



# Balancing Your Needs: A Parking Strategy for Bath & North East Somerset

## Public Engagement – Summary of Responses

*Prepared for*

Bath and North East Somerset Council

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Public Engagement Summary of Responses

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# Contents

Section	Page
<b>Introduction.....</b>	<b>4</b>
1.1 Background .....	4
1.2 Aim and Objectives.....	4
1.3 Methodology.....	4
1.4 Structure of Report.....	5
<b>Summary of Received Responses.....</b>	<b>6</b>
2.1 Profile of Respondents .....	6
2.2 Aims and Principles .....	9
2.3 General .....	10
2.4 Information and Enforcement .....	13
2.5 Major Events .....	14
2.6 Multi Modal Parking.....	15
2.7 Managing On Street Parking.....	17
2.8 Managing Off Street Parking.....	21
2.9 Parking Charges.....	22
2.10 Parking Standards.....	24
2.11 Private Non-Residential Parking.....	25
<b>Scrutiny and Revisions .....</b>	<b>26</b>
3.1 Comments from Scrutiny Panel .....	26
3.2 Changes made to Strategy Document.....	27
<b>Summary .....</b>	<b>30</b>
<b>Appendix A Log of Responses Received .....</b>	<b>32</b>

# Introduction

## 1.1 Background

CH2M was commissioned by Bath and North East Somerset Council (B&NES) to develop a Parking Strategy for their authority area. The Strategy collates and reviews existing Parking Policy (including that set out in current Transport Strategies and the Placemaking Plan) to provide the Council with an effective long term plan to manage all aspects of parking.

To produce a well-informed Strategy based on up to date information, the public and key stakeholders have been consulted prior to and throughout the development of the Strategy. A draft version of the Parking Strategy was published in September 2017, following which the public were invited to respond to the document.

## 1.2 Aim and Objectives

The aim of the engagement process was to provide the public and organisations active in Bath and North East Somerset with an opportunity provide feedback and comment on the draft Parking Strategy. The objectives were to:

- Gather views on proposals for parking set out in the Strategy.
- Answer questions and provide an opportunity for discussion (primarily during drop in sessions)

This report presents a summary of responses received during the October 2017 public engagement and presents frequently identified issues, along with a summary of views and comments received. Detailed issues regarding private or specific actions or areas outside the remit of the Parking Strategy have not been included in this report, since they are either not strategic in nature or relate to other Council policies which the Parking Strategy may be complimentary or supplementary to. However, the comments received have been noted by the Council for future reference.

## 1.3 Methodology

The engagement was conducted using an online survey posted on the B&NES website. The draft Parking Strategy was published in full, along with 6 appended documents. The public were invited to reply either via an electronic questionnaire or through conventional post. The public engagement started on 18th September 2017 and finished on 23<sup>rd</sup> October 2017.

In addition to the electronic engagement, printed versions of the draft Parking Strategy documents were available in all libraries and one stop shops in Bath and North East Somerset. Furthermore, drop-in sessions were arranged where members of the Council's Parking Services, Transport and Highways Teams were available to answer questions and receive comments from members of the public.

The drop-in sessions took place at:

- Midsomer Norton Town Hall, 27<sup>th</sup> September 2017;
- The Guildhall in Bath, 28<sup>th</sup> September 2017; and
- Keynsham Community Space, 29<sup>th</sup> September 2017.

The consultation was advertised through a press release; social media updates (Facebook and Twitter) throughout the period 18 September to 23 October; banners in libraries and one stop shops; and an invitation email to a list of previous consultees. In addition, a short video infographic was displayed on the Council's home page and within TV screens located across the Council's Libraries and one stop shops.

## 1.4 Structure of Report

Following this introduction, the remainder of the report provides the demographic profile of respondents and summarises the main topics and issues raised during the public consultation. These are presented alongside responses where appropriate. A full log of all responses received can be found in Appendix A.

# Summary of Received Responses

This Chapter provides a comprehensive summary of issues arising from the received responses. Issues are sorted into ten categories, following the chapter structure of the Parking Strategy. Where comments do not relate specifically to any chapter, they are listed under 'General'. Responses are provided to issues raised within the remit of the Parking Strategy.

Some comments received were regarding specific/detailed issues and are therefore outside the Strategy remit. In these instances, comments have not been summarised in this Chapter, but have been forwarded to the relevant B&NES department for consideration.

Comments were received on a wide range of topics concerning parking issues in B&NES. However, some comments were received on topics outside the scope of the Parking Strategy, including specific transport initiatives such as fiscal measures, pedestrianisation, walking and cycling infrastructure and bus services. The need to manage congestion, tackle air pollution and provide suitable alternatives to car use is recognised by the Council, reflected in the Parking Strategy and considered in detail in other policy documents. Suggestions regarding these issues have been forwarded to the relevant B&NES department for consideration. Specifically, air quality was a concern among many respondents. The Council is working on initiatives to address these problems, supported by the Parking Strategy, and further details will be available over the coming months.

## 2.1 Profile of Respondents

The Parking Strategy webpage had a combined total of 4,630 views and the engagement website had 754 individual visits. At the end of the engagement period, a total of 255 survey responses had been received. The distinction between these numbers highlights that a very large proportion of visitors to the Parking Strategy documents had no desire to adversely comment.

The drop in sessions were run during the middle of the engagement period provide an opportunity for any questions to be asked about the proposals. These sessions were publicised through the same channels with the number of visitors coming to the event as follows; Midsomer Norton 16; Bath 21; and Keynsham 5.

The majority of respondents lived in Bath and North East Somerset, only 6 respondents declared that they were residing outside of the authority. In terms of distribution between organisations and individuals, a notable majority of the responses came from individuals, see figure 1.



Figure 1 Share of Individual and Organisation responses

The survey results showed that the majority read the summary document of the Parking Strategy, and agreed in full or in part with the overall outcomes of the Strategy, as shown in figure 2. On the question of whether something had been missed, a majority answered yes and provided comments to highlight what had been overlooked.

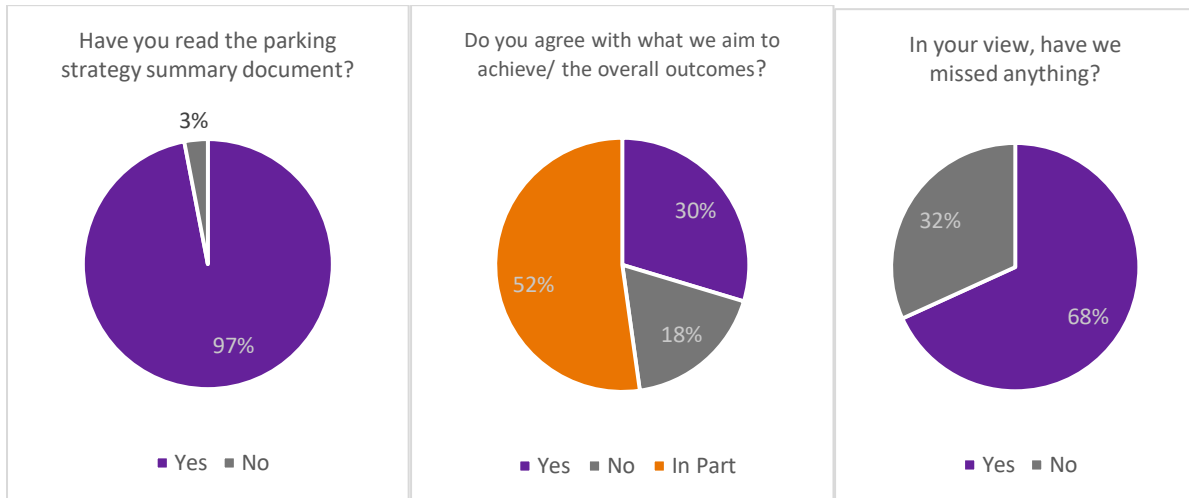


Figure 2 Survey question responses

The responses which raised issues have been evaluated and many of these issues are already addressed by the Strategy. The following chapters provide clarification on which section, action or objective of the Strategy discusses the issue raised. Many comments were also related to issues outside the remit of the Parking Strategy. After analysing the results, approximately 12 % of the comments required revisions to the Strategy document, which are presented in further detail in chapter 2.13 of this document.

