 prior to a revised strategy being produced from 2027.

For specific tasks outlined in the Parking Strategy, project plans will be developed where detailed information on layout, impact and function will be subject to review.

Summary of Objectives

Reference	Policy
PSO1	Encourage and facilitate the provision of car club bays within new developments to reduce car ownership and pressures on residential parking within Bath
PSO2	Developments within Bath and North East Somerset should provide provision for electric vehicle charging points in accordance with the following standards; • Residential developments with shared car parks –active provision for 20% spaces and passive provision for 20% spaces • Residential developments with individual parking – passive provision within each property • Commercial developments – active provision in 5% car parking spaces
PSO3	Developments within Bath and North East Somerset with shared parking facilities should provide motorcycle parking spaces in accordance with the following standards; · Bath City Centre Zone – 5% of car parking spaces · All other areas of Bath and North East Somerset – 2% of car parking spaces The motorcycle spaces should be provided in addition to the number of car parking spaces required to meet the standard.
PSO4	New developments within Bath and North East Somerset should provide adequate vehicle parking provision to meet the standards set out in the Place Making Plan - Where 'Maximum Standards' are quoted the on-site parking provision should not exceed this level without prior agreement and justification. Proposed parking provision below the maximum allowed shall still be supported by an adequate assessment to demonstrate adequacy; - Where site parking is to be 'Assessed on Merit', the developer shall provide a predicted parking accumulation assessment based on expected traffic generation (TRICS or similar). The Accessibility Assessment (Objective PSO5) may be used to consider a reduction; and - Where 'Minimum Standards' are quoted the on-site parking provision must meet this level subject to the developer completing an Accessibility Assessment (Objective PSO5) and a level of reduction agreed based on this.
PSO5	The accessibility of new developments should be assessed using the 'Bath and North East Somerset Development Accessibility Assessment'. The resulting score will inform the maximum reduction in parking provision that will be considered suitable by Bath and North East Somerset Planning Officers. The final level of parking to be provided remains subject to the judgement of the Council.
PSO6	Where it is deemed safe, on-street parking will be allocated using a balance approach to meet the demands in accordance with the Hierarchy of Kerb Space. Parking restrictions will be introduced, or parking prevented altogether, in order to reduce traffic and to maintain free flow of the highway network.
PSO7	Within the centre of Bath priority for on-street parking will be given to disabled users, then residents parking zones and then short stay parking (maximum 2 hours) at the expense of long stay parking.
PSO8	Additional Residents Parking Zones in all areas of Bath and North East Somerset will only be introduced in accordance with the 'Purpose of Residents Parking Schemes' where it can be demonstrated that the criteria outlined in 'Guidance to the Introduction of Residents Parking Schemes' has been met and the scheme has the support of local members.
PSO9	Allocation of permits to new developments, and existing properties with a new use, will be in accordance with the policy set out in E2911. In particular, permits will not be allocated in zones where the potential demand of existing properties exceeds the available capacity.
PSO10	The number of off-street parking spaces in Bath will be maintained at the current level or reduced.
PSO11	Any reduction in public off-street parking spaces in Bath city centre should be supported by increased provision of alternatives.
PSO12	Any increase in short stay off-street parking in Bath will be at the expense of long stay parking.

