

# RPZ Consultation Spring 2022 Entry Hill

Bath and North East Somerset Council

July 2022

Quality information

**Prepared by**

Jonathan Warboys  
Senior Technician

**Checked by**

Neil Rogers  
Principal Consultant

**Verified by**

Neil Rogers  
Principal Consultant

**Approved by**

Helen Holm  
Associate Director

Revision History

| <b>Revision</b> | <b>Revision date</b> | <b>Details</b> | <b>Authorised Position</b> |
|-----------------|----------------------|----------------|----------------------------|
|-----------------|----------------------|----------------|----------------------------|

|  |  |  |  |
|--|--|--|--|
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |

Distribution List

| <b># Hard Copies</b> | <b>PDF Required</b> | <b>Association / Company Name</b> |
|----------------------|---------------------|-----------------------------------|
|----------------------|---------------------|-----------------------------------|

|  |  |  |
|--|--|--|
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |

Prepared for:

Bath and North East Somerset Council

Prepared by:

**Jonathan Warboys**

Senior Technician, Social & Market Research

M +44 (0)7990 074196

[jonathan.warboys@aecom.com](mailto:jonathan.warboys@aecom.com)

AECOM Infrastructure & Environment UK Limited

1 New York Street

Manchester M1 4HD

United Kingdom

T: +44 161 601 1700

[aecom.com](http://aecom.com)

© 2022 AECOM Infrastructure & Environment UK Limited. All Rights Reserved.

This document has been prepared by AECOM Infrastructure & Environment UK Limited ("AECOM") for sole use of our client (the "Client") in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

## Table of Contents

|       |                                                |    |
|-------|------------------------------------------------|----|
| 1.    | Introduction .....                             | 4  |
| 1.1   | Background: Overview of the consultation ..... | 4  |
| 1.2   | The consultation .....                         | 4  |
| 1.3   | The questionnaire .....                        | 4  |
| 1.3.1 | Format of report.....                          | 4  |
| 2.    | Methodology .....                              | 5  |
| 2.1   | Receiving responses.....                       | 5  |
| 2.2   | Thematic coding .....                          | 5  |
| 2.3   | Analysis and reporting .....                   | 5  |
| 2.4   | Response .....                                 | 6  |
| 2.4.1 | Respondent location .....                      | 6  |
| 2.4.2 | Respondent Profile .....                       | 7  |
| 3.    | Analysis .....                                 | 10 |
| 3.1   | Current Parking Provision .....                | 10 |
| 3.2   | Support of the proposals .....                 | 10 |
| 3.3   | Open ended comments.....                       | 12 |
| 3.3.1 | Objections to the proposal .....               | 12 |
| 3.3.2 | Supporting the proposal .....                  | 13 |
| 3.3.3 | Suggestions for changes to proposals .....     | 14 |
| 3.3.4 | Local area comments.....                       | 16 |

# 1. Introduction

## 1.1 Background: Overview of the consultation

Bath and North East Somerset Council's Traffic Management Team has been developing a scheme to introduce a Residents' Parking Zone (RPZ) in the **Entry Hill area of Bath**, which is being proposed with the support of local Ward Councillors.

A full summary of the proposals was available online throughout the consultation period.

## 1.2 The consultation

Bath and North East Somerset Council held a 28-day consultation between 5 May and 2 June 2022 on the Residents' Parking Zone. The scheme came forward following the Council policy to improve the parking situation for local residents and help communities to create healthier, safer streets (Low Traffic Neighbourhood Strategy – July 2020 & Residents' Parking Schemes July 2020).

The consultation was publicised via a press release to news outlets, the Council's Twitter page and on the Bath & North East Somerset Newsroom. A letter and leaflet were also sent to all residents and businesses within the proposed RPZ and adjoining streets.

During the consultation period an in-person consultation event was held at the St Luke's Church on 25 May between 4pm and 8pm. A webinar was also held on 30 May at 12pm.

To ensure an unbiased interpretation of the responses received, AECOM were appointed to carry out the following tasks:

- Thematic coding and analysis of open-ended questions;
- Quantitative analysis of the closed question and demographic questions;
- Cleaning and analysis of postcode data provided; and
- Mapping of respondent location.

