

TECHNICAL NOTE 1

DATE:	14 May 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	Lyncombe Residents Parking Zone Consultation Responses		
PROJECT:		AUTHOR:	Jon Lewis
CHECKED:	Neil Terry	APPROVED:	Paul Garrod

INTRODUCTION

In 2020, B&NES consulted on the policy for the introduction of Liveable Neighbourhoods in Bath and North East Somerset.

The aim of a Liveable Neighbourhood is to reduce the dominance of vehicles in residential areas, particularly through-traffic, whilst maintaining vehicle access to homes and businesses. This can be done through a range of measures including vehicle restrictions, traffic calming, one-way streets, and residents' parking zones.

B&NES have received requests to implement a Residents' Parking Zone (RPZ) in the Lyncombe area to prioritise on-street parking for residents, and to help reduce the amount of non-resident visitors driving around, looking for somewhere to park.

A proposed residents parking zone scheme has been developed for this area, with additional proposals for parking permits to cover businesses in the area and their visitors. The proposals were available for comment on the B&NES website from 29 March to 19 April 2021.

PROPOSALS

Figure 1 below shows an overview of the resident's parking zone proposals.

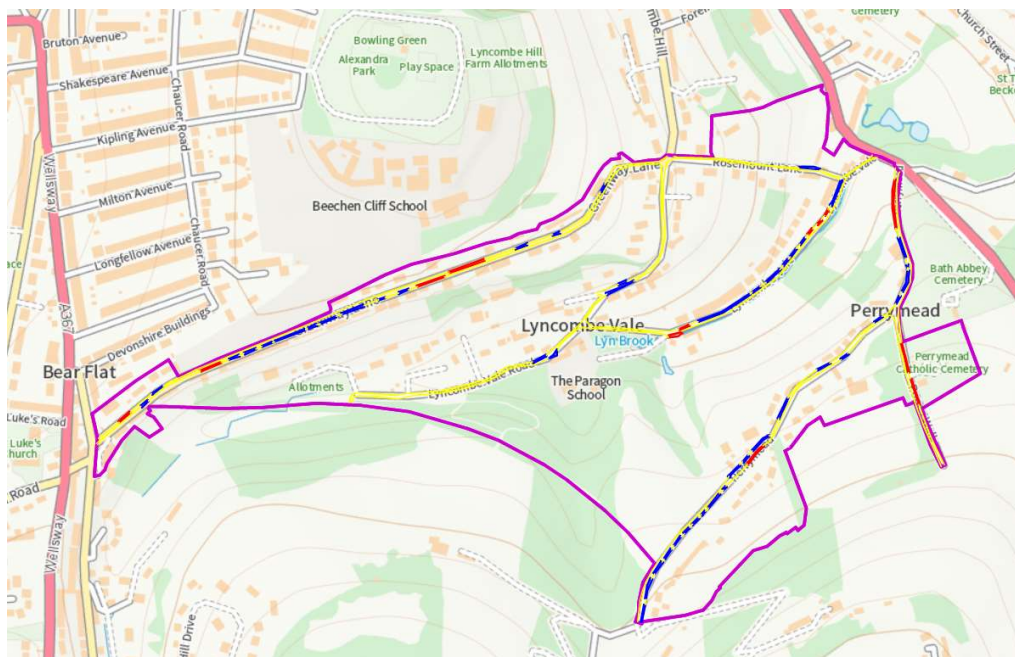


Figure 1 – Lyncombe Residents' Parking Zone

TECHNICAL NOTE 1

DATE:	14 May 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	Lyncombe Residents Parking Zone Consultation Responses		
PROJECT:		AUTHOR:	Jon Lewis
CHECKED:	Neil Terry	APPROVED:	Paul Garrod

CONSULTATION RESPONSES

Following the end of the consultation period, a total of 186 responses were received via the dedicated consultation webpage.

Of the 186 responses, when asked if they supported the introduction of a residents' parking zone the following responses were received as detailed in Table 1:

Table 1 – Support for the Residents' Parking Zone

Response	Number	Percentage
Yes	122	66%
No	40	22%
Neutral	20	11%
Blank	4	2%

As can be noted from the table above, two thirds of respondents support the introduction of a residents' parking zone in Lyncombe.