Reference	Policy
PSO13	Development plans for the Enterprise Area sites within Bath city centre should include re-provision of at least 500 public car parking spaces within the overall development area
PSO14	Any redevelopment of South Road car park in Midsomer Norton should not result in a net loss of off-street car parking spaces.
PSO15	The current levels of parking within Somer Valley towns will be maintained to ensure access to facilities. The provision should be reviewed periodically to determine if additional controls or capacity are required to maintain the availability of spaces.
PSO16	The Council will continue to provide appropriate out of town parking and will review the need to provide additional capacity in response to future growth.
PSO17	The availability of spaces at RadCo is important in maintaining and improving the viability of Radstock town centre. Any development on this site should not result in a net reduction in car parking spaces.
PSO18	Any proposed development which includes provision of publically available car parking spaces should, as part of the planning process, submit and agree a car parking management plan with the Council. This should include proposed capacity, time restrictions and charging tariffs as a minimum.
PSO19	Parking in the rural areas of Bath and North East Somerset will remain free of charge where charges do not currently apply in order to support and improve the economic viability of these settlements.
PSO20	Prices for long stay parking in Bath will be managed to discourage commuter trips, provide more space for short stay visitors and encourage greater use of public transport and Park and Ride facilities where available.
PSO21	Parking charges in Bath and North East Somerset should be periodically reviewed and adjusted as required to ensure that they achieve the aims of the Council's strategies and are comparative with privately operated car parks in the same location.
PSO22	On-street parking charges in Bath will be managed, and tariffs for greater than 2 hour stays reviewed, to prioritise the space for short stay visitors and residents.
PSO23	Ensure adequate parking is provided in suitable locations for disabled users and enforce the proper use of it. Undertake a review of access routes between off-street disabled parking and the city centre, particularly where changes to provision and/or location are implemented, to ensure that the existing level of provision is maintained or improved.
PSO24	Continue to encourage the provision of car clubs in central Bath.
PSO25	Support an increase in the number of electric vehicle charging points on street and within car parks.
PSO26	Improve the provision of high quality dedicated motorcycle parking spaces on street and in Council operated off-street car parks.
PSO27	Provide adequate parking and drop off/pick up facilities for coaches in Bath in accordance with the Coach Strategy.
PSO28	Continue to support the operation of taxis in Bath and North East Somerset through provision of adequate and suitable located taxi ranks, and consider appropriate locations for electric charging points. This should be periodically reviewed to respond to changes in travel patterns resulting from alternative taxi services.
PSO29	Ensure suitable provision of unloading/loading space to support local businesses and operations
PSO30	Hours of access for servicing and delivery vehicles in the centres of Bath and Keynsham will be restricted if required to support the delivery of public realm improvements, including aspirations within the Public Realm Movement Strategy.
PSO31	Parking enforcement should facilitate protection of road space in order to maintain free flow of traffic in the network, ensure off-street parking is used as intended and encourage education of motorists to avoid penalties and ensure the protection of pedestrian safety.

Summary of Action Points

Reference	Action
PSA1	The Council should consider undertaking a strategic review of the existing residents parking scheme zoning system to determine whether an alternative zoning structure would result in more efficient use of on-street spaces.
PSA2	The Council will consider altering the hours of operation of residents parking zones, where sufficient evidence can be provided to demonstrate support for a change amongst residents and local members in line with criteria outlined in 'Guidance to the Introduction of Residents Parking Schemes'.
PSA3	The Council should undertake a review of the available permit types and remove those that do not comply with the objectives and policies of this strategy.
PSA4	Surveys undertaken in March 2015 and November 2016 suggest there is currently residual capacity on-street in Keynsham. The Council will undertake periodic reviews of on-street parking demand in Keynsham to monitor whether intervention is required
PSA5	Recent evidence suggests that there is available capacity on-street in the Somer Valley. The Council will undertake periodic reviews of on-street parking demand in the Somer Valley to monitor whether intervention is required.
PSA6	Issues related to a lack of passing places caused by on-street parking will be considered by the Council on a case by case basis, with the aim of minimising safety problems.
PSA7	The introduction of a short-stay parking tariff at Charlotte Street will be assessed to encourage usage by users displaced from the car parks affected by the Enterprise Area proposals within Bath city centre.
PSA8	The Council will undertake periodic reviews of usage of off-street car parks in Keynsham to monitor changes and any need for future actions.
PSA9	Improve parking facilities in The Nursery and Station Road car park to support commuting by train to Bath/Bristol and beyond.
PSA10	Review Parking Permit eligibility criteria with the Corporate Travel Group to reduce the number of permits issued whilst ensuring staff who require their vehicle to support their work are able to park.
PSA11	In order to continue to encourage greater use of the Park and Ride facilities, the Council will periodically review the operation of the service.
PSA12	The Council will investigate the possibility of recognising informal Park & Ride activities where identified, by providing more spaces at strategic locations around Bath and North East Somerset's authority.
PSA13	The Council will seek to maintain and develop relationships with operators of private car parks, in order to ensure that operation is compatible with the needs of the business where applicable but seeking to discourage long stay public parking or an increase in supply where this is incompatible with the aims of the strategy.
PSA14	Establish an expert panel on disability issues to guide policy decisions
PSA15	Work with operators and stakeholders to increase the provision, maintenance and desirability of on-street cycle parking spaces at retail and leisure facilities.
PSA16	Work with operators and stakeholders to increase the provision, maintenance and desirability of high quality covered cycle parking spaces at Bath train station.
PSA17	There is a need for a review of on-street signage to ensure it efficiently directs motorists to the closest available parking space with the aim of minimising circulating traffic and congestion in the city centre. This should include identifying opportunities to increase the use of VMS.