## 1.3 The questionnaire

Bath and North East Somerset Council designed and hosted the questionnaire on the Bath and North East Somerset Council consultation portal. Local residents and businesses were also able to give their views on the proposals using a hard copy version of the questionnaire that was available by request either via Council Connect, libraries, One Stop Shops, the RPZ email or at the in-person event. The questionnaire enabled respondents to state their level of support for the RPZ and the opportunity to explain any reasons they have for not fully supporting the proposals.

### 1.3.1 Format of report

Following this introduction:

- Chapter 2: describes the methodology used;
- Chapter 3: details the key findings to the consultation.

## 2. Methodology

### 2.1 Receiving responses

Responses were received via the consultation questionnaire hosted on the Bath and North East Somerset Council portal. To ensure inclusivity, Bath and North East Somerset Council accepted responses via email and the hard copy questionnaire as well as the online portal.

### 2.2 Thematic coding

All free-text responses were grouped into themes to allow meaningful analysis.

Throughout the report, quotes from the free text responses have been used to illustrate the points raised. Quotes have been selected to best show the essence of what was said for each theme. For ease of reading, any clear and obvious typos or spelling errors have been corrected.

### 2.3 Analysis and reporting

The consultation was open to all and, therefore, respondents were self-selecting. This, coupled with the fact respondents could choose which of the questions they answered, means the results and responses should be viewed as indicative of the wider population and any identified sub-groups rather than representative. The profile of respondents within the parking Zone is detailed in the next section.

As respondents were not obliged to answer all questions in the questionnaire, the percentages shown only include those that responded to each question. The number of people who answered each question is shown in the tables under “N”. There are 3 tables per section, consisting of:

- All respondents
- Respondents who live within the Parking Zone
- Respondents who live outside the Parking Zone

Where percentages do not sum to 100 per cent in the main body of the report, this is due to rounding or where more than one response was permitted.

The percentages shown for the free text comments are taken from the number of people who provided a comment.

Statistical significance testing was completed. Where results are reported as different between sub samples, this means the differences are statistically significantly different. Only data which is significantly different has been referenced in the report.

A large volume of data was received and therefore the following chapters summarise the main findings and highlight pertinent differences between groups.

Throughout this report, where the Residents’ Parking Zone, Parking Zone or Zone is mentioned, the Zone being referred to is the proposed RPZ in the Entry Hill area of Bath only.