Table 2 below details the responses for supporting the introduction of a resident's parking zone (note: residents were permitted to select more than one reason for their support)

Table 2 – Reasons for supporting a Residents' Parking Zone

Response	Number	Percentage
<i>Difficult to park near house</i>	72	23%
<i>Don't think workers should park here</i>	58	19%
<i>Reduce traffic in street</i>	78	25%
<i>More orderly parking</i>	92	29%
<i>Other</i>	13	4%

As can be noted from Table 2, support for the residents' parking zone is evenly split across the indicated reasons.

Of the 13 'other' reasons for support, 4 hoped that the parking zone would result in an improvement in air quality and 3 hoping that it would help to discourage driving in general.

TECHNICAL NOTE 1

DATE:	14 May 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	Lyncombe Residents Parking Zone Consultation Responses		
PROJECT:		AUTHOR:	Jon Lewis
CHECKED:	Neil Terry	APPROVED:	Paul Garrod

Table 3 below details the responses for opposing the introduction of a resident's parking zone (note: residents were permitted to select more than one reason for their support)

Table 3 – Reasons for opposing a Residents' Parking Zone

Response	Number	Percentage
<i>Don't need to park on street</i>	6	10%
<i>Don't have problem parking on street</i>	12	20%
<i>I currently park my vehicle on these streets and wouldn't be eligible for a permit because I don't live within the proposed zone.</i>	6	10%
<i>Cost</i>	11	18%
<i>Need to park more cars on street than I could get permits for.</i>	4	7%
<i>Other</i>	21	35%

As can be noted from Table 3, approximately one third of respondents either do not need to park on street, or do not have a problem doing so.

Of the 21 'other' reasons for opposition, 6 expressed concerns over pushing parking onto roads that lie outside the proposed residents' parking zone, namely Entry Hill and Wellsway. 5 expressed concerns over the availability of parking for visitors and/or older children who have cars. 2 expressed concerns over the visual impact of the signing and carriageway markings necessary for the parking zone

Table 4 below details the responses for the preferred hours of operation should a resident's parking zone be introduced.

Table 4 – Preferred hours of operation of a Residents' Parking Zone

Response	Number	Percentage
<i>8am to 5pm</i>	19	18%
<i>8am to 6pm</i>	50	47%
<i>8am to 7pm</i>	25	23%
<i>Blank response</i>	13	12%

TECHNICAL NOTE 1

DATE:	14 May 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	Lyncombe Residents Parking Zone Consultation Responses		
PROJECT:		AUTHOR:	Jon Lewis
CHECKED:	Neil Terry	APPROVED:	Paul Garrod

As can be noted from Table 4, approximately one half of respondents would support the operational hours of 8am to 6pm.

Table 5 below details the responses from residents regarding the number of off-street parking spaces available per household. An off-street parking space is considered to be a space that is 2.5m by 5.0m.

Table 5 – Number of off-street parking places per household.

Response	Number	Percentage
0	23	19%
1	40	32%
2	33	27%
3+	27	22%
Blank	1	1%

As can be noted from Table 5, approximately one third of respondents have access to one off street parking space, with a fifth not having access to any off street parking spaces. Approximately half of the respondents have access to 2 or more off street parking spaces.

Table 6 below details the responses from residents regarding the number of vehicles in the household.

Table 6 – Number of vehicles per household.

Response	Number	Percentage
0	10	5%
1	83	45%
2	76	41%
3+	16	9%
Blank	1	1%

As can be noted from Table 6, half of the respondents have 1 vehicle or less per household and half have 2+ vehicles or more per household. When viewing this in tandem with the result in Table 5, half of the respondents have access to one or less off street parking space and half have 1 or less vehicles. Half of the respondents have 2 or more vehicles and half have access to 2 or more off street parking spaces. With further analysis it would be possible to determine if these percentages coincide.

TECHNICAL NOTE 1

DATE:	14 May 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	Lyncombe Residents Parking Zone Consultation Responses		
PROJECT:		AUTHOR:	Jon Lewis
CHECKED:	Neil Terry	APPROVED:	Paul Garrod

Table 7 below details the responses from residents regarding their thoughts on the current parking provision.

Table 7 – Number of vehicles per household.