PSA18	Payment options in Council operated car parks will be reviewed periodically and modernised in line with best practice in order to improve user experience and enable efficient enforcement.
PSA19	Technology in Council operated car parks will be updated and improved in order to provide better access to information, improve user experience and facilitate data management.
PSA20	The Council will facilitate enhanced collaboration among organisers of Major Events through the establishment of a Joint Events Management Transport Stakeholder Group
PSA21	The Council will develop a framework and good practice guidance on parking management for use by those responsible for managing events. Within this Travel Demand Management Strategies should be developed for large major events.

Appendix A
Off-street Parking inventory

Bath	Type	Spaces	Operating Times	Max Stay	Payment method	Charges	Blue Badge	
Long Stay							**Spaces**	**Charges**
Charlotte Street	Public	1076	Mon-Sun 08:00-20:00	N/A	Pay & Display, cash or card and cashless parking	Up to 4 hrs £5.4 Up to 6 hrs £6.4 Up to 12 hrs £8.5 2 days £17 3 days £25.5 4 days £34 5 days £42.5 6 days £51 7 days £59.5	24	Charges apply
SouthGate	Private	876	24 hours	N/A	Pay on foot, cash or card	Up to 2hrs £3.50 Up to 3hrs £4.80 Up to 4hrs £5.80 Up to 6hrs £8.50 Up to 8hrs £11.00 8hrs + (up to 24hrs) £14.00 6pm – 9:30am £5.00 6pm – Midnight £2.00	53	Charges apply
Avon Street	Public	512	Mon-Sun 08:00-20:00	N/A	Pay & Display, cash or card and cashless parking	Up to 1 hr £1.6 Up to 2 hrs £3.1 Up to 3 hrs £4.3 Up to 4 hrs £5.4 Up to 6 hrs £7.4 Up to 8 hrs £9.9 Up to 12 hrs £12.5 2 days £25 3 days £37.5 4 days £50 5 days £62.5 6 days £75 7 days £87.5	11	Charges apply
Manvers Street	Public	161		24 hours	Pay & Display, cash or card and cashless parking		5	Charges apply
Bath Cricket Club	Private	144	24 hours	24 hours	Pay-by-Phone, Coins or Card, Member Permits	Up to 2hrs £3.10 Up to 3hrs £4.50 Up to 4hrs £5.80 Up to 6hrs £8.40 Up to 8hrs £10.80 Up to 10hrs £13.00 Up to 24hrs £15.00 Overnight (18:00-08:00) £3.00	N/A	
Bath Spa Train Station	Private	80	24 hours	7 days	Pay by Phone or card	Daily rate Weekday£10.7 Weekend £7.3 Weekday discount if paid by phone £9.70 Weekly ticket £53.5	4	Free
Royal United Hospital	Private	1230	24 hours	N/A	Pay-by-Phone (app/website), Coins or Card, Staff Permits	Up to 20minutes Free Up to 1 hr £2 Up to 2 hrs £3 Up to 4 hrs £4 Up to 24 hrs £6 7 day pass £15		Free with registration
University of Bath	Private	2200	Mon-Fri 08:00-17:00 Only in pay and display area Max Stay 6 hours Parking allowed in pay and display area or permit holder areas Sat 08:00-17:00 Mon-Sat After 17:00 Free Sun+BH All day Free	P&D bays Mon-Fri 6 hours	Pay & Display, Coins or Card, Staff Permits	Mon-Fri 08:00-17:00 £1 per hour Saturday £2 for full Day	75	Free
Short Stay								
Podium	Private	530	24 hours	4 hours	Pay on foot, cash or card	1 hr £2.5 2 hrs £4 3 hrs£5.5 4 hrs £6.5	13	Charges apply
Homebase	Private	300	Mon-Thu,Sat 08:00 - 20:00 Fri 08:00 - 21:00 Sun 10:00 - 16:00	90 minutes	No charging	Free, Customers only	4	Free
Sainsburys	Private	300	Mon-Sat 07:00- 21:00 Sun 10:00 - 16:00	90 minutes	No charging	Free, Customers only	19	Free
Morrisons	Private	350	Mon-Sat 08:00- 21:00 Sun 10:00 - 16:00	3 hours	No charging	Free, Customers only	5	Free
Sports Centre	Public	134	Mon-Sun 08:00-20:00	4 hours	Pay & Display, cash or card and cashless parking	1 hr £1.6 2 hrs £3.1 3 hrs£4.3 4 hrs £5.4	6	Free of charge
Kingsmead Square	Public	90		4 hours	Pay & Display, cash or card and cashless parking		5	Charges apply
Broad Street	Public	51		4 hours	Pay & Display, cash or card and cashless parking		4	Charges apply
Cattle Market	Public	40		4 hours	Pay & Display, cash or card and cashless parking		0	Charges apply
Claverton Street	Public	11		2 hours	Pay & Display, cash or card and cashless parking	1 hr £1.6 2 hrs £3.1	1	Charges apply
Park and Ride								
Lansdown	Public	878	Mon-Sat 06:15-20:30 Sun+BH 09:30-18:00	N/A	Bus fares: £3.3 Weekday(return) £3 Weekend (return) £13.5 (10 single trips)	N/A (see bus fare)	16	Free of charge
Newbridge	Public	698		N/A			26	Free of charge
Odd Down	Public	1230		N/A			8	Free of charge