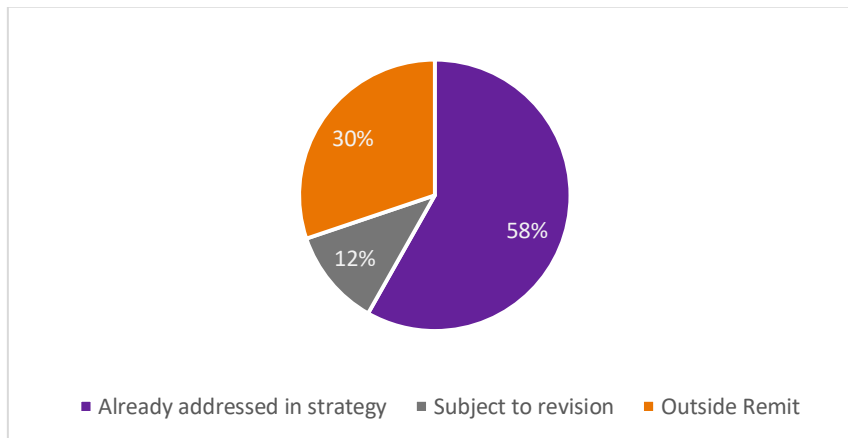


Figure 3 Category of Survey Responses

The responses provided addressed a range of issues, of which comments related to on street parking were most common. Table 2-1 presents the frequency of replies relating to each of the topics in the Parking Strategy.

*Table 2-1 Amount of comments received sorted by topic*

<b>Topic</b>	<b>Comments Received</b>
On Street Parking	150
General	102
Multi-Modal	90
Off Street Parking	65
Parking Charges	52
Information and Enforcement	25
Parking Standards	21
Aims and Principles	17
Major Events	4
Private Non-Residential Parking	1



## 2.2 Aims and Principles

The following section presents issues raised in relation to the Strategy’s Aims and Principles. Please note that Table 2-2 is not a comprehensive list, for full details see **Appendix A**.

The most common theme was a concern about the Strategy not addressing air quality concerns sufficiently. Comments received included:

- “You cannot plan a parking strategy without aligning this with an Air Quality strategy”;
- “This strategy should be deferred until the Air Quality review is complete”; and
- “I think you need to do more to tackle air pollution and congestion by reducing traffic throughout Bath”.

Related to these comments were concerns that the Parking Strategy did not support other National and Local policies including the Transport Strategy and B&NES Core Strategy. One respondent commented:

*“The overarching aim of the parking strategy should be to support these B&NES policies”.*

Table 2-2 Common issues raised regarding Aims and Principles

Issue raised	How addressed through Strategy
Change the first principle of the Strategy to 'reduce traffic' not 'reduce growth of traffic'	We will revisit the wording of the principles of the Parking Strategy.
The Parking Strategy should do more to tackle air pollution and traffic congestion	<p>It is recognised that traffic congestion and the associated impacts on air quality and the environment are important concerns for B&amp;NES residents. The overarching principles of the Strategy include the need to reduce traffic and improve air quality, and the Parking Strategy has been developed with these aims in mind.</p> <p>Bath has been identified by the Government as an area where nitrogen dioxide levels are projected to exceed national air quality objectives beyond 2021. Work being undertaken by the Council will explore measures to improve air quality, including actions and objectives within the Parking Strategy, and a consultation entitled ‘Bath Air Quality Action Plan 2017’ due to complete in November 2017</p>
The Parking Strategy should support and complement the existing B&NES policy documents (including the Core Strategy, PMP, Transport Strategy and Public Realm and Movement Programme) as well as linking with national policies.	The Parking Strategy was written with consideration of all relevant national, regional and local legislation and policy. Section 2 of the Technical Report provides details of the relevant policies, and these have been considered during the development of the Parking Strategy.

## 2.3 General

This section presents common issues raised which do not relate to a specific chapter of the Parking Strategy. A summary of the findings is available in Table 2-3, for full details see **Appendix A**.

Some respondents showed support for the Parking Strategy. For example, one respondent stated:

*“Overall quality of the draft Parking Strategy is good”.*

Some respondents requested the introduction of a congestion charge and showed support for a car free city centre. Comments included:

- *“Given the obvious unwillingness of so many residents to limit car use perhaps the council should consider radical solutions such as congestion charging”;* and
- *“Personal cars, except those conveying disabled people, have no justified reason for parking in the centre of Bath.”.*

Many respondents asked for public transport, cycling and walking infrastructure improvements. Additionally, reducing the price of public transport was also a common suggestion. Comments included:

- *“There doesn't seem to be any mention of trying to get people to leave their cars at home by making public transport (buses) more attractive”;*
- *“Can't really consider car parking issues without linking with public transport cost/availability. No bus where people want to go or more than a couple of people in party - easier and cheaper to drive and try to park.”;*
- *“...if public transport was cheaper and more frequent, then much of the parking problems would disappear. Without dealing with public transport as well, parking by commuters is always going to be an issue”;* and
- *“How about less parking and more space for pedestrians and people on bicycles.”.*

Table 2-3 Common topics raised regarding General themes

Issue raised	How addressed through Strategy
National Planning Policy discourages the use of cars and results in insufficient parking provided	National planning policy is outside the remit of a local policy framework, and is not within direct control of B&NES.
Proposals in the Parking Strategy prioritise businesses over residents	The draft Parking Strategy is a balanced approach, based on what local people and businesses have told us, to help meet a range of competing needs. No single initiative can reduce congestion, improve air quality and manage the increasing demand on our road networks as the area grows.
Future development should be limited until the Transport Strategy is significantly improved	The Parking Strategy and the Transport Strategy are both needed simultaneously. Whilst there is overlap in the aims of these strategies, and some policies will be complimentary, both aspects (parking and transport) require consideration to develop a comprehensive policy framework for the future of B&NES. Furthermore, it is proposed that the Parking Strategy will be reviewed every five years to ensure it reflects the strategies it both complements and supports.