Response	Number	Percentage
<i>Bad</i>	10	10%
<i>Fair</i>	64	64%
<i>Good</i>	21	21%
<i>Blank</i>	5	5%

As can be noted from Table 7, the vast majority of respondents (85%) consider the current parking provision to be fair or better.

As well as responding to specific questions in the consultation, residents were also able to submit other comments. These have been summarised below.

Other comments
Majority of the parking here (apart from the residents) is staff or students of Beechen Cliff school. We also see people who visit Alexander Park and the surrounded walking paths park their car in the lane. Introducing the parking meters in Alexander Park also has contributed to increase people who park their car in Greenway Lane. I also think one household should be allowed to have max two permits even if they have a drive or garage, as in most cases these spaces are not fit for purpose or difficult to access. – Existing policy for new residents parking schemes ensures that the entitlement to permits for a residential property is offset by its availability to off street parking. An off-street parking space is an area whose internal dimensions are 2.5m by 5m and multiples thereof. Residents not entitled to an on-street parking permit may still purchase visitor permits.
No more signs please. The Cotswolds Conservation Board Position Statement allows Highway authorities to use minimal signage in sensitive areas such as AONBs. – Not possible to reduce signage as the Lyncombe Zone is not a No Through Road and has multiple type bays, meaning we cant have entrance signs stating permit holders only past this point, so the individual bays will have to be signed and lined in accordance with the TSR&GD.
Make the spaces beside the gate to no. 87 Greenway Lane to be Residents Only rather than Dual Use for loading/unloading. – These spaces need to be dual use to provide parking provision for visitors /



TECHNICAL NOTE 1

DATE:	14 May 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	Lyncombe Residents Parking Zone Consultation Responses		
PROJECT:		AUTHOR:	Jon Lewis
CHECKED:	Neil Terry	APPROVED:	Paul Garrod

contractors etc. They are located centrally along Greenway Lane. The resident of number 87 will still be able to park here near his property.

Supportive of restrictions between houses numbers 3 and 15 Greenway Lane. However, a mixture of permit and dual use will restrict ability to enter and exit drive ways when reversing. Adding more parking bays appears counter to discouraging cars and promoting alternative means of transport. If the aim is to reduce speed of traffic (which I would encourage and support), road width restrictions and more speed bumps would be preferable.

In terms of the specific proposals for section 3 to 15 Greenway Lane:

- Permit holder parking outside number 11 Greenway Lane - this will severely impede ability to access drive to 9 Greenway Lane when reversing from the direction downhill of travel. Furthermore, any vehicles wanting to pass this section of parking would block access.
- Dual use 3 hour limited and permit holders outside numbers 5 and 5a Greenway Lane - Would seriously impede traffic flow and be dangerous for road users as no place to pass.
- Outside 20 to 22 Greenway Lane is proposed as a dual use 3 hour limited and permit holders - this should be permit use only. – [These bays have now been removed except for the Permit Bay outside number 10 Greenway Lane on the southern side to act as a traffic calming measure along this stretch of highway.](#)

The exit driveway from Lyncombe Vale Farm seems to have been included in a parking zone? – [This has now been amended.](#)

A small number of additional double or single yellow lines would be sufficient for Perrymead. – [Every part of the highway within a RPZ boundary must be covered by a parking restriction.](#)

I think a permitted street would create a more liveable street. Our children often play with neighbours on the street and less cars would be a huge benefit.

How will the scheme will be enforced. My house is opposite the Paragon School entrance and frequently we cannot park around the start and finish of the school day. If parents are parking for brief periods on the dual use areas, but not paying the parking fees, how will this be monitored and enforced? – [Our Enforcement Officers will carry out regular checks in the area once a scheme is introduced.](#)

I farm here and need to move around with wide machinery. I have on many occasions had to back up and change plans because I can't get past. The main sections of concern for me are Popes walk, by the graveyard and the crest of the hill around street light 7. - [The dual use LW and Permit bays on Popes Walk have been set back onto the pavement area to provide sufficient width of highway to allow larger vehicles to pass unobstructed. The narrower pinch points have also been covered by No Parking At Any Time restrictions.](#)