Keynsham	Type	Spaces	Operating Times	Max Stay	Payment method	Charges		Blue Badge
Long Stay								
The Labbott South	Public	39	Mon-Sat 08:00-18:00	N/A	Pay & Display, cash or card	2 hrs £0.4 3 hrs £0.6 4 hrs £0.8 8 hrs £1.3 Day £1.7 Month £18 Quarter £55 6 Months £105 Year £210	1	Free of charge
Bath Hill East	Public	154		N/A	Pay & Display, cash or card		6	Free of charge
Station Road	Public	40		N/A	Pay & Display, cash or card		N/A	
Fox and Hounds	Public	27		N/A	Pay & Display, cash or card		2	Free of charge
Keynsham Station	Private	53	24 hours	N/A	Pay by Phone	Weekday Daily rate £2.3 Daily rate after 10 am and Weekend £1.4 Weekly ticket £11.5	2	Charges apply
Picnic Site	Private	100	24 hours	N/A	No charging	Free	N/A	
The Nursery	Public	43	Mon-Sat 08:00-18:00	N/A (locked overnight)	No charging	Free	N/A	
Short Stay								
Tescos	Private	191	Mon- Sat 08:00-20:00, Sunday 10:00-16:00	2 hours	No charging	Free, Customers only	12	Free of charge
The Labbott North	Public	30	Mon-Sat 08:00-18:00	2 hours	No charging	Free	4	Free of charge
Civic Centre	Public	127		2 hours	Pay & Display, cash or card	2 hrs £0.4	9	Free of charge
Ashton Way	Public	224		4 hours	Pay & Display, cash or card	2 hrs £0.4 3 hrs £0.6 4 hrs £0.8	10	Free of charge
Ashton Way East	Public	41		4 hours	Pay & Display, cash or card		3	Free of charge
Radstock								
Co-op Radco	Private	261	Mon-Wed: 07:00 - 20:00 Thu-Fri: 07:00 - 22:00 Sat: 07:00 - 20:00 Sunday: 10:00 - 16:00	3 hours	No charging, Long Stay Permits	Free, Customers only	10	Free of charge
Waterloo Road	Public	32	Mon-Sat 08:00-18:00	4 hours in green N/A in white	No charging, ticket in green	Free (with ticket in green)	2	Free of charge
Church Street	Public	89		5 hours	No charging but with ticket	Free, with ticket	5	Free of charge
Midsomer Norton								
Long Stay								
The Hollies	Public	76	Mon 08.30 - 17.00 Tue 09.30 - 17.00 Wed 08.30 - 17.00 Thu 08.30 - 17.00 Fri 08.30 - 16.30	N/A	No charging	Free	2	Free of charge
Pows Orchard	Public	9	24 hours	N/A	No charging	Free	0	
Leisure Centre	Public	71	24 hours	N/A	No charging	Free, Patronss only	5	Free of charge
South Road	Public	149	24 hours	N/A	No charging	Free	9	Free of charge
Excelsior Terrace	Public	110	24 hours	N/A	No charging	Free		
Short Stay								
Sainsburys	Private	178	Mon-Wed, Sat 08:00-20:00 Thu-Fri 08:00-21:00 Sun 10:00-16:00	2 hours	No charging	Free, Customers only	7	Free of charge
The Island	Public	15	Mon-Wed Fri-Sat 08:00-18:00	30 minutes	No charging	Free	1	Free of charge
Argos	Private	62	24 hours	N/A customers only	No charging	Free, Customers only	4	Free of charge
Lidl	Private	79	24 hours	90 minutes	No charging	Free, Customers only	2	Free of charge
M&Co	Private	30	24 hours	90 minutes	No charging	Free, Customers only	3	Free of charge
Somer Valley								
Peasedown St John: Greenlands Rd	Public	19	24 hours	N/A	No charging	Free	0	
Paulton: High Street	Public	56	24 hours	N/A	No charging	Free	0	