Issue raised	How addressed through Strategy
Town and Parish Councils are not fairly represented in the Parking Strategy and rural areas are ignored	<p>During consultation of the Parking Strategy, all Town and Parish councils in B&amp;NES were invited to take part in a comprehensive survey regarding all elements of parking. These responses have been carefully considered during the development of the Parking Strategy, and have contributed to the development of several objectives/actions which specifically relate to rural areas.</p> <p>A number of detailed issues were raised during this consultation process which relate to rural areas but are not strategic in nature. The Council recognises the need to address these issues, but they are not within the scope of the Parking Strategy.</p>
The proposed Strategy reduces the attractiveness of Bath compared to neighbouring centres	The draft Parking Strategy aims to protect the vitality and viability of settlements within B&NES. This is a balance between maintaining access to services whilst minimising the damage caused by motor vehicles. In addition, Bath has a unique cultural heritage which makes Bath an attractive destination in comparison to other neighbouring centres. It is also worth noting that neighbouring towns/cities are experiencing similar issues around congestion and air quality, and the mitigation strategies are likely to be similar.
Proposals in the Parking Strategy disadvantage residents and local businesses	The draft Parking Strategy is a balanced approach, based on what local people and businesses have told us, to help meet a range of competing needs. No single initiative can reduce congestion, improve air quality and manage the increasing demand on our road networks as the area grows.
Additional parking supply should not be increased until wider demand is managed	Provision of additional parking supply is not supported in the Parking Strategy. PSO 10 of the Strategy states that 'The number of off-street parking spaces in Bath will be maintained at the current level or reduced'.
Planned development in Keynsham is not adequately addressed in the Strategy	The parking provision in Keynsham will be subject to periodic reviews and monitoring, as stated in PSA 8.
The parking surveys conducted in Keynsham and Somer Valley are not recent enough to reflect the current situation. They should be repeated and the Parking Strategy should be updated accordingly	The Council will monitor parking demand in Keynsham and Somer Valley through periodic reviews of available capacity, which will inform decisions about the requirement for intervention. This is detailed in PSA 4 and PSA 5.
Public transport infrastructure and services require improvements to incentivise a reduction in car use	Public transport provision is an important issue, but is outside the remit of the Parking Strategy and therefore has not been responded to in this report. The draft Parking Strategy is a balanced approach, based on what local people and businesses have told us, to help meet a range of competing needs. No single initiative can reduce congestion, improve air quality and manage the increasing demand on our road networks as the area grows.
Cycling and walking infrastructure needs improvements to incentivise a reduction in car use	Provision of cycling and walking infrastructure is an important issue, but is outside the remit of the Parking Strategy and therefore has not been responded to in this report. The draft Parking Strategy is a balanced approach, based on what local people and businesses have told us, to help meet a range of competing needs. No single initiative can reduce congestion, improve air quality and manage the increasing demand on our road networks as the area grows.
Improvements to the High Street in Midsomer Norton are required to attract businesses	This issue is outside the remit of the Parking Strategy and therefore has not been responded to in this report.

Issue raised	How addressed through Strategy
The Council should be bolder in their approach to reduce traffic in the City Centre	The draft Parking Strategy is a balanced approach, based on what local people and businesses have told us, to help meet a range of competing needs. No single initiative can reduce congestion, improve air quality and manage the increasing demand on our road networks as the area grows.
Parking should be made easier to reduce the number of cars circulating looking for spaces	The Strategy recognises the need to reduce circulating traffic. PSA 17 aims to minimise this by reviewing on-street signage, and ensuring clear and strategically placed signs direct drivers to available spaces.
The Strategy should have a greater focus on supporting local retailers	The importance of maintaining economic viability in B&NES is reflected in the principles of the Parking Strategy. PSO 12 promotes short stay off-street parking over long stay in order to prioritise the use of off-street parking for shoppers and visitors. Please see Objective PSO 12 and Section 5 of the Technical Report
Support for car free City Centre	This issue is outside the remit of the Parking Strategy and therefore has not been responded to in this report. The draft Parking Strategy is a balanced approach, based on what local people and businesses have told us, to help meet a range of competing needs. No single initiative can reduce congestion, improve air quality and manage the increasing demand on our road networks as the area grows.
A City Centre congestion charge is needed	This issue is outside the remit of the Parking Strategy and therefore has not been responded to in this report. The draft Parking Strategy is a balanced approach, based on what local people and businesses have told us, to help meet a range of competing needs. No single initiative can reduce congestion, improve air quality and manage the increasing demand on our road networks as the area grows.
The consultation process could have been more widely advertised and directed to key stakeholders	A concerted effort was made to ensure that all key stakeholders were made aware of and were able to comment on the Parking Strategy. We will take these comments on board and endeavour to improve on this in the future.
Generally support Parking Strategy	Noted
Some residents feel Residents Associations are not accurately representing their views	Noted
There should be a time frame for proposals	The Parking Strategy is a strategic document presenting a policy framework that can be used to manage parking in B&NES. Following adoption, actions will be detailed and appropriate timescales will be determined.
A number of specific infrastructure schemes are requested to relieve congestion in Bath City Centre	Congestion in specific locations within B&NES is outside the remit of the Parking Strategy and therefore has not been responded to in this report.
The Parking Strategy does not accurately reflect the latest planning policies	The Strategy considers all latest planning policies. Please see Section 2 of the Technical Report, specifically 2.2.2, 2.3.2 and 2.3.3
Pricing of public transport should encourage car users to switch	This issue is outside remit of the Parking Strategy and therefore has not been responded to in this report.
The school run generates associated parking and traffic problems	Parking and traffic problems specifically related to schools are outside the remit of the Parking Strategy, which is strategic in nature, and therefore have not been responded to in this report.
Support for policies encouraging use of Public Transport, walking and cycling	Noted

Issue raised	How addressed through Strategy
A Work Place Parking Levy should be introduced	This issue is outside the remit of the Parking Strategy and therefore has not been responded to in this report.

## 2.4 Information and Enforcement

A summary of the comments regarding Information and Enforcement is presented in Table 2-4. **Appendix A** details all answers received.

Many respondents acknowledged that parking control is important, and requested extended services. Enforcement of pavement parking was a key concern. Examples include:

- *“As a resident, I endeavour to walk the streets on the allocated pavements. I am now finding this more difficult as there are an ever-increasing number of vehicles parked blocking said pavements and no one appears to be doing anything about them!”;*
- *“Support the rigorous enforcement of parking regulations”;* and
- *“Improve parking enforcement and signage. Under 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”.*

Table 2-4 Comments regarding Information and Enforcement

Issue raised	How addressed through Strategy
Bath City Centre already has an excessive amount of signs	Action PSA 17 address the need to review the existing signage and improve the current situation. The review is not specifically intended to increase the amount of signs, but rather to make signage more efficient and descriptive, for example via the use of VMS.
The level of current enforcement in private lanes and bays is inadequate, and towing of vehicles is a cumbersome procedure.	Enforcement on private property is not within the control of B&NES. This issue is therefore outside the remit of the Parking Strategy and has not been responded to in this report.
Better enforcement of parking on pavements is required	The council can only enforce parking on streets with Traffic Regulation Orders. Elsewhere, this is a police issue and therefore is not within the remit of the Parking Strategy. However, the Council is involved in dialogue on this issue at a national level.
Blue badges are not always used appropriately. Better enforcement would improve this.	The Strategy addresses the need for parking enforcement to ensure parking is used as intended. See PSO 23 and PSO 31. Bath and North East Somerset was the only Authority outside of London to make the top 10 of Authorities for numbers of prosecutions for blue badge misuse in 2016 and this work continues.
A review of the variable message signs is required to assess the suitability of their location and interface with private car parks	The need for a review of signage, including variable message signs, is captured in PSA 17. In addition, the Strategy recognises the need to investigate technology improvements, and this is addressed in PSA 19.
Support improved parking enforcement and signage	Noted
Enforcement should focus on areas where parking impacts traffic flow	This comment supports PSO 31.