TECHNICAL NOTE 1

DATE:	14 May 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	Lyncombe Residents Parking Zone Consultation Responses		
PROJECT:		AUTHOR:	Jon Lewis
CHECKED:	Neil Terry	APPROVED:	Paul Garrod

Parking restrictions must be accompanied by a ban on households putting out cones on the road to prevent anyone parking near or in front of their houses – [This will be monitored.](#)

Remove all dual parking bays. Dual parking bays would actually increase the number of vehicles parking at our end of the street due to only a small number of dual bays being made available and the dual bays also being a 3 hour limit. The RPZ should cover all of Lyncombe Vale.- [Dual Use bays are required to provide locations where visitors and contractors can park within a Zone without the need for residents using up their visitor permit allocation for short visits.](#)

The main issue with Greenway Lane is traffic and not necessarily anything to do with parking. A lot of people have garages and so the road will become clearer and the through traffic will then potentially increase as it will become an easier through road. – [Parking will be retained in key locations to act as a traffic calming measure to slow vehicle speeds down.](#)

I don't think this will actually help the main issue which is the number of cars actually driving down Greenway lane, going to both schools and into and out of time. Less cars parked will actually make this road faster and far more dangerous. - [Parking will be retained in key locations to act as a traffic calming measure to slow vehicle speeds down.](#)

What is the justification for the RPZ to be 7 days a week and not just Monday to Friday? – [This is to match the other RPZs across Bath which will be converted into 7 days a week this year.](#)

I rely on a weekly visit from a relative for groceries and laundry/bed clothes changing. – [This is the reason for the dual use limited waiting bays around the Zone providing free short term on-street parking provision.](#)

A RPZ will make it much harder for tradesmen's vehicles to operate - [This is the reason for the dual use limited waiting bays around the Zone providing free short term on-street parking provision.](#)

We have an electric vehicle and have to charge it outside our garage using a safety mat across the pavement. There is no other way of charging electric cars in Bath unless you have off street parking. As it stands, the RPZ will make it impossible for us to charge our car. We require a parking bay outside our (un-used) garage at 18 Greenway Lane, or at least the retention of the single white line. – [A Permit Holder Only parking bay has now been included on the plan in this location at the local Ward Members request.](#)

Why are the permits so expensive? They cost more than those in Keynsham. – [Proposals have recently been consulted on to review residents parking permit charges and link them to a vehicle's emissions. The baseline cost of a resident's permit will remain at £100 for a first permit and £160 for second permit. These proposals also aim to ensure this baseline charge exists across all resident](#)

TECHNICAL NOTE 1

DATE:	14 May 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	Lyncombe Residents Parking Zone Consultation Responses		
PROJECT:		AUTHOR:	Jon Lewis
CHECKED:	Neil Terry	APPROVED:	Paul Garrod

sparkling zones in Bath & North East Somerset. The consultation is closed and the outcomes report will be released this summer. You can find out more information about these proposals at <https://beta.bathnes.gov.uk/parking-permits-consultation-april-2021/introduction-and-policy-background>

Possibly allow unrestricted parking on Sunday - This RPZ will match the other RPZs across Bath which will be converted into 7 days a week this year.

I would like to see a 3 - 4 hour parking restriction to stop all day parking – 47% of respondents to this consultation want to see operating hours of 8am – 6pm.

Perrymead Court has off street parking for some of the flats on the driveway, but the garage allocated to Flat 6 is inaccessible to a vehicle, as is the driveway in front of this garage. Flat 5 has no garage at all. Flat 1 has no garage space (and is accessed separately) and Flats 2, 3, 4 have very small garages only, two of which will not fit a car in. – Existing policy for new residents parking schemes ensures that the entitlement to permits for a residential property is offset by its availability to off street parking. An off street parking space is an area whose internal dimensions are 2.5m by 5m and multiples thereof. Residents not entitled to an on street parking permit may still purchase visitor permits.

The permit-only parking outside Woodstock and Cloisters Cottage is on the opposite side of the road to where cars currently park. If this is enacted it will significantly reduce the available spaces, and also potentially block access to some properties. – The bay has now been moved to the southern side of Perrymead to match the existing parking arrangements.

The permit parking zone outside Hedgerow, Glynmead, and Burnbank seems to block access to driveways. – This has now been picked up and access has been kept clear.