## 2.4 Response

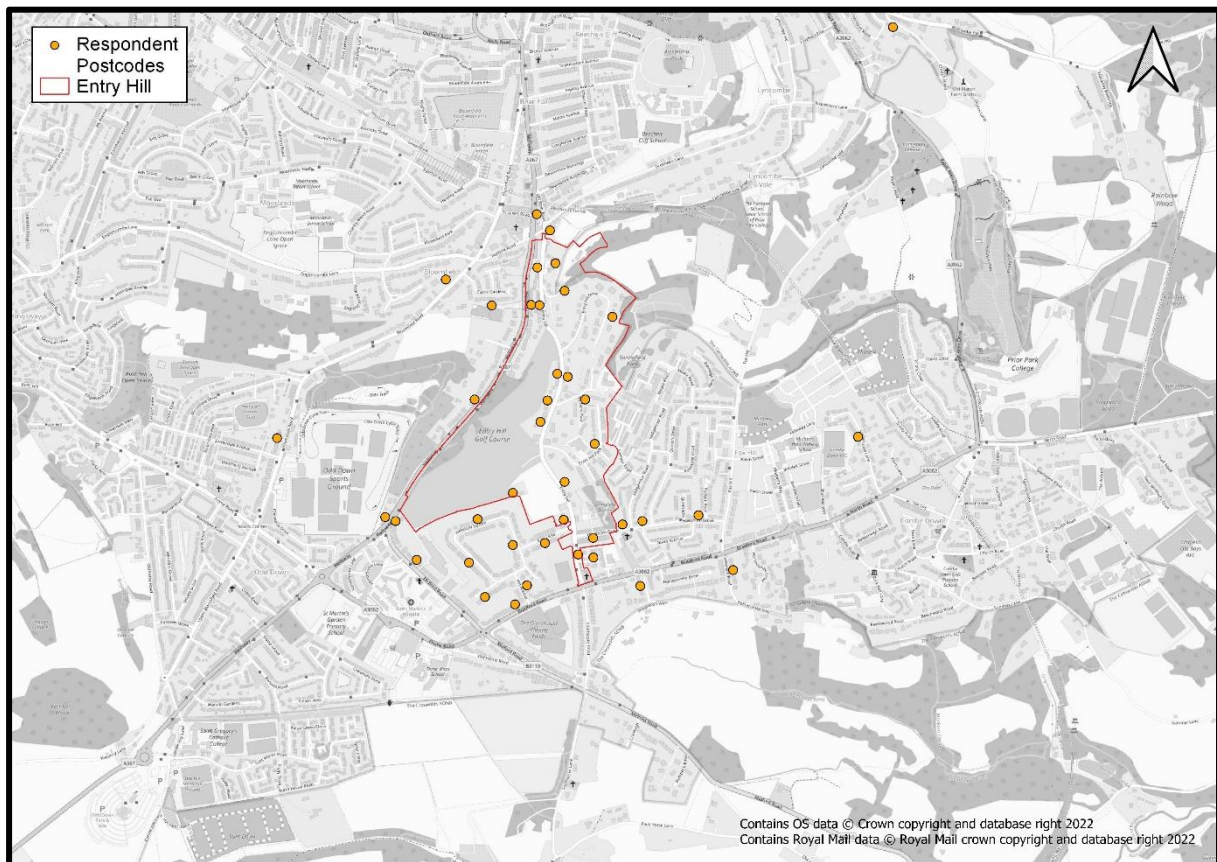
### 2.4.1 Respondent location

In total, there were 186 responses to the proposed Residents Parking Zone. 184 of these came through the online questionnaire with two replying by letter or email.

139 responses were from within the proposed Zone with a further 47 from outside the area, one respondent did not state their location.

The figure below maps the location of those respondents who gave a valid postcode.

**Figure 2.1: Location of respondents**

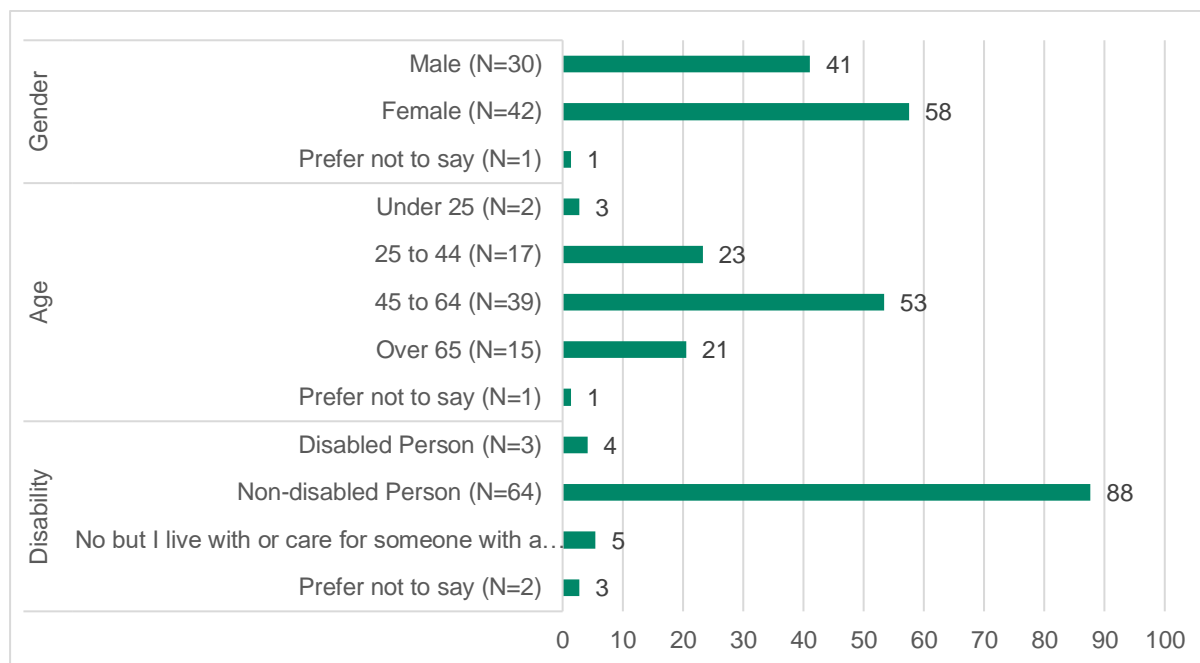


*\*41 unique postcodes visible in map view, 7 unique postcodes located outside of map view*

## 2.4.2 Respondent Profile

Table 2.4 below shows the demographic profile of respondents. Please note, less than half of respondents gave answers to the demographic questions and so bases should be taken into consideration.