Appendix B
Parking Standards Schedule

Land Use	Location	Vehicle Parking		Cycle Parking	Notes
		Maximum Standard (gross)	Minimum Standard (gross)	Minimum Standard (gross)	
A1 Retail	Bath City Centre Zone	Zero provision		1 stand per 200sqm	Transport assessments may be appropriate for some developments
	Bath Outer Zone	Up to: 100sqm: 2 spaces 200sqm: 3 spaces 300sqm: 4 spaces 500sqm: 5 spaces Over 500sqm: 1 space per 20sqm	-		
	Bath and North East Somerset Outside of Bath	Each case assessed on merit			
A1 Food Retail	Bath City Centre Zone	Zero Provision			
	Bath Outer Zone	1 sps per 14sqm	-		
	Bath and North East Somerset Outside of Bath	Each case assessed on merit			
A2 Financial and Professional Services	Bath City Centre Zone	Zero provision		1 stand per 300sqm	Transport assessments may be appropriate for some developments
	Bath Outer Zone	Up to: 100sqm: 2 spaces 200sqm: 3 spaces 300sqm: 4 spaces 500sqm: 5 spaces Over 500sqm: 1 space per 20sqm	-		
	Bath and North East Somerset Outside of Bath	Each case assessed on merit			
A3 Restaurant and cafes	Bath City Centre Zone	Zero provision		1 stand per 100sqm	Transport assessments may be appropriate for some developments

A3 Restaurant and cafes	Bath Outer Zone	Up to: 100sqm: 2 spaces 200sqm: 3 spaces 300sqm: 4 spaces 500sqm: 5 spaces Over 500sqm: 1 space per 20sqm	-		
	Bath and North East Somerset Outside of Bath	Each case assessed on merit			
B1 Offices, Light Industrial, R&D, Laboratory Studios	Bath City Centre Zone	1 space per 400sqm	-	1 stand per 100sqm	Transport assessments may be appropriate for some developments
	Bath Outer Zone	1 space per 100sqm	-		
	Bath and North East Somerset Outside of Bath	Each case assessed on merit			
B2 Industry	Bath City Centre Zone	Zero provision		1 stand per 300sqm	Transport assessments may be appropriate for some developments
	Bath Outer Zone	1 space per 50sqm	-		
	Bath and North East Somerset Outside of Bath	Each case assessed on merit			
B8 Warehousing	Bath City Centre Zone	Zero provision		1 stand per 400sqm	Transport assessments may be appropriate for some developments
	Bath Outer Zone	Up to 235sqm: 1 space per 50sqm Above 235sqm: 1 space per 250sqm	-		
	Bath and North East Somerset Outside of Bath	Each case assessed on merit			
C1 Hotels	Bath City Centre Zone	Zero provision		1 stand per 5 staff plus 1 space per 20 bedrooms	Arrangements can be made with public/private car park operators. Coach parking on merit.
	Bath Outer Zone	1 space per 3 bedrooms	-		
	Bath and North East Somerset Outside of Bath	Each case assessed on merit			

<table>
<tr><td rowspan="3">C2 Hospitals</td><td>Bath City Centre Zone</td><td colspan="2">Zero provision</td><td rowspan="3">1 stand per 4 staff + 1 space per 10 beds</td><td rowspan="3">When allocating parking spaces preference should be given to the needs of patients and the operational needs of staff.

Each case assessed on merit. New/expanded health facilities will be required to improve access by public transport, walking and cycling and provision of Travel Plans will be sought. Adequate disabled parking provision and dropping off facilities must be provided.</td></tr>
<tr><td>Bath Outer Zone</td><td>Hospitals 1 space per 4 staff plus 1 space per 3 visitors</td><td>-</td></tr>
<tr><td>Bath and North East Somerset Outside of Bath</td><td colspan="2">Each case assessed on merit</td></tr>
<tr><td rowspan="3">C2 Residential/Boarding Schools</td><td>Bath City Centre Zone</td><td colspan="2">Zero provision</td><td rowspan="3">1 stand per 5 staff + 1 space per 3 Students</td><td rowspan="5">Duty staff are those required to be present “on duty” over-night.

Operational requirements will be considered in addition. Adequate disabled parking provision and dropping off facilities must be provided.

Standard permit allowance for visitors. Dropping off area and temporary parking area for open days to be defined.

Educational establishments are expected to discourage use of cars by students and staff.