The permit parking zone outside Yew Tree Villa appears to block access to a driveway. - This has now been picked up and access has been kept clear.

I could not see in the report whether parking meters would need to be installed for the 3hr zones, or whether payment would need to be made online or by phone only. I would be keen to avoid parking meters on what is a rural street. – The dual use bays are free limited waiting not Pay & Display so would not require payment machines.

If the scheme is introduced, it needs to cover the whole area. I think there are too many parking bays towards the top end of Perrymead. There should be less spaces and more yellow lines allowing better access. – Parking has been retained where cars currently park to provide sufficient on-street parking provision for local residents and their visitors.

I would prefer it was weekdays only as we don't get commuters at the weekend. The additional expense of paying for spaces should be reduced for low income families. – All Zones in Bath are to operate 7 days a week.



TECHNICAL NOTE 1

DATE:	14 May 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	Lyncombe Residents Parking Zone Consultation Responses		
PROJECT:		AUTHOR:	Jon Lewis
CHECKED:	Neil Terry	APPROVED:	Paul Garrod

I am concerned about the Dual Use Permit Holder and 3 Hour Limited Waiting parking bays. The Lyncombe zone will naturally become the first port of call for people to park when going into the centre of Bath. – [This has now been reduced to 2 hours Limited Waiting at the request of the local Ward Members.](#)

The junction between Rosemount lane and Lyncombe Vale can be quite dangerous. The view from Rosemount Lane west along Lyncombe Vale is badly restricted by any car parked on Lyncombe Vale close to the corner. The map shows parking allowed right up to the corner. I do believe for reasons of safety, parking up to the junction of Lyncombe Vale and Rosemount Lane should not be allowed. – [A 2 metre section of No Parking At Any Time restrictions has been introduced south of this junction to improve visibility and sight lines when exiting from Rosemount Lane.](#)

Could simply have a system where there is no parking for an hour morning and evening and that stops all commuter parking. On Perrymead you need a nuanced approach: yellow lines where the road is narrow, restrictions at the bottom, but then leave the top end (from lamp-post 13 upwards) unrestricted – [The TM Team were instructed to put forward plans for a Resident Parking Zone \(RPZ\).](#)

The Map appears to show Permit holder parking for several vehicles on Lyncombe Vale Rd alongside Hillbrook House south boundary wall. Please reconsider if this location is suitable, as the road narrows at this point and parked cars cause obstruction to larger commercial and service vehicles trying to access the west end of Lyncombe Rd. – [This has now been removed and replaced with No Parking At Any Time restrictions to prevent obstruction.](#)

Bath Honda - We have staff members that do not live in Bath, that drive to work and would otherwise have nowhere to park their vehicles, as on site parking is not possible. – [Provision of staff parking is the responsibility of the employer and the council does not provide on street permits for commuter parking. Season tickets are available for the council's off street car parks via MiPermit at \[www.wanttopark.com/bathnes\]\(http://www.wanttopark.com/bathnes\).](#)

I am an elderly person and need unrestricted parking outside in the street for carers and visitors. – [The Limited Waiting provision provides free short term parking on-street for this reason.](#)

On the plan it is marked to have parking outside No.3/5 Greenway Lane however the road is not wide enough for this and we have had a fire engine and ambulance stuck. – [This has now been removed and replaced with No Parking At Any Time restrictions to prevent obstruction.](#)

Hours of operation be restricted to Mon-Fri. This would enable more flexibility for residents to have family and friends visit at weekends, without the need for parking permits. – [All Zones in Bath are to operate 7 days a week.](#)

TECHNICAL NOTE 1

DATE:	14 May 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	Lyncombe Residents Parking Zone Consultation Responses		
PROJECT:		AUTHOR:	Jon Lewis
CHECKED:	Neil Terry	APPROVED:	Paul Garrod

There are a number of postal workers who currently park on the street and I cannot see where they are expected to park if the RPZ is introduced. - [Provision of staff parking is the responsibility of the employer and the council does not provide on street permits for commuter parking. Season tickets are available for the council's off street car parks via MiPermit at \[www.wanttopark.com/bathnes\]\(http://www.wanttopark.com/bathnes\)](#)

If the proposed resident parking spaces which are currently set against the pavement side of Perrymead, running from properties Woodstock through to Sumela, are switched to the opposite side, ie against the wall where cars currently park and have done so historically to ensure safety of pedestrians and road users alike. – [The bay has now been moved to the southern side of Perrymead to match the existing parking arrangements.](#)

- the current layby outside property Sumela is retained as a residential parking spot, and not yellow-lined as on current proposal as there is no reason for it to be yellow-lined.