Issue raised	How addressed through Strategy
Parking sensors should be used to improve the efficiency of enforcement	The importance of using technology advancements to improve parking facilities is recognised in PSA 19 of the Parking Strategy. Further details on the possible technology options to be considered, including parking sensors, are set out in the supplementary document 'Parking Technology' available here: <a href="http://www.bathnes.gov.uk/sites/default/files/parking_technology.pdf">http://www.bathnes.gov.uk/sites/default/files/parking_technology.pdf</a> Penalty Charge Notices can only be issued to vehicles where a contravention is observed by a Civil Enforcement Officer.
More information on technology proposals is needed	More information on technology proposals is already available to supplement the Parking Strategy. The most up to date version of this document can be found here: <a href="http://www.bathnes.gov.uk/sites/default/files/parking_technology.pdf">http://www.bathnes.gov.uk/sites/default/files/parking_technology.pdf</a>
Bookable parking spaces should be considered to reduce circulation traffic searching for a space	The importance of using technology advancements to improve parking facilities is recognised in PSA 19 of the Parking Strategy. Further details on the possible technology options to be considered are set out in the supplementary document 'Parking Technology' available here: <a href="http://www.bathnes.gov.uk/sites/default/files/parking_technology.pdf">http://www.bathnes.gov.uk/sites/default/files/parking_technology.pdf</a>
Technology proposals should provide access for all including those without internet access	The Council's approach to technology improvements is digital by default since this presents the most efficiency benefits. Where appropriate, other means will remain available, and all changes will be assessed through an Equality Impact Assessments to prevent disadvantage of any particular group.
Usage of Loading Bays should be better enforced	The Strategy recognises the value of effective parking enforcement. This is addressed in PSO 31.

## 2.5 Major Events

This section presents the key findings regarding Major Events. Table 2-5 displays a summary of the issues raised. For a full list of the responses, see **Appendix A**.

Few respondents had comments on Major Events, but those who did comment showed general support for proposed policies. However, the need for further collaboration and planning among organisers was suggested, an example was:

*“Better co-ordinate and manage parking for major events to reduce the adverse impact on residents arising from these events.”*

Some respondents raised the issue with parking during the Christmas period, one of the comments was:

*“The Christmas Market imposes severe pressure on parking in the city. It is almost the only time during the year when all the car parks and the P&Rs are full, and the predictable result is that the city becomes severely congested.”*

Table 2-5 Commonly raised issues regarding Major Events

Issue raised	How addressed through Strategy
Active management of demand is required during major events, particularly the Christmas Market	This is addressed by PSA 21, which suggests that travel demand management strategies are developed to address parking management during major events.
Generally support proposed policies related to major events	Noted
Additional demand resulting from major events should be accommodated outside of the City Centre including at P&R sites	The Strategy recognises the need to provide sufficient and suitable out of town parking to support the growth in demand. This is addressed by PSO 16.

## 2.6 Multi Modal Parking

The main issues and comments regarding Multi Modal Parking are detailed in Table 2-6. For more details of received responses, see **Appendix A**.

Support for increased cycle parking provision was frequently discussed among the responses. Comments included:

- *“I welcome more secure bike parking”;*
- *“The cycle parking in central Bath is often full - we need more of it”;* and
- *“Very good to support residential properties having cycle parking”.*

Requests for a greater number of disabled parking spaces of regulation size were common. Comments received included:

- *“There is a considerable problem in Bath with a lack of safe disabled car parking of regulation dimensions”;* and
- *“agree with need for more and better managed disabled bays.”.*

Several respondents requested increased provision of electric vehicle charging points both on and off street. For example, one respondent said:

*“Install more public electric car charging points, and make them a requirement for all parking places in major new residential and office developments”.*

Another respondent thought more support for potential electric car users was needed:

*“More could be done here to assist in the uptake of electric vehicles. There are many people in this city who have the means to purchase an electric vehicle but cannot because they have nowhere to park it. We need BANES to come up with a solution as to how those without off street parking of their own will be able to charge their electric vehicles. Please can the strategy address how provision for on-street charging in residential streets will be made as it is not sufficient”.*

There was widespread support for car club extension and promotion. One respondent requested extension of car club services:

*“You mention supporting car club provision in central Bath. Extending this to the suburbs of Bath would be beneficial too”.*

Numerous comments were received regarding coach parking (which is outside the remit of this Strategy and is addressed in the Coach Parking Strategy). Responses included:

- *“Reduce disruption to residents caused by insensitive on-street coach parking in Bath.”; and*
- *“we have a concern that too many short-term bays are being allocated to coaches and that without proper management and enforcement, this system of drop off is open to abuse.”.*

Table 2-6 Topics raised about Multi Modal Parking

<b>Issue raised</b>	<b>How addressed through Strategy</b>
The taxi rank outside Bath Spa Station should also be used as a private car drop off	A drop off point for private vehicles is available at the rear of the station. The taxi rank in front of the station is not owned or operated by B&NES and hence its use cannot be directed by the Parking Strategy.
Parking for lorries is insufficient and more should be provided in Somer Valley	Town Councils have the power to develop parking on their own land, if needed. The Strategy supports the need to continually assess parking availability and specific issues identified will be dealt with outside of the Strategy.
Support freight consolidation centre for Bath	Noted
More regulation size disabled parking spaces are required in Bath	The Strategy recognises the importance of ensuring adequate provisions for disabled motorists. In addition to providing sufficient parking spaces for disabled users, the Strategy also aims to establish an expert panel on disability issues to assist with policy decisions. See PSA 14 and PSO 23.
Concerned about the growth of unofficial taxi ranks, particularly in The Circus	PSO 31 addresses the need for enforcement to facilitate protection of road space and to maintain the free flow of traffic. Proper enforcement, combined with management of taxi licenses, will continue to regulate taxi usage. However, it should be recognised that taxis form an integral part of the overall public transport offering in B&NES.
There is a need for designated cycle parking in Radstock	This need is recognised by PSA 15 in the Strategy.
Support increased provision for cycle parking	Noted
More information is required on disabled parking facilities	The establishment of an expert panel on disability issues as suggested in PSA 14 in the Strategy should ensure this issue is addressed.
Excessive on street coach parking causes disruption to other road users	This issue is outside the remit of the Parking Strategy and therefore has not been responded to in this report. Please see the Coach Parking Strategy ( <a href="http://www.bathnes.gov.uk/services/parking-and-travel/balancing-your-needs-parking-strategy-bnes/coach-parking-bath">http://www.bathnes.gov.uk/services/parking-and-travel/balancing-your-needs-parking-strategy-bnes/coach-parking-bath</a> ) for further details.
Concerned with Coach drop off	This issue is outside the remit of the Parking Strategy and therefore has not been responded to in this report. Please see the Coach Parking Strategy ( <a href="http://www.bathnes.gov.uk/services/parking-and-travel/balancing-your-needs-parking-strategy-bnes/coach-parking-bath">http://www.bathnes.gov.uk/services/parking-and-travel/balancing-your-needs-parking-strategy-bnes/coach-parking-bath</a> ) for further details.
Comments on Coach Parking	This issue is outside the remit of the Parking Strategy and therefore has not been responded to in this report. Please see the Coach Parking Strategy ( <a href="http://www.bathnes.gov.uk/services/parking-and-travel/balancing-your-needs-parking-strategy-bnes/coach-parking-bath">http://www.bathnes.gov.uk/services/parking-and-travel/balancing-your-needs-parking-strategy-bnes/coach-parking-bath</a> ) for further details.