New/expanded facilities will be required to improve access by public transport, walking and cycling. Provision of Travel Plans will be sought.</td></tr>
<tr><td>Bath Outer Zone</td><td>1 space per 2 members of staff which shall include sufficient space for each member of duty staff</td><td>-</td></tr>
<tr><td>Bath and North East Somerset Outside of Bath</td><td colspan="2">Each case assessed on merit</td></tr>
<tr><td rowspan="4">C2 Residential Colleges, student accommodation</td><td>Bath City Centre Zone</td><td colspan="2">Zero provision</td><td rowspan="4">1 stand per 5 staff + 1 space per 3 students</td></tr>
<tr><td>Bath City Centre Zone</td><td colspan="2">Zero provision</td></tr>
<tr><td>Bath Outer Zone</td><td colspan="2">Zero provision</td></tr>
<tr><td>Bath and North East Somerset Outside of Bath</td><td colspan="2">Each case assessed on merit</td></tr>
<tr><td rowspan="3">C2 Convalescent, Residential Care and Nursing Homes</td><td>Bath City Centre Zone</td><td colspan="2">Zero provision</td><td rowspan="3">1 stand per 4 staff + 1 space per 10 beds</td></tr>
<tr><td>Bath Outer Zone</td><td>1 space per 2 staff plus 1 space per 6 bed spaces</td><td>-</td></tr>
<tr><td>Bath and North East Somerset Outside of Bath</td><td colspan="2">Each case assessed on merit</td></tr>
</table>

<table>
<tr><td rowspan="3">C3 Residential</td><td>Bath City Centre Zone</td><td>0.5 space per dwelling</td><td>-</td><td rowspan="3">2 secure covered spaces per dwelling.</td><td rowspan="3"><u>Vehicle Parking</u>
Garages are included within the prescribed minimum standard provided they have minimum internal dimensions of 6m by 3m.

For Bath City Centre the prescribed standard is exclusive of any operational requirements, such as service/maintenance and possible provision of accessible parking specifically for Blue Badge Holders. This will be assessed on merit.

<u>Cycle parking</u>
Satisfied if garage or secure area is provided within curtilage of dwelling to minimum dimensions

If no garage or secure area provided 1 secure covered stand per dwelling in a communal area for residents plus 1 stand per 8 dwellings for visitors</td></tr>
<tr><td>Bath Outer Zone</td><td>-</td><td>1 space per one bed dwelling.

2 spaces per two to three bed dwelling.

3 spaces per four bed dwelling and above.

0.2 space per dwelling for visitor parking</td></tr>
<tr><td>Bath and North East Somerset Outside of Bath</td><td>-</td><td>1 space per dwelling.

2 spaces per two to three bed dwelling.

3 spaces per four bed dwelling and above.

0.2 space per dwelling for visitor parking</td></tr>
<tr><td rowspan="3">D1 Non-Residential Institutions</td><td>Bath City Centre Zone</td><td colspan="2">Zero provision</td><td rowspan="3">1 stand per 4 staff</td><td rowspan="3">Transport assessments may be appropriate for some developments</td></tr>
<tr><td>Bath Outer Zone</td><td colspan="2">Each case assessed on merit</td></tr>
<tr><td>Bath and North East Somerset Outside of Bath</td><td colspan="2">Each case assessed on merit</td></tr>
<tr><td>D2 Assembly and leisure uses</td><td>Bath City Centre Zone</td><td colspan="2">Zero provision</td><td>10 stand plus 1 space per 10 vehicle space</td><td>Transport assessments may be appropriate for some developments</td></tr>
</table>

Appendix C
Parking Standards - Accessibility Assessment

Accessibility Assessment Residential Development

Bus

Criteria	Variation	Possible Score	Actual Score
Walking distance to nearest bus stop	Less than 200 metres	3	
	Less than 400 metres	2	
	Less than 800 metres	1	
	More than 800 metres	0	
Frequency of principle bus service at nearest bus stop (if within 400 metres of the site)	15 minutes or less	5	
	30 minutes or less	3	
	60 minutes or less	2	
	Over 60 minutes	0	
Number of bus services with an at least 60 minute weekday frequency stopping within 400 metres of the site	6 or more	5	
	2 to 5	3	
	1	2	
	0	0	
Quality of nearest bus stop (if within 400 metres of the site)	**Good:** • Shelter, seating and flag • Timetables and Real-time information • Raised curbs and adequate footway width • Well lit, CCTV and overlooking buildings	2	
	Moderate: • Shelter and flag • Timetable information • Adequate footway width, no raised curb • Adequate lighting	1	
	Poor: • Marked only by pole and flag • Little or no timetable information • Narrow footway • Little or no street lighting	0	
Walking distance to nearest bus station or major interchange (five or more routes)	Less than 400 metres	5	
	Less than 1000 metres	3	
	More than 1000 metres	0	