- If confirmation could be given that the proposed resident parking spaces which start outside property Hedgerow allow sufficient clearance of property Woodbine Cottage garage entrance/exit and Hedgerows drive which it does appear to do from the graphic, but I am not sure how detailed the graphic is. – [The proposed Permit Holder bay has been pulled back and the existing No Parking restrictions extended to provide sufficient manoeuvring room when entering / exiting the garage of Woodbine Cottage.](#)

I would like to see a different scheme though (no parking twice a day - ie 10-11am, and 3-4pm, which would kill commuter parking stone dead whilst leaving flexibility for friends/trade vans and even short-term shoppers. I would also like to see how parking restrictions, say, up to the postbox impact on parking further up the road before implementing an RPZ on the whole road, which at the moment benefits from feeling like a country lane. Say a 6-month period? - [Not all properties within the Lyncombe Zone have off-street parking facilities, so that is why a permit parking scheme rather than Single Yellow Lines were proposed.](#)

Would prefer restrictions not to be in force during the weekend - as the problem the residents are looking to solve with the RPZ is schoolchildren and commuters parking on our roads - which only happens on weekdays. - [All Zones in Bath are to operate 7 days a week.](#)

I think the period should be 5 days per week. Consideration is needed for the Devonshire end of Greenway Lane. - [All Zones in Bath are to operate 7 days a week.](#)

As a resident of lower Entry Hill I'm concerned this scheme will cause greater issues where I live – [This area may be considered for a RPZ in the future.](#)



TECHNICAL NOTE 1

DATE:	14 May 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	Lyncombe Residents Parking Zone Consultation Responses		
PROJECT:		AUTHOR:	Jon Lewis
CHECKED:	Neil Terry	APPROVED:	Paul Garrod

I live on the Wellsway, with our garden backing on to Entry Hill. We are in desperate need of a RPZ- and although I approve of the lyncombe vale RPZ, we will suffer. - [This area may be considered for a RPZ in the future.](#)

I fail to see the benefit of paying for dual-use bays on the assumption these will need unsightly and expensive parking payment machines. – [The dual use bays are free Limited Waiting not Pay & Display and as such no machines are required. These bays are necessary to provide free short term on-street parking provision for resident visitors and to allow trades people to operate in the area.](#)

This proposal should be extended to include lower Entry Hill. - [This area may be considered for a RPZ in the future.](#)

We would assume the residents marked parking is 7 days a week, however it would feel sensible that visitor zones were only 6 days a week. - [All Zones in Bath are to operate 7 days a week.](#) Visitors parking is proposed at 3 hours, should be reduced to 2 hours. – [This has now been reduced from 3 hours to 2 hours at the request of the local Ward Members.](#) There appears an excessive amount of parking shown to the western end of Greenway Lane where there is currently none and where it is very tight for access. This will create a bottle neck and potential damage to vehicles. [This has been addressed and the parking provision replaced with No Parking At Any Time restrictions at the western end of Greenway lane.](#) Electric charging should be high up the agenda and some way a car can be charged in front of a dwelling, or garage should be possible without penalty. – [This is outside the scope and remit of this project.](#) The proposed size of 2.5x5m to count as a parking space needs to have some flexibility. – [Existing policy for new residents parking schemes ensures that the entitlement to permits for a residential property is offset by its availability to off street parking. An off-street parking space is an area whose internal dimensions are 2.5m by 5m and multiples thereof. Residents not entitled to an on-street parking permit may still purchase visitor permits.](#)

I believe that the limited parking bays in all the new zones should be restricted to 2 NOT 3 hours to match the time limits imposed in all the neighbouring roads. – [This has now been reduced from 3 hours to 2 hours at the request of the local Ward Members.](#)

There is only an issue Monday to Friday 9 to 5 as people park to go to the school - [All Zones in Bath are to operate 7 days a week.](#)