Issue raised	How addressed through Strategy
Support car club extension and promotion	Noted. This is addressed by PSO 1 and PSO 24.
Increase provision of electric vehicle charging points	The Strategy recognises the need to support an increase of both off and on street electric vehicle charging points. See PSO 2 and 25.
Support proposals to restrict access for goods vehicles in Bath	Noted. This is addressed by PSO 30.
Increase dedicated motorcycle parking provision	This is addressed by PSO 26 in the Parking Strategy.
Increase provision for motor home users	The Council is aware of this issue, however; as a specific, rather than strategic, issue it is therefore outside the remit of the Parking Strategy.

## 2.7 Managing On Street Parking

The following section presents common issues raised in relation to management of on street parking. Please note that Table 2-7 is not an exhaustive list of responses received, for full details see **Appendix A**.

The importance of prioritising the needs of residents was repeatedly mentioned. One such comment was:

*“On-street parking in the Central Zone should be reserved mainly for residents and other essential users listed in the Hierarchy, such as the disabled.”*

The Hierarchy of Kerb Space was generally well received, for example:

*“We support the proposal to introduce a ‘Hierarchy of Kerb Space’ (Objective PSO 6) where there will be a priority for on-street parking, with the aim of putting residents, disabled users and local businesses first.”*

The prioritisation of short stay parking over long stay received mixed responses:

- *“On-street parking should be discouraged via pricing in favour of off- street parking.”*
- *“This will mean more cars and more congestion and more pollution!”*
- *“We would be concerned if the policy was simply to encourage short-stay parking in place of long-stay parking, since that would mean more car journeys into the city. So long as the change was introduced as part of a package which removed most on-street visitor parking from the centre, it would be reasonable.”*

Support for expansion of controlled parking zones were identified in many of the responses, including:

*“Broaden the residential parking zones to discourage the majority of traffic making short commutes”*

Other responses were strongly opposed further residents parking schemes, stating that:

*“Charging people to park outside their own home is just not right by any standard”*

Table 2-7 Main comments and issues raised regarding Management of On Street Parking

Issue raised	How addressed through Strategy
Residents on street parking should be prioritised within Hierarchy of Kerb Space and additional resident only bays should be provided	The Hierarchy of Kerb Space can be viewed in two sections. The first half prioritises uses with short occupancy of kerb space coupled with high utility and turnover. This includes buses, taxis and delivery vehicles, all of which service the needs of multiple users of the city. Disabled users are also prioritised in accordance with the Council's responsibilities under the Equalities Act 2010. The second half of the hierarchy deals with parking which has a higher volume and lower turnover, including residents permit parking. Residents parking is placed before both short and long stay visitors reflecting its importance. The need to improve and refine the existing resident's permits system is addressed in the Strategy, specifically through PSO 8, PSA 1 and PSA 2.
Disabled Users should not have priority over residents	Adequate provision of parking for Blue Badge holders is essential to ensure social inclusivity and independence for disabled individuals. This is a requirement under the Equalities Act 2010, and is actively and wholeheartedly supported by the Council. Cars are often the only feasible means of transport for disabled people, and they need access to parking close to their destination.
Residents in the Central Parking Zone should have access to visitor permits	Current data shows that the number of residents permits issued in the Central Parking Zone exceeds the number of available spaces. Issuing permits for visitors would place additional pressure on parking availability in the Central Parking Zone. This area of Bath has access to substantial amounts of off-street public parking that is not available within other parking zones, and is also the most accessible by sustainable modes of travel.  This is addressed through PSA 3.
Students and houses of multiple occupancy (HMOs) should have restricted access to residents' permits	Currently houses of multiple occupancy and single occupancy houses are eligible for the same number of permits since in both cases the occupants are residents of the city. The Universities are actively discouraging students from acquiring cars through management of their parking facilities. PSA 3 sets out the need to review the availability of permits and this will be considered in the review. This is also addressed through PSO 9.
Clarity is needed regarding what is meant by 'central area' of Bath	The wording in the Parking Strategy will be reviewed to ensure that this is clear.
Support for the Hierarchy of Kerb space	Noted
Introduce Red Routes (where all on-street parking is prohibited) into the Bath city centre	Red Routes would enhance traffic flow and accessibility to the centre along particular routes. However, this may encourage car travel which would contradict the principles of the Parking Strategy and other B&NES policy documents. The introduction of Red Routes is also likely to result in removal of residents parking spaces in areas where on-street parking is already oversubscribed.
Residents Parking Zones should apply 7 days a week	PSA 2 sets out the requirements for adjusting the hours of operation of the Residents Parking Zones.

Issue raised	How addressed through Strategy
<p>Short stay parking should not be prioritised. Concerned the conversion of long to short stay spaces will increase traffic.</p>	<p>The Strategy aims to reduce provision of long stay parking in the centre of Bath, i.e. commuters, since these trips produce high levels of congestion during the peak hours and contribute significantly to air pollution. Space for parking is limited within the centre of Bath, and priority will be given to short stay trips in order to support tourist and shopping activities which contribute to vibrancy and viability of the city. It is plausible that this policy on its own could result in additional traffic by increasing the turnover of parking spaces. However, this policy would not be implemented without the remainder of the Strategy, specifically those policies related to reducing the overall provision of off-street parking in the city centre and managing demand through pricing. This is intended to work towards a reduction in cars in the central area of Bath in accordance with Core Strategy section 2.45.</p> <p>In addition, many of the trips associated with short stay parking, commonly shopping or visitor trips, will occur outside of the peak hours, and therefore any increase in daily traffic is unlikely to produce an increase in congestion or air pollution (which occurs most ardently during congested situations).</p>
<p>Remove all references to prioritising on street short stay parking from Parking Strategy. All short stay parking should be confined to car parks at the Podium, Charlotte St and Avon S. All city centre on street parking spaces should ultimately be allocated to vehicles providing services, disabled drivers and residents or they should be returned to the public realm.</p>	<p>Short stay parking is given a low priority in the Hierarchy of Kerb Space, with only long stay on-street parking allocated lower priority. In combination with PSO 22, this is intended to reduce the demand, encourage shift to sustainable modes of travel, reduce private cars in the city centre. This will contribute to achieving the goals of the Core Strategy section 2.45 and the Public Realm and Movement Strategy.</p>
<p>Concerns that reduction of on street parking will harm small businesses</p>	<p>The Strategy aims to reduce long stay parking in the city centre in favour of short stay parking, in order to ensure sustained economic activity in the city centre. This is captured in PSO 6 and PSO 22. However, there are examples of cities where space has been reallocated from cars to more sustainable modes, that have experienced increased sales as a result (<a href="http://ec.europa.eu/environment/pubs/pdf/streets_people.pdf">http://ec.europa.eu/environment/pubs/pdf/streets_people.pdf</a>).</p>
<p>Somer Valley and Keynsham residents should have higher priority for on street parking in Bath</p>	<p>Chapter 7 in the Strategy references the potential for differential charging. Furthermore, PSO 20 and PSO 21 state that periodic review and management of the charging is necessary in order to achieve the aims of the Council's overall strategies.</p>
<p>RPZ's are designed simply to generate revenue and are not necessary in all areas currently included</p>	<p>The residential parking scheme is currently cost neutral. A review of the current operation of Residents Parking Zones is set out in PSA 1. Additional RPZs, as stated in PSO 8, will only be introduced where the criteria have been met and the scheme has a majority support from local residents.</p>
<p>Holiday let and hotel permits should be discontinued or have prices increased, and be more strictly enforced</p>	<p>The Strategy proposes a review of permit types in PSA 3.</p>
<p>Pay &amp; display time restrictions should be reduced and possibly a free stay of 20 mins be introduced</p>	<p>Short stay parking is prioritised under the Hierarchy of Kerb Space, with the aim of discouraging commuters and promoting resident and visitors parking. PSO 22 further addresses this issue.</p>