Accessibility Assessment Residential Development

Train

Criteria	Variation	Possible Score	Actual Score
Walking distance to nearest railway station	Less than 400 metres	5	
	Less than 1000 metres	3	
	Less than 1500 metres	1	
	More than 1500 metres	0	
Trains per hour in each direction from nearest station (if within 1200 metres of the site)	5 or more	5	
	3 to 4	3	
	1 to 2	2	
	Less than 1	0	
Quality of nearest railway station (if within 1200 metres of the site)	**Good:** • Heated and Enclosed waiting facilities • Toilets • Timetable and Real-time information • More than one line served the station • Ticket office and machines • Staffed for a majority of the day • CCTV and other security measures • A good range of retail facilities • Fully accessible with lifts and ramps • Bus and taxi interchange within close proximity	2	
	Moderate: • Waiting facilities – part enclosed • Toilets • Timetable and Real-time information • Ability to purchase tickets • Part-time staffing • CCTV and other security measures • Some retail facilities • Some disabled accessibility • Taxi rank only	1	
	Poor: • Poor waiting facilities – not enclosed • No toilets • Timetables only • Not staffed • No security measures • No retail facilities • No disabled accessibility • No taxi rank	0	

Accessibility Assessment Residential Development

	Criteria	Variation	Possible Score	Actual Score
Management of On Street Car Parking	Is the planned development within a Residents Parking Zone?	Yes	5	
		No	0	
	Distance to edge of Residents Parking Zone (if within RPZ)	More than 400 metres	5	
		More than 200 metres	3	
		Less than 200 metres	1	
		No CPZ	0	
Car Club Bays	Walking distance to nearest Car Club bay	Less than 200 metres	3	
		Less than 800 metres	2	
		More than 800 metres	0	

Accessibility Assessment Residential Development

Walking

Criteria	Variation	Possible Score	Actual Score
Nearest educational centre within walking distance (800 metres or less)	Primary and Secondary School / College	5	
	Primary School	3	
	Secondary School / College	2	
	No facility	0	
Nearest grocery shop within walking distance (800 metres or less)	Shopping Centre or High Street	5	
	Super Market	4	
	Corner Shop	3	
	No facility	0	
Nearest General Practitioner or Pharmacy within walking distance (800 metres or less)	General Practicioner	3	
	Pharmacy	1	
	No facility	0	
Quality of pedestrian facilities	**Good:** • Footways of at least 1.5 metres wide • Choice of pedestrian access points to sites in at least three directions (60° apart) • Pedestrian routes are well maintained, well lit and designated for disabled access	3	
	Moderate: • Footways present at minimum width of 1 metre • Choice of pedestrian access in at least two directions (90° apart) • Pedestrian routes are maintained to a reasonable standard, with some street lighting and some disabled facilities	2	
	Poor: • No footways adjacent to the site • Pedestrian use an access where vehicles have priority • Access from only one point • No street lighting or disabled facilities	0	

Accessibility Assessment Residential Development

Cycling

Criteria	Variation	Possible Score	Actual Score
Nearest educational centre within cycling distance (2500 metres or less)	Primary and Secondary School / College	2	
	Secondary School / College	1	
	No Facility	0	
Nearest grocery shop within cycling distance (2500 metres or less)	Shopping Centre or High Street	2	
	Super Market	1	
	No facility	0	
Number of major employment areas within cycling distance (2500 metres or less, sites identified to be agreed)	2 or more	2	
	1	1	
	No facility	0	
Quality of Cycling Facilities	**Good:** • Secure and sheltered bike storage • Good choice of safe access routes for cyclists • Design and maintenance of surrounding area sympathetic to cyclists • Topography in a majority of directions is suitable for cycling	2	
	Moderate: • On-road facilities and surfaces adequate for cyclists • Some choice of safe access routes for cyclists • Topography in some directions suitable for cycling	1	
	Poor: • Poor On-road facilities and surfaces • Limited choice of safe access routes for cyclists • Narrow roads, no cycle lanes • Challenging topography in close proximity of site	0	