**Figure 2.4 Demographic profile of respondents who live in the Zone (%)**



Base all respondents who provided EQA information: n=73 NB:113 did not give this information

Respondents who live within the Zone were asked about the type of accommodation they occupy, their access to vehicles and parking.

Just under three quarters of respondents live in either a detached or semi-detached property (70%). These responses are shown in Table 1 below.

**Table 1: What type of accommodation do you occupy?**

|                                                                                          | Live in Parking Zone |            |
|------------------------------------------------------------------------------------------|----------------------|------------|
|                                                                                          | N                    | %          |
| Detached house / bungalow                                                                | 51                   | 37         |
| Semi-detached house / bungalow                                                           | 46                   | 33         |
| Terraced (incl. end-terrace) house / bungalow                                            | 37                   | 27         |
| Purpose-built block of flats, maisonette or tenement                                     | 2                    | 1          |
| Flat, maisonette, or apartment in a converted house, or shared house (including bedsits) | 2                    | 1          |
| Flat, maisonette, or apartment in a commercial building                                  | 0                    | 0          |
| Caravan, or other mobile or temporary structure                                          | 0                    | 0          |
| <b>Base</b>                                                                              | <b>138</b>           | <b>100</b> |

Table 2 below shows how many people occupy a house. 41% of households had one or two residents, and likewise, 41% had four or more residents.



**Table 2: How many people are there in your household?**

|              | Live in Parking Zone |            |
|--------------|----------------------|------------|
|              | N                    | %          |
| One          | 11                   | 8          |
| Two          | 46                   | 33         |
| Three        | 24                   | 17         |
| Four         | 45                   | 32         |
| Five or more | 13                   | 9          |
| <b>Base</b>  | <b>139</b>           | <b>100</b> |

Just over a third (37%) stated that they have a garage as shown in Table 3. These were mainly, but not all those who live in a detached house.

**Table 3: Does your household have access to a garage?**

|             | Live in Parking Zone |            |
|-------------|----------------------|------------|
|             | N                    | %          |
| Yes         | 51                   | 37         |
| No          | 88                   | 63         |
| <b>Base</b> | <b>139</b>           | <b>100</b> |

Table 4 shows how many off-street parking places respondents' households have. Two fifths (40%) of respondents had no off-street parking places, with a third of households saying they had two or more (32%).

**Table 4: How many off-street parking places does your household currently have access to?**

|               | Live in Parking Zone |            |
|---------------|----------------------|------------|
|               | N                    | %          |
| Zero          | 56                   | 40         |
| One           | 39                   | 28         |
| Two           | 37                   | 27         |
| Three or more | 7                    | 5          |
| <b>Base</b>   | <b>139</b>           | <b>100</b> |

When asked how many vehicles their household has, almost all (99%) had at least one vehicle in the household with 9% having 3 or more. Table 5 shows all respondents' answers.

**Table 5: How many vehicles does your household have?**

|               | Live in Parking Zone |            |
|---------------|----------------------|------------|
|               | N                    | %          |
| Zero          | 1                    | 1          |
| One           | 64                   | 46         |
| Two           | 61                   | 44         |
| Three or more | 13                   | 9          |
| <b>Base</b>   | <b>139</b>           | <b>100</b> |

### 3. Analysis

#### 3.1 Current Parking Provision

Respondents were asked how they would rate the current parking provision in the Zone, just under two fifths each rating the provision fair (39%) or good (37%).

Respondents who live inside the Parking Zone were significantly more likely to rate the parking provision as bad than those who live outside the Zone (28% in the Zone compared to 11% outside). The responses are shown in Table 6 below.

**Table 6: How would you rate the current parking provision in the area where we are proposing a Residents' Parking Zone?**

|              | All respondents |            | Live in Parking Zone |            | Live outside Parking Zone |            |
|--------------|-----------------|------------|----------------------|------------|---------------------------|------------|
|              | N               | %          | N                    | %          | N                         | %          |
| Bad          | 43              | 23         | 38                   | 28         | 5                         | 11         |
| Fair         | 73              | 39         | 50                   | 36         | 23                        | 49         |
| Good         | 69              | 37         | 50                   | 36         | 19                        | 40         |
| <b>Total</b> | <b>185</b>      | <b>100</b> | <b>138</b>           | <b>100</b> | <b>47</b>                 | <b>100</b> |

#### 3.2 Support of the proposals

Over half (61%) of all respondents' object to the proposals for the Residents Parking Zone with just under a quarter (22%) supporting them. A quarter (25%) of those who live in the Parking Zone support the proposals and just over half (57%) object to them. Around one in ten (13%) of those living outside the Parking Zone support the proposals.