We think the dual use bays should, for visitors, be for 2 hours max duration rather than 3. [This has now been reduced from 3 hours to 2 hours at the request of the local Ward Members.](#)



TECHNICAL NOTE 1

DATE:	14 May 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	Lyncombe Residents Parking Zone Consultation Responses		
PROJECT:		AUTHOR:	Jon Lewis
CHECKED:	Neil Terry	APPROVED:	Paul Garrod

Would prefer single yellow lines as it will allow evening parking. – [Single Yellow Lines \(No Parking Between Times\)](#) would require a lot of additional sign plates and posts to be placed around the Zone increasing the amount of street clutter and having a negative visual impact on the historic area.

Please re work the scheme to include Entry Hill as the displacement of cars who park on Greenway Lane will put pressure on EH residents ability to park where they live. - [This area may be considered for a RPZ in the future.](#)

If introduced a narrower time zone such as 10 to 4 would still prevent all day parking but give residents more flexibility. - [All Zones in Bath are to operate 7 days a week.](#)

There is no parking problem on east end of Greenway Lane. No yellow lines in front of garages. White lines perfectly sufficient as demonstrated now. By not allowing residents and their visitors to park in front of garages you reduce available parking spaces on street. Not enough provision of resident/visitor spaces on east end of Greenway Lane. There will be less spaces available as a result of scheme. Plenty of other RPZ schemes show you can have even smaller window for time restrictions e.g. 10am-2pm to stop majority of students or commuters from parking. Without these changes unable to support a punitive scheme – [All sections of the highway within a RPZ must be covered by a restriction. We cannot retain free unrestricted parking in front of private garages on the adopted highway.](#)

I feel that the proposal is unnecessary, particularly the upper part of Perrymead. I believe that all houses in (this part of Perrymead) have significant off street parking. Introducing this scheme would mean that

1. No resident in upper Perrymead can park in the street they live on
2. We would be subject to unnecessary yellow lines, parking bay lines and other street furniture which would detract from the current rural character of the street
3. There is no problem that needs fixing
4. If vehicles begin to park in upper Perrymead as a result of restrictions elsewhere, I don't have a problem with this.

Whilst I appreciate that other streets and lower Perrymead may have different feelings, please could upper Perrymead be left out of the scheme. – [The TM Team were asked to propose a RPZ which included Perrymead.](#)

Would support parking restrictions from Monday-Friday, 8am-5pm; and visitor bays restricted to 2 hours rather than 3. - [All Zones in Bath are to operate 7 days a week. The time limit of the dual use bays has been reduced from 3 hours to 2 hours at the request of the local Ward Members.](#)

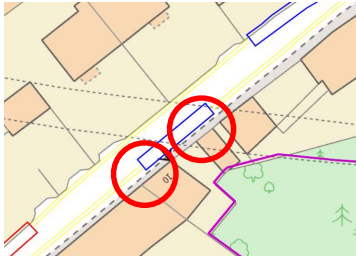
TECHNICAL NOTE 1

DATE:	14 May 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	Lyncombe Residents Parking Zone Consultation Responses		
PROJECT:		AUTHOR:	Jon Lewis
CHECKED:	Neil Terry	APPROVED:	Paul Garrod

Restrictions should be limited to Mon-Fri and visitor bays should be limited to 2 hours only. - **All Zones in Bath are to operate 7 days a week. The time limit of the dual use bays has been reduced from 3 hours to 2 hours at the request of the local Ward Members.**

- 1) You need to address access from Wellsway and using Lyncombe as a cut through and as a rat run up Forefield. – **This is outside the scope and remit of this project.**
- 2) Anyone with off-street parking shouldn't be allowed a residents permit in Lyncombe only guest passes. – **Existing policy for new residents parking schemes ensures that the entitlement to permits for a residential property is offset by its availability to off street parking. An off-street parking space is an area whose internal dimensions are 2.5m by 5m and multiples thereof. Residents not entitled to an on-street parking permit may still purchase visitor permits.**
- 3) Make parking bays in the street so people are more aware and courtesy to only use one space. - **We wouldn't mark out individual parking bays due to the additional cost and maintenance issues involved and the visual impact this would have on this historic area.**
- 4) Allocate 2 resident parking street bays to the houses that don't have off street parking. We'd pay more as it is impossible to park in your own street. – **Permit Holder bays can't be allocated to specific households only. All permit holders would be entitled to park within the permit bay.**
- 5) If you are increasing resident charges based on emissions you need to supply street side electricity/recharging points so we have an option to use hybrid or electric car. – **This is outside the scope and remit of this project.**