Accessibility Assessment Commercial Development

Bus

Criteria	Variation	Possible Score	Actual Score
Walking distance to nearest bus stop	Less than 200 metres	3	
	Less than 400 metres	2	
	Less than 800 metres	1	
	More than 800 metres	0	
Frequency of principle bus service at nearest bus stop (if within 400 metres of the site)	15 minutes or less	5	
	30 minutes or less	3	
	60 minutes or less	2	
	Over 60 minutes	0	
Number of bus services with an at least 60 minute weekday frequency stopping within 400 metres of the site	6 or more	5	
	2 to 5	3	
	1	2	
	0	0	
Quality of nearest bus stop (if within 400 metres of the site)	**Good:** • Shelter, seating and flag • Timetables and Real-time information • Raised curbs and adequate footway width • Well lit, CCTV and overlooking buildings	2	
	Moderate: • Shelter and flag • Timetable information • Adequate footway width, no raised curb • Adequate lighting	1	
	Poor: • Marked only by pole and flag • Little or no timetable information • Narrow footway • Little or no street lighting	0	
Walking distance to nearest bus station or major interchange (five or more routes)	Less than 400 metres	5	
	Less than 1000 metres	3	
	More than 1000 metres	0	

Accessibility Assessment Commercial Development

Train

Criteria	Variation	Possible Score	Actual Score
Walking distance to nearest railway station	Less than 400 metres	5	
	Less than 1000 metres	3	
	Less than 1500 metres	1	
	More than 1500 metres	0	
Trains per hour in each direction from nearest station (if within 1200 metres of the site)	5 or more	5	
	3 to 4	3	
	1 to 2	2	
	Less than 1	0	
Quality of nearest railway station (if within 1200 metres of the site)	**Good:** • Heated and Enclosed waiting facilities • Toilets • Timetable and Real-time information • More than one line served the station • Ticket office and machines • Staffed for a majority of the day • CCTV and other security measures • A good range of retail facilities • Fully accessible with lifts and ramps • Bus and taxi interchange within close proximity	2	
	Moderate: • Waiting facilities – part enclosed • Toilets • Timetable and Real-time information • Ability to purchase tickets • Part-time staffing • CCTV and other security measures • Some retail facilities • Some disabled accessibility • Taxi rank only	1	
	Poor: • Poor waiting facilities – not enclosed • No toilets • Timetables only • Not staffed • No security measures • No retail facilities • No disabled accessibility • No taxi rank	0	

Accessibility Assessment Commercial Development

	Criteria	Variation	Possible Score	Actual Score
Management of On Street Car Parking	Is the planned development within a Residents Parking Zone?	Yes	5	
		No	0	
	Distance to edge of Residents Parking Zone (if within RPZ)	More than 800 metres	5	
		Less than 800 metres	3	
		Less than 400 metres	2	
		Less than 100 metres	1	
		No CPZ	0	
Car Club Bays	Walking distance to nearest Car Club bay	Less than 200 metres	3	
		Less than 800 metres	2	
		More than 800 metres	0	

Accessibility Assessment Commercial Development

	Criteria	Variation	Possible Score	Actual Score
Walking	Quality of Pedestrian Facilities	**Good:** • Footways of at least 1.5 metres wide • Choice of pedestrian access points to sites in at least three directions (60° apart) • Pedestrian routes are well maintained, well lit and designed for disabled access	3	
		Moderate: • Footways present at minimum width of 1 metre • Choice of pedestrian access in at least two directions (90° apart) • Pedestrian routes are maintained to a reasonable standard, with some street lighting and some disabled facilities	2	
		Poor: • No footways adjacent to the site • Pedestrian use an access where vehicles have priority • Access from only one point • No street lighting or disabled facilities	0	
Cycling	Quality of Cycling Facilities*	**Good:** • Covered cycle parking with good provision of stands • Cycle parking well lit with overlooking buildings • Cycle parking attractively located (<25 metres to entrance) • Cycle stands give support to bike and are well spaced to avoid stains on clothes • Good choice of safe access routes for cyclists • Locker room and Shower facilities • Design and maintenance of surrounding area sympathetic to cyclists	3	
		Moderate: • Cycle Parking above standard, Stands give support to bike • Cycle parking conveniently located (<50 metres to entrance) • Part of Cycle Parking lit and overlooked • On-road facilities and surfaces adequate for cyclists • Some choice of safe access routes for cyclists	2	
		Poor: • Cycle Parking to Standard • Cycle parking not conveniently located (>50 metres to entrance) • Cycle Parking has no lighting, not overlooked • Poor On-road facilities and surfaces • Limited choice of safe access routes for cyclists	0	

*Assessment of Good Cycle Parking based on Sustrans Design Manual Chapter 12, Cycle Parking (2014)