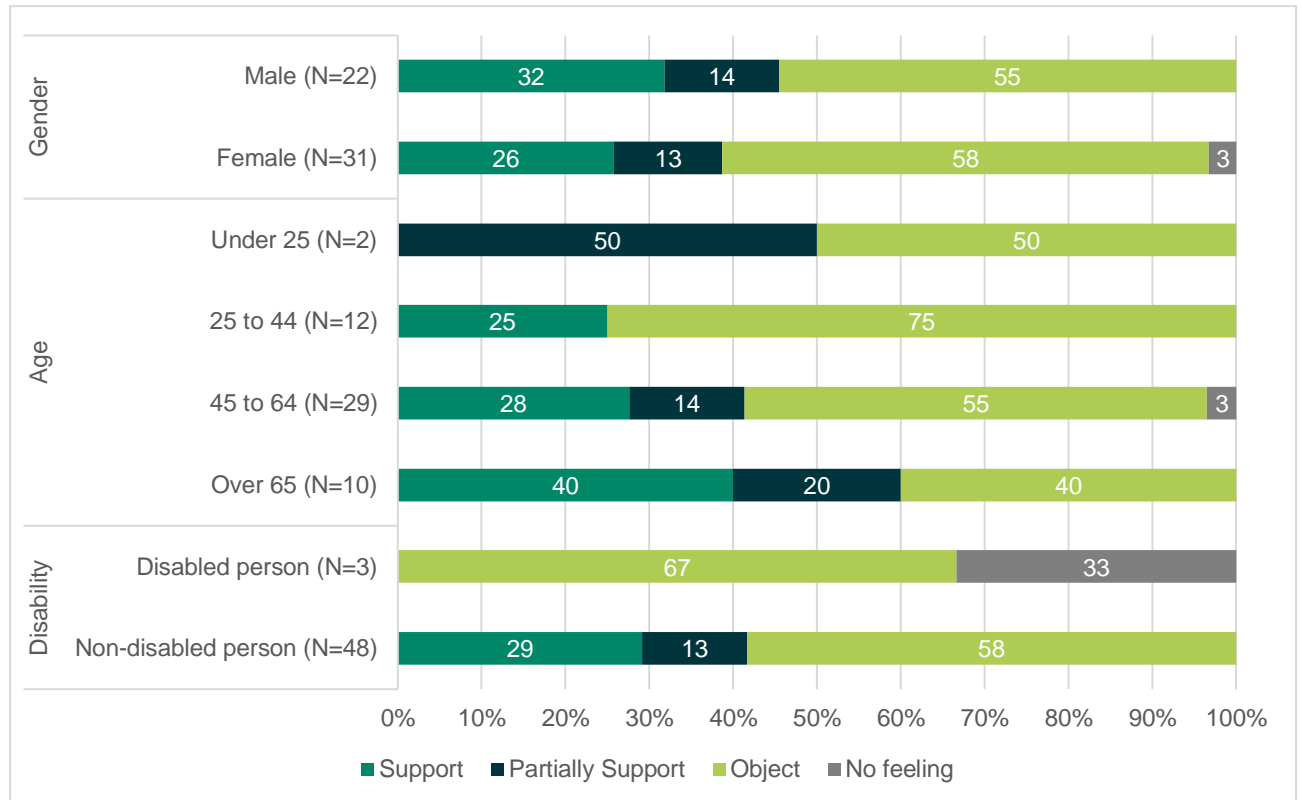
**Table 7: Do you support, partially support, or object to a Residents Parking Zone, as described in the maps and proposals?**

|                   | All respondents |            | Live in Parking Zone |            | Live outside Parking Zone |            |
|-------------------|-----------------|------------|----------------------|------------|---------------------------|------------|
|                   | N               | %          | N                    | %          | N                         | %          |
| Support           | 40              | 22         | 34                   | 25         | 6                         | 13         |
| Partially support | 32              | 17         | 25                   | 18         | 7                         | 15         |
| Object            | 112             | 61         | 78                   | 57         | 34                        | 72         |
| No feeling        | 1               | 1          | 1                    | 1          | 0                         | 0          |
| <b>Total</b>      | <b>185</b>      | <b>100</b> | <b>138</b>           | <b>100</b> | <b>47</b>                 | <b>100</b> |

There were differences in the levels of support shown for the proposals, just over half (58%) of respondents who rate the current parking provision as bad supported the plans, compared to 1% of those who currently feel current parking provision is good.