Issue raised	How addressed through Strategy
The Lower Lansdown area within the northern part of the Central Parking Zone should be recognised as an independent zone and given fair and equitable parking arrangements including access to visitor permits.	A review of the existing residents parking scheme zoning system is included in PSA 1. PSO 8 sets out the process for the introduction of new Residents Parking Zones.
Support review of RPZ operation hours	Noted
There is a need for additional Residents Parking Zones, specifically in the following locations: Bear Flat, Oldfield Park, Coronation Avenue, Perrymead, Lyncombe Vale - Rosemount Lane, Batheaston, Larkhall, Hungerford Road, West Moreland road, Keynsham	PSO 8 sets out the process for the introduction of new Residents Parking Zones.
The Strategy does not address issues around RUH parking which could be dealt with a Residents Parking Zone	PSO 8 sets out the process for the introduction of new Residents Parking Zones.  In addition, residents parking in this area was consulted upon in 2016 and rejected by residents.
Council workers should be restricted from using on street parking in Bath and Keynsham	The Parking Strategy discusses this issue in Section 5 and includes an objective to reduce the number of permits in PSA 10.
The absence of on-street parking restrictions on Sundays should be maintained to support religious activities	Any reviews of Residents Parking Zones are set out in PSA 2 or parking charges as set out in PSO 21. In addition, all reviews would be subject to Equalities Impact Assessments to determine the impacts on individual groups.
More short stay parking is needed in Bath	Within the Hierarchy of Kerb Space short stay parking is prioritised over long stay parking, which will increase the availability of short term parking. This is also addressed in PSO 7.
Extend permit scheme to motorbikes	The Strategy proposes a review of all permit types in PSA 3.
Residents should make final decision on introduction of Residents Parking Zones	The current policy is that residents make the final decision on the introduction of Residents Parking Zones through a vote after the assessment period (as described in PSO 8)
Widen Residents Parking Zones to cover whole of Bath	A review of the existing residents parking scheme zoning system is included in PSA 1. PSO 8 sets out the process for the introduction of new Residents Parking Zones.
Reduce on street parking to increase space for non-motorised users (NMU) and reduce congestion	The draft Parking Strategy is a balanced approach, based on what local people and businesses have told us, to help meet a range of competing needs. No single initiative can reduce congestion, improve air quality and manage the increasing demand on our road networks as the area grows. The long term aim of the Parking Strategy is to reduce parking which will be achieved using a combination of measures including reducing parking stock and using parking charges to manage demand. This should support improvements to the public realm.
Parking is difficult in the central parking zone - could be resolved by allowing residents to park in off street council car parks	Parking is currently available in off street council car parks, chargeable at the daily rate if required. Season tickets are also available at a saving of up to 50% of the daily rate. The long term aim of the Parking Strategy is to reduce parking in the centre of Bath where alternative modes of travel are most readily available.
Support for both student and hotel/holiday let permits	Noted

## 2.8 Managing Off Street Parking

A summary of the most common topics discussed regarding management of off street parking is presented in Table 2-8. **Appendix A** displays a full list of answers received.

Several respondents supported the decrease of long stay parking in the central areas. One comment was:

*“I agree with policies encouraging visitors and commuters to park on outskirts and make better use of public transport”*

Some of the responses did not support the proposed reduction of off street parking. One respondent felt that this:

*“[...] will displace commuters' vehicles outside the city centre and increase the pressure upon on-street parking.”*

On the other hand, some of the responses were very positive and one of the responses stated that:

*“Reducing parking in the city centre is an essential part of tackling congestion and air pollution in Bath. Be bold.”*

There were a high number of responses which expressed support for the expansion of the Park and Ride facilities, including an Eastern Park and Ride site and extended operation hours:

- *“An East of Bath Park & Ride is badly needed as a lot of commuters travel into the city from this direction”*
- *“The P&Rs should operate until late for 7 days a week, with secure overnight parking. That would enable their use by evening visitors and those staying overnight, who cannot currently use them.”*
- *“As parking and traffic in the city centre is restricted and the Enterprise Area is developed, the arrangements for access from the east of Bath, including P&R, may need to be revisited.”*
- *“Definitely helpful if park and ride buses ran until 11 pm or later.”*
- *“P&R should be expanded as necessary to enable good access to the city centre.”*

Table 2-8 Comments received regarding Management of Off Street Parking

Issue raised	How addressed through Strategy
Levels of off street parking in Bath should be maintained or increased	This is in direct contradiction to the aim of this Strategy, as increased provision of parking will encourage more car travel to the city centre. The city of Bath already suffers from severe congestion and air quality issues, and reduction in car travel is necessary for the social and economic sustainability of the city.
Enterprise area should have a maximum of 500 spaces retained.	The Placemaking Plan requires the retention of 500 public parking spaces within the Enterprise Area and this is reflected in the Parking Strategy as a minimum requirement. This already represents a significant reduction in available public parking in the city centre, and altering it a maximum would remove the requirement to provide any spaces within the Enterprise Area.
Public off street parking should be reduced	The Parking Strategy supports the reduction of public off-street parking and this is set out in PSO 10. The Placemaking Plan requires the retention of 500 public parking spaces within the Enterprise Area and this is reflected in the Parking Strategy.

Issue raised	How addressed through Strategy
Support for the objective that that any development on the RadCo site should not result in a net loss of parking spaces.	Noted
Support for Eastern P & R	Sites B and F have been ruled out; however, a solution to providing an Eastern Park and Ride site will continue to be considered.
Support policies to encourage long stay parking outside of City Centre and expansion of P & R	Noted
P&Rs should have secure overnight parking	As described in PSA 11 the Council will review operation of P&Rs to promote greater use. Please see Section 5.3 of the Parking Strategy Technical Report for further detail.
Expand operation hours of P & R	As described in PSA 11 the Council will review operation of P&Rs to promote greater use. Please see Section 5.3 of the Parking Strategy Technical Report for further detail.
Support the switch from long to short stay off street parking	Noted

## 2.9 Parking Charges

The most common issues regarding Parking Charges are presented in Table 2-9. For further details, see **Appendix A**.