As well as residents responding directly to the consultation via the dedicated webpage, a number of other enquires were received and are detailed below:

Lyncombe RPZ Response Summary				
Ref	Local Resident	Address	Location of Comment	Issue
1	Yes	Greenway Lane		Location of RPZ will obstruct garage access. Replace with DYL – One space retained for traffic calming, DYL extended.

TECHNICAL NOTE 1

DATE:	14 May 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	Lyncombe Residents Parking Zone Consultation Responses		
PROJECT:		AUTHOR:	Jon Lewis
CHECKED:	Neil Terry	APPROVED:	Paul Garrod

1				<p>RPZ opposite off-street parking will prevent access. Replace with DYL – Bay removed and replaced with DYL.</p>
1				<p>RPZ will obscure vision for pulling out of driveway. Replace with DYL - Bay removed and replaced with DYL.</p>
1				<p>RPZ will make road too narrow to pass for refuse vehicles. Replace with DYL - Bay removed and replaced with DYL.</p>
1				<p>Bay will prevent visibility. Replace with DYL - Bay removed and replaced with DYL.</p>
2	Yes	Greenway Lane		<p>Has 2 cars, but neither fit in the garage. Can they apply for 2 permits? – Existing policy for new residents parking schemes ensures that the entitlement to permits for a residential property is offset by its availability to off street parking. An</p>



TECHNICAL NOTE 1

DATE: 14 May 2021 **CONFIDENTIALITY:** Confidential
SUBJECT: Lyncombe Residents Parking Zone Consultation Responses
PROJECT: **AUTHOR:** Jon Lewis
CHECKED: Neil Terry **APPROVED:** Paul Garrod

				<p>off street parking space is an area whose internal dimensions are 2.5m by 5m and multiples thereof. Residents not entitled to an on street parking permit may still purchase visitor permits.</p>
3	Yes			<p>Has a garage, but only 2.4mx4m. Can he apply for 2 permits? Could he apply for a third for his children who live at home? – Existing policy for new residents parking schemes ensures that the entitlement to permits for a residential property is offset by its availability to off street parking. An off street parking space is an area whose internal dimensions are 2.5m by 5m and multiples thereof. Residents not entitled to an on street parking permit may still purchase visitor permits.</p>

TECHNICAL NOTE 1

DATE:	14 May 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	Lyncombe Residents Parking Zone Consultation Responses		
PROJECT:		AUTHOR:	Jon Lewis
CHECKED:	Neil Terry	APPROVED:	Paul Garrod

4	Yes			<p>Has a garage, but not currently in use as doors do not open/use for storage etc. Therefore a car cannot get in. Does this count as off street parking? – Existing policy for new residents parking schemes ensures that the entitlement to permits for a residential property is offset by its availability to off street parking. An off street parking space is an area whose internal dimensions are 2.5m by 5m and multiples thereof. Residents not entitled to an on street parking permit may still purchase visitor permits.</p>
5	Yes			<p>DYL are proposed on part of a private driveway. – DYL markings pulled back to line of adopted highway.</p>

TECHNICAL NOTE 1

DATE:	14 May 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	Lyncombe Residents Parking Zone Consultation Responses		
PROJECT:		AUTHOR:	Jon Lewis
CHECKED:	Neil Terry	APPROVED:	Paul Garrod

6	Yes	Perrymead		Does not want existing KC o/s garage turned into DYL. Replace KC with RPZ to allow parking. – Permit Holder bay extended in front of garage as requested.
6				Space to add extra RPZ at the bottom of Popes Walk. (sign needed to prevent users going up Popes Walk to park) – Additional permit holder bay installed.
7	Yes	Perrymead		Would prefer not to have DYL in this location – some restriction must be present.

NEXT STEPS:

A review of the proposed restrictions is conducted with regard to the comments received at the consultation stage and outlined above.