Figure 3.2 below shows the level of support for the proposals by demographic profile of those who live inside the proposed Zone.

**Figure 3.2: Live Within Zone Only: Do you support or object to the proposed Residents' Parking Zone? (%)**



Base: Those who live in the Zone and responded to demographic questions (n=53)

When considering percentages by sub group, care needs to be taken due to small base size

In addition, respondents who live in terraced properties are more likely to object than those in semi-detached houses (73% compared to 41%).

### 3.3 Open ended comments

Respondents were given a selection of standard options to help give their reasons for opposing or supporting the proposals and were then offered the chance to elaborate or add additional reasons. In total, 186 respondents selected a pre-coded response or made a comment regarding the Parking Zone. Pre-coded responses are shown below in green italics.

#### 3.3.1 Objections to the proposal

Overall, 145 respondents gave a comment that included a negative or opposing comment to the proposal. The most common objections mentioned by respondents are shown in Table 8. The majority of these comments came from people who object to the proposals overall, however some respondents are broadly in support of the scheme but have some concerns.

**Table 8: Count of comments objecting the proposals by respondent location**

| Objecting the proposal                                                                             | All respondents | Live in Parking Zone | Live outside Parking Zone |
|----------------------------------------------------------------------------------------------------|-----------------|----------------------|---------------------------|
|                                                                                                    | N               | N                    | N                         |
| RPZ are unnecessary / parking always seems available                                               | 77              | 60                   | 17                        |
| <i>I am unhappy about the cost of permits</i>                                                      | 70              | 58                   | 12                        |
| <i>I don't have any problem parking on street</i>                                                  | 66              | 55                   | 11                        |
| <i>People who currently park on those streets are now going to be parking on my street instead</i> | 49              | 21                   | 28                        |
| Council criticism / money making scheme                                                            | 40              | 28                   | 12                        |
| The proposed bike park will cause issues not residents                                             | 28              | 20                   | 8                         |
| Unfair on visitors                                                                                 | 22              | 19                   | 3                         |
| Cost of living crisis mentioned                                                                    | 17              | 12                   | 5                         |
| RPZ would negatively affect elderly / disabled residents                                           | 8               | 8                    | 0                         |
| Unfair on large households with multiple cars                                                      | 8               | 7                    | 1                         |
| Impact local worship                                                                               | 8               | 4                    | 4                         |
| Will not reduce the number of cars / guarantee a space                                             | 7               | 6                    | 1                         |
| Scheme is a waste of council money                                                                 | 7               | 5                    | 2                         |
| I don't need to park on the street                                                                 | 6               | 6                    | 0                         |
| <i>I currently park my vehicle on these streets and wouldn't be eligible for a permit</i>          | 6               | 1                    | 5                         |
| I need to park more cars on street than I can get permits for                                      | 6               | 6                    | 0                         |
| Unfair that newer more expensive cars should pay less                                              | 6               | 2                    | 4                         |
| Concern that ineligible for visitor passes /enough permits                                         | 6               | 4                    | 2                         |
| Issues with signage, lines, aesthetics                                                             | 5               | 4                    | 1                         |
| Directly impacts local businesses in the RPZ                                                       | 5               | 4                    | 1                         |
| The RPZ will reduce the number of parking spaces                                                   | 3               | 3                    | 0                         |
| Oppose the introduction of RPZ (General)                                                           | 2               | 1                    | 1                         |
| RPZ doesn't address the issue of evening parking problems                                          | 1               | 0                    | 1                         |
| Already too many parking restrictions in place                                                     | 1               | 0                    | 1                         |
| Negative impact on Baths economy                                                                   | 1               | 1                    | 0                         |
| <b>Base</b>                                                                                        | <b>145</b>      | <b>104</b>           | <b>41</b>                 |

Seventy seven respondents (60 from those who live in the Zone) said they did not experience any problems parking and felt that the RPZ was unnecessary. In addition, 49 respondents felt that the introduction of the Zone would simply move the problem to other streets. Some of the comments acknowledged that whilst they had no issues with parking, other areas of the proposed Zone were much busier.