Many comments addressed the pricing structure of Park and Ride (P&R) and wanted adjustments to encourage usage. Examples include:

- *“The P&R must be cheaper than parking in the centre & more convenient to keep drivers out of Bath.”;*
- *“By charging per car rather than per passenger the service would be more cost effective and people may be encouraged to change their behaviour and car share”;*
- *“Make the park & ride cheaper or free, it is cheaper to drive into Bath with 2 people than use the park & ride.”; and*
- *“The park and rides generally seem to have spare capacity. Perhaps the fares could be reduced to encourage more use, particularly at the weekend.”.*

Some respondents showed an interest in installing differential parking charges. For example, one respondent said:

*“There should be differential parking charges for polluting vehicles in city car parks (e.g. Westminster Council) and even charge these vehicles more for entering Bath e.g. London congestion charge”.*

There were also a number of contradictory requests with some calling for parking charges to be reduced and others asking for increased prices. For example, one respondent said:

*“Having fixed length free parking in certain areas is a good way to allow businesses to develop without having people permanently parking outside them”.*

Whilst another commented:

*“I think there is scope to increase the pay and display charges.”.*

Table 2-9 Comments regarding Parking Standards

Issue raised	How addressed through Strategy
Cost of resident permits is too high	The residential parking scheme is currently cost neutral.

Issue raised	How addressed through Strategy
Hotel guests should be encouraged to park off street overnight	The hotel permits for on street parking will be subject to review, as stated in PSA 3. Providing adequate facilities for visitors to travel to Bath, including by non-car modes, is important in sustaining the tourism trade.
Short stay parking prices in Bath and Keynsham should be lower	Parking prices are set in order to manage demand, with the aim of improving air quality in the city and discouraging car travel in favour of sustainable modes.
Disagree with free parking	The existing free parking spaces are located in rural areas with a low population density. These areas have fewer alternative travel options and therefore dependence on cars and the availability of parking is greater. The reasoning for this is further clarified in PSO 19.
Parking is too expensive; parking charges should be lower to encourage visitors.	Parking prices are set in order to manage demand, with the aim of improving air quality in the city and discouraging car travel in favour of sustainable modes. Bath is highly accessible for visitors by rail, P&R and coach. Figure 7-1 in the Parking Strategy Technical Report demonstrates that parking charges in Bath are considerably lower than in other similar cities.
Short and long stay parking charges should be increased	Adjustments to parking charges in B&NES are covered by PSO 21 and Section 7 of the Parking Strategy Technical Report.
Long stay parking charges should be increased in Bath and Keynsham	Adjustments to parking charges in B&NES are covered by PSO 21 and Section 7 of the Parking Strategy Technical Report.
Reduce parking charges for electric vehicles	Differential parking charges is referenced by the Parking Strategy in Section 7 and will be further investigated to support the delivery of air quality improvements.
P&R pricing is too expensive to be an attractive alternative	As set out in PSA 11 the Council will review the operation of the P&R facilities to promote greater use. This is addressed by PSO 21. Please see Section 5.3 of the Parking Strategy Technical Report for further detail.
P&R pricing should be per car not per person	As set out in PSA 11 the Council will review the operation of the P&R facilities to promote greater use. This is addressed by PSO 21. Please see Section 5.3 of the Parking Strategy Technical Report for further detail.
Under 16's should be exempt from P&R charges	As set out in PSA 11 the Council will review the operation of the P&R facilities to promote greater use. Please see Section 5.3 of the Parking Strategy Technical Report for further detail.
Support for the review of on street parking charges	Noted
Support continued free parking in Somer Valley and rural areas	Noted
Support for pricing management to discourage commuters	Noted
Support differential parking charges based on vehicle type and/or purpose	Noted
Parking should be free for disabled users	Free parking for disabled users is already available on double yellow lines. Possession of a Blue Badge is a mobility concession and is not linked to socio-economic status. Therefore, there is no justification for making parking free for disabled users. However, the Council is committed to providing suitable access to facilities for those with reduced mobility, as set out in PSO 23 and PSA 14.

## 2.10 Parking Standards

The most common issues regarding Parking Standards are presented in Table 2-9. For further details, see **Appendix A**.

Some stressed that charging points for electrical vehicles should be further emphasized in the parking standards. One of the statements was:

*“install more public electric car charging points, and make them a requirement for all parking places in major new residential and office development”*

Table 2-9 Comments regarding Parking Standards

Issue raised	How addressed through Strategy
Surface parking should be replaced with underground car parks, and provision of underground parking should be a requirement for new residential developments	The archaeological significance of many sites in Bath makes wide introduction of underground parking unfeasible. The parking standards currently require developers to provide off street parking, to reduce demand for on street parking. Requiring off-street parking provision to be underground would make many development sites financially unviable and limit the ability of the Council to provide adequate housing.
New developments should provide electric charging points for all new spaces	Objective PSO 2 presents a minimum standard for active and passive provision of electric charging points. It is anticipated that as ownership of electric vehicles increases, developers will respond by exceeding the minimum standards in order to accommodate market demand. However, currently there is not sufficient demand for electric vehicle charging points to justify a standard of one charging point per space. Moreover, this objective accounts for uncertainties in future technology demand, as extensive investments today could result in technological 'lock-ins' in the future.
Concerned about the proposal to 'flex' parking standards through the Accessibility Assessment	The Accessibility Assessment is not finalised and will evolve over time. This document is intended to be used as a tool to support Council Officer decisions about appropriate levels of parking in new developments. The latest available version will be made available online.
The Accessibility Assessment needs refining and more clarity should be provided around definitions	The Accessibility Assessment is not finalised and will evolve over time. This document is intended to be used as a tool to support Council Officer decisions about appropriate levels of parking in new developments. The latest available version will be made available online. The Council will consider the specific comments provided in due course and determine whether an update to the Assessment is needed at this point in time.
The suitability of various development sites identified in the PMP for car parking uses is not considered, nor the needs of those development sites to provide appropriate car parking for their end users.	The Parking Strategy sets out the policy framework for the provision and management of parking in B&NES. It does not seek to consider the use of individual development sites as this is not a strategic issue. Parking Standards for new developments in B&NES are set out in Chapter 3 of the Parking Strategy Technical Report.
A parking standard for electric vehicle charging points is required	A parking standard for electric vehicle charging point is set out in PSO 2. Greater detail can be found in Section 3.2.7 of the Parking Strategy Technical Report.



## 2.11 Private Non-Residential Parking

This section presents the comment received regarding private non-residential parking. For a full list of the answers, see **Appendix A**.

Only one respondent had comments surrounding private non-residential parking. They commented:

*"We recognise that private parking is not within the control of B&NES but we recommend that closer liaison and planning is undertaken to ensure that traffic congestion resulting from full car parks is managed better".*

Table 2-10 Topics discussed regarding Private Non-Residential Parking

Issue raised	How addressed through Strategy
Better communication with private parking operators is required to solve associated issues	The Council has existing relationships with the private parking operators which it seeks to maintain and improve. This is addressed in PSA 13.

# Scrutiny and Revisions

The following chapter includes a summary of the outcomes of the Scrutiny Panel meetings in September and December 2017, as well as updates and revisions made to the Parking Strategy subject to received comments.

## 3.1 Comments from Scrutiny Panel

This section presents the major themes and recommendations provided by the *Communities, Transport and Environment Policy Development and Scrutiny Panel*. The key recommendations from the panel are presented in Table 3-1. For full minutes from the meetings conducted September 18 and December 4, 2017, see

<https://democracy.bathnes.gov.uk/ieListMeetings.aspx?Cid=554&Year=0>.