*“It is not necessary for Hawthorn Grove to have parking permits - it is not a road that non-residents tend to park on. I've never had a problem finding a space to park on it and would resent being charged for a permit for it.” (Object)*

*“Bottom/top of Entry Hill need controls, but middle section is fine, always has space (the properties have driveways). Proposal will displace to Entry Rise, Hansford Square and congest Bradford Road (a dangerous exit).” (Object)*

A total of 70 respondents (58 from those who live in the Zone) stated they were unhappy about the cost of the permits with 17 commenting on the rising cost of living.

*“My main objections are that this is yet another cost of living increase to households when they don't need it. The varying prices whilst I appreciate the intent will actually harm and penalise those lower income households that need the most support. Parking access should not be charged based on the car you drive, particularly when you are implementing where this has not been in force before. I would also like to understand what the council will do with these additional funds.” (Object)*

*“I live on Wellsway and never have any trouble parking; therefore this is completely unnecessary where I am. If this is as beneficial as purported in the leaflet, it should be subsidised by the council; adding an extra fee of up to £400 per year to park where we all currently do is utterly outrageous given the rising cost of living.” (Object)*

### 3.3.2 Supporting the proposal

Overall, 39 respondents gave a comment in support of the proposal. The most common reasons for support mentioned by respondents are shown in Table 9. However, some respondents who gave these comments object to the proposals.

**Table 9: Count of comments supporting the proposals by respondent location**

| Support or partially supporting the proposal                              | All respondents | Live in Parking Zone | Live outside Parking Zone |
|---------------------------------------------------------------------------|-----------------|----------------------|---------------------------|
|                                                                           | N               | N                    | N                         |
| <i>I don't think commuters who don't live in my area should park here</i> | 27              | 25                   | 2                         |
| <i>It's difficult to park near house</i>                                  | 23              | 21                   | 2                         |
| <i>It will reduce traffic in street</i>                                   | 21              | 20                   | 1                         |
| RPZ needed / Current parking is bad in the area                           | 18              | 15                   | 3                         |
| <i>There will be more orderly parking</i>                                 | 16              | 14                   | 2                         |
| RPZ makes the roads safer for the local community                         | 5               | 4                    | 1                         |
| Support the introduction of RPZ (general)                                 | 2               | 2                    | 0                         |
| Implement RPZ ASAP                                                        | 1               | 1                    | 0                         |
| <b>Base</b>                                                               | <b>39</b>       | <b>33</b>            | <b>6</b>                  |

The theme that was mentioned most often with 27 respondents, of whom 25 live in the area, was that they felt commuters shouldn't be parking in the area, along with 23 comments that it is difficult to park near their house.

*"Commuters/visitors to Bath often park outside our house all day. We've even had cars not move for several weeks" (Support)*

There were 20 comments from those who live in the Parking Zone feeling that it would reduce traffic in the street with 16 comments also feeling there will be more orderly parking. Respondents mentioned having difficulties on Hungerford Road as well as problems with people parking on corners.

*"Whilst I realise RPZ's do not guarantee a parking space, I feel that I would get a better chance of parking near my house (Lower Entry Hill) The RPZ 's on Poets Corner and Greenway Lane have made a significant impact on a parking situation that was already very difficult. On several occasions I have had to park my car up through the bridge and walk back down- not a very comfortable experience walking on the narrow pavements on the bridge with the speed of traffic." (Support)*

*"Reducing cars either side of the roads will make it safer for children and families. There are many who walk to school in this area and hopefully there will be more people accessing community projects in the area by foot." (Support)*

One respondent was concerned that residents in quieter parts of the area could object to the plans which they feel are vital.

*"I am concerned given the large area, that residents in Lynbrook Lane, Entry Hill Drive, Ivy Bank Drive, Entry Hill Park etc, who do not have an issue with parking and who mostly have 2 parking spaces already, will vote against the proposal and be able to deny those of us who have a real issue at the bottom of Entry Hill from a solution. The residents of Lower Entry Hill, beneath the chicane at the bottom of the golf course have a real problem and should be able to decide and vote in our own right for our own community." (Support)*

### **3.3.3 Suggestions for changes to proposals**

A total of 52 respondents made suggestions for improving the proposal which they felt would encourage support. The most often mentioned suggestions by respondents are shown in Table 10.

**Table 10: Count of comments making suggestions about the proposals**

| Support or partially supporting the proposal                                             | All Respondents | Support  | Partially Support | Object    |
|------------------------------------------------------------------------------------------|-----------------|----------|-------------------|-----------|
|                                                                                          | N               | N        | N                 | N         |
| Introduce more traffic calming measures in the area*                                     | 15              | 2        | 5                 | 7         |
| Council to look at existing disabled bays e.g. whether they are still needed, relocation | 11              | 0        | 8                 | 3         |
| Proposed RPZ makes the road more dangerous*                                              | 9               | 2        | 4                 | 2         |
| Look at other schemes e.g. restricting parking at certain times                          | 4               | 0        | 1                 | 3         |
| Make the RPZ free for residents                                                          | 4               | 0        | 0                 | 4         |
| Improve the condition of the roads first*                                                | 3               | 0        | 0                 | 2         |
| Concentrate on enforcing existing regulations*                                           | 3               | 0        | 0                 | 2         |
| More EV charging points needed                                                           | 2               | 1        | 0                 | 1         |
| More public parking (car parks) or off-road parking should be created alongside the RPZ  | 2               | 0        | 0                 | 2         |
| Suggested other timeframe for RPZ e.g.9am-9pm / not weekends                             | 2               | 0        | 2                 | 0         |
| Scale back existing RPZ                                                                  | 2               | 0        | 1                 | 1         |
| Addition of 6 marked bays at the bottom of entry Hill Gardens to add an additional space | 2               | 0        | 2                 | 0         |
| Create a large park and ride instead                                                     | 1               | 0        | 1                 | 0         |
| Concentrate on improving traffic flow to lower pollution                                 | 1               | 0        | 0                 | 1         |
| Invest in Public Transport first                                                         | 1               | 0        | 0                 | 1         |
| Implement Workplace Parking Levy alongside the scheme                                    | 1               | 1        | 0                 | 0         |
| Only residents should be allowed to respond                                              | 1               | 1        | 0                 | 0         |
| <b>Base</b>                                                                              | <b>52</b>       | <b>7</b> | <b>19</b>         | <b>25</b> |

\*one respondent had no feeling

The most frequent suggestion was to introduce traffic calming measures (n=15). Some of these comments were wanting the measures to be included as well as the RPZ while others believed these calming measures alone would be sufficient.

*“While parking restrictions per se are acceptable, they need to be supplemented by measures to reduce the amount of traffic using Entry Hill as a ‘rat run’. There had been some discussion about introducing such measures such as physical barriers by Entry Hill Golf Course: what happened to that idea?” (Partially Support)*

*“Unnecessary, plenty of parking. A traffic calming system would be of much more use to stop people speeding in a 20 zone” (Object)*

*“Irrespective of whether the RPZ goes ahead, there should be double yellow lines added where vehicles are currently parking in dangerous areas - e.g., the bends either side of*



*the bridge are getting worse due to dangerous parking causing daily road rage outside my house.” (Partially Support)*

However, some respondents disagreed and felt there were too many current restrictions with some respondents mentioning disabled bays that are no longer required (N=11)

*“Please do not put the double yellow lines, and if bays do have to {be} written into the plans on the crescent it is possible to fit 6 cars, but this includes the use of the current disabled bay...” (Partially Support)*

### 3.3.4 Local area comments

In total there were 42 comments suggesting specific local areas that either should be included or should be excluded. Table 11 shows the comments that were provided.

**Table 11: Count of comments showing other issues**

| Other Issues                                                                                          | All respondents |
|-------------------------------------------------------------------------------------------------------|-----------------|
|                                                                                                       | N               |
| Do not include Entry Hill Park                                                                        | 14              |
| Upper entry Hill and lower entry hill have different issues, should be treated as two different areas | 7               |
| Entry Hill Gardens is unique, should be treated separately                                            | 6               |
| Do not include parking outside units 207, 207a, 209, 209a Wellsway                                    | 5               |
| Don't include Wellsway                                                                                | 3               |
| Entry Hill too narrow for parking on both sides                                                       | 2               |
| Don't include the whole of Hawthorn Grove                                                             | 2               |
| Do not create new parking bays on the Lynbrook side of Entry Hill                                     | 1               |
| Include Greenway Crescent                                                                             | 1               |
| Include Millennium Court                                                                              | 1               |
| <b>Base</b>                                                                                           | <b>42</b>       |