Table 3-1 Comments from Scrutiny Panel

Issue raised	How addressed through Strategy
<p>The panel recommends that the cabinet should reconsider the move to promote short stay, on street parking in the city centre. Instead, the aim should be to remove short stay kerb space to improve air quality and then prioritise these spaces for resident parking, service vehicles and the disabled. If they spaces are not used for parking, they should be considered for pedestrianisation.</p>	<p><b>PSO 6</b> has been rephrased to provide clarification that the aim of the Strategy with regard to on-street parking is, in accordance with the 2.45 of the Core Strategy, to reduce the overall parking provision, and that any increase in short stay spaces will occur at the expense of long stay spaces. This can in turn support improvements of air quality and pedestrianisation.</p>
<p>The Panel considers that all transport related policies and strategies should contain air quality impact assessments in their proposals. The parking and coach parking strategies presented to the panel do not meet this standard and therefore require further work before being taken forward.</p>	<p>The policy section of the document has been revised to put further emphasis on Air Quality improvement in the context of the Direction from Defra. The Strategy sets out the overarching intentions for managing parking in B&amp;NES, but due to the nature of the document, does not detail specific schemes which will be implemented to achieve this. Specific schemes required to deliver the objectives of the Parking Strategy will be supported by detailed project plans, including air quality impact assessment.</p>

## 3.2 Changes made to Strategy Document

The Parking Strategy has been updated after consideration of the comments received and issues raised during this consultation. Below is a list of the changes made after analysis of the consultation outcomes:

- **Chapter 1.2 – Aims and Principles**

Text amended: “reducing the growth of traffic” has been altered to “reducing traffic”;

- **Chapter 2.2.1 – National Legislation and Policy**

A summary of the importance of delivering air quality improvements in the context of the direction from Defra to deliver compliance with the EU Limit Values in the shortest time possible has been added.

- **Chapter 3.2.7 – Electric Vehicle Charging Points**

- Objective PSO 2

- Text amended: “Residential developments with shared car parks – passive provision for 10% spaces” has been altered to: “Residential developments with shared car parks – active provision for 20% spaces and passive provision for 20% spaces”;

Text amended: “To avoid placing onerous requirements on developers which may limit the viability of their sites, the proposed standards are for passive rather than active provision.” has been altered to “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.”

Text added: 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.

- **Chapter 3.3 – Reductions for Accessible Sites**

Text added: Furthermore, the accessibility assessment is an evolving document that will be altered as appropriate;

- **Chapter 4.2 – Hierarchy of Kerb Space**

Text added: 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

Text amended: “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. Where necessary, the council will seek to maintain free flow on the highway network by introducing parking restrictions or preventing parking altogether.” has been altered to:

“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.”

- **Chapter 9.1 – Information and Enforcement**

Text added: 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;

- **Chapter 11.2 – Strategy Updating**

Text added: 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

The responses were analysed and divided into 10 categories: Aims and Principles; General; Information and Enforcement; Major Events; Multi Modal Parking; Managing On Street Parking; Managing Off Street Parking; Parking Charges; Parking Standards; and Private Non-Residential Parking.

There was a mixture of both support for the Parking Strategy and requests for change among respondents. A summary of the most common responses from participants, and answers to these responses, is presented below, ordered by topic according to number of comments received.

### Management of On Street Parking

Comments surrounding management of on street parking were numerous. There was some support for the Hierarchy of Kerb Space but many comments requested that residents be given higher priority. Changes to current resident parking zones, both in terms of geographical area covered and hours of operation, were very common requests among respondents. This was especially true for central zone residents.

The Council's objectives and action points regarding residential parking and on street parking permits are: PSO 8; PSO 9; PSA 1; PSA 2 and PSA 3. The hierarchy of kerb space has been determined to provide a balance between all competing road users, with short occupancy and high utility uses given the highest priority.

### General issues

Air quality and traffic congestion were popular topics among respondents, with many making specific suggestions related to their improvements. Other prominent issues among respondents were the pricing of public transport, infrastructure for public transport, walking and cycling infrastructure and the need to initiate car users to switch transport modes.

Many of the issues raised in this section was out of the remit of the Parking Strategy and are dealt with in detail in other policy and strategy documents.

### Multi modal

Support for provision of additional electric vehicle charging points was strong. Likewise, increasing cycle parking was also suggested multiple times. Some respondents wanted improved provision of blue badge parking spaces.

The Strategy actively promotes increases in electric vehicle charging points and cycle parking through objectives PSO 2, PSO 25, PSA 15 and PSA 16.

### Management of Off Street Parking

Park and Ride facilities received a large amount of attention. There was strong support for an Eastern P&R, as well as extended operating hours and provision of secure overnight parking in P&R car parks. Additionally, there were requests for an increase in the amount of off street parking in both Bath and Keynsham.

The Strategy recognises the importance of the Park and Ride facilities, and the need to consider opportunities to encourage usage. Increased provision of out of town parking and the operation of Park and Ride facilities are referenced in PSO 16, PSA 11 and PSA 12. Increased off street parking in central Bath is not supported by the Strategy, as PSO 10 states. PSA 8 and PSA 9 set out the intentions related to off street parking facilities in Keynsham.

## Parking Charges

Changing the Park and Ride pricing system to encourage increased usage was a common suggestion among respondents. There were often conflicting request/comments related to parking prices, with some asking for increased charges, for example, to deter commuters and others requesting for lower and even free parking, for example, to encourage visitors.

The importance of the parking pricing in managing demand is recognised in the Parking Strategy. Objectives PSO 19, PSO 21 and PSO 22 set out the intentions to manage parking in demand in Bath and Keynsham, whilst maintain the absence of charging in rural areas to support the local economies.

## Information and Enforcement

There was general support for improved enforcement and signage. Some respondents asked for improved enforcement of pavement parking and other inappropriate uses of parking.

The Strategy address enforcement of parking restrictions in PSO 31.

## Parking Standards

A Parking Standard for electric vehicle charging points in new developments was suggested by some respondents. There were also some detailed comments related to understanding the Accessibility Assessment.

The Accessibility Assessment will evolve over time and the comments provided will be considered as part of this. A minimum standard for electric vehicles provision in new developments is included in PSO 2, and it is expected that provision will be increased in relation to demand.

## Aims and Principles

The main theme within this section of comments was that the Parking Strategy should better address air pollution and traffic congestion. Some respondents also requested that the Strategy be better correlated with other National and Local policy documents.

The Parking Strategy was written with consideration of all relevant national, regional and local legislation and policy. It is recognised that traffic congestion and the associated impacts on air quality and the environment are an important consideration. The overarching principles of the Strategy include the need to reduce traffic and improve air quality, and the Parking Strategy has been developed with these aims in mind. Separate workstreams will consider the congestion and air quality issues in more detail.

## Major Events

Policies related to major events were generally supported. A few respondents would like more active management of parking demand during major events, in accordance with PSA 20 and PSA 21

## Private Non-Residential Parking

It was requested that better communication between the Council and private parking operators is needed. This is addressed by PSO 18 and PSA 13.

## Comments from Scrutiny Panel

Two key issues were raised by the Scrutiny Panel; that the parking strategy should aim to remove short stay curb spaces to improve air quality, and, that an assessment of the air quality impact of the strategies should be undertaken. The Parking Strategy document has been updated to reflect these comments.

Appendix A  
Log of Responses Received