

# RPZ Consultation 2022 Amendment Report for Formal TRO Consultation Entry Hill area

(Widcombe & Lyncombe, and Combe Down Wards, Bath)

An area which originally included part of the east side of Wellsway A367, Entry Hill, Entry Hill Gardens, Lynbrook Lane, Entry Hill Drive, Entry Hill Park, Ivy Bank Park, Longthorne Place, and part of Hawthorn Grove

Bath and North East Somerset Council

10<sup>th</sup> August 2022

## Quality information

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# 1. Introduction

## 1.1 Purpose of Report

Bath & North East Somerset Council has received requests to introduce a new Residents' Parking Zone (RPZ) in the Entry Hill area of Bath, which is being proposed with the support of local ward councillors.

The proposal aims to prioritise on-street parking for residents and provide adequate and accessible parking for residents and visitors to access social hubs within the area, such as shops, pubs, schools, parks, places of worship, and local charities.

RPZs aim to discourage parking by non-residents who may currently park in the area before heading into the city or nearby places of work. By limiting non-residential parking, commuters are instead encouraged to use public transport, including the city's park and ride facilities, or to walk or cycle their journey.

RPZs can also help to alleviate parking difficulties for residents where the parking in neighbouring residential areas may already be limited, restricted, or charged-for.

Additional benefits are more orderly parking and fewer vehicles driving around looking for parking, resulting in improved road safety, better air quality and less noise and congestion.

The initial proposal was produced as a draft to be shared with the public during an initial informal consultation. This took place between the 5th May to 2nd June (5pm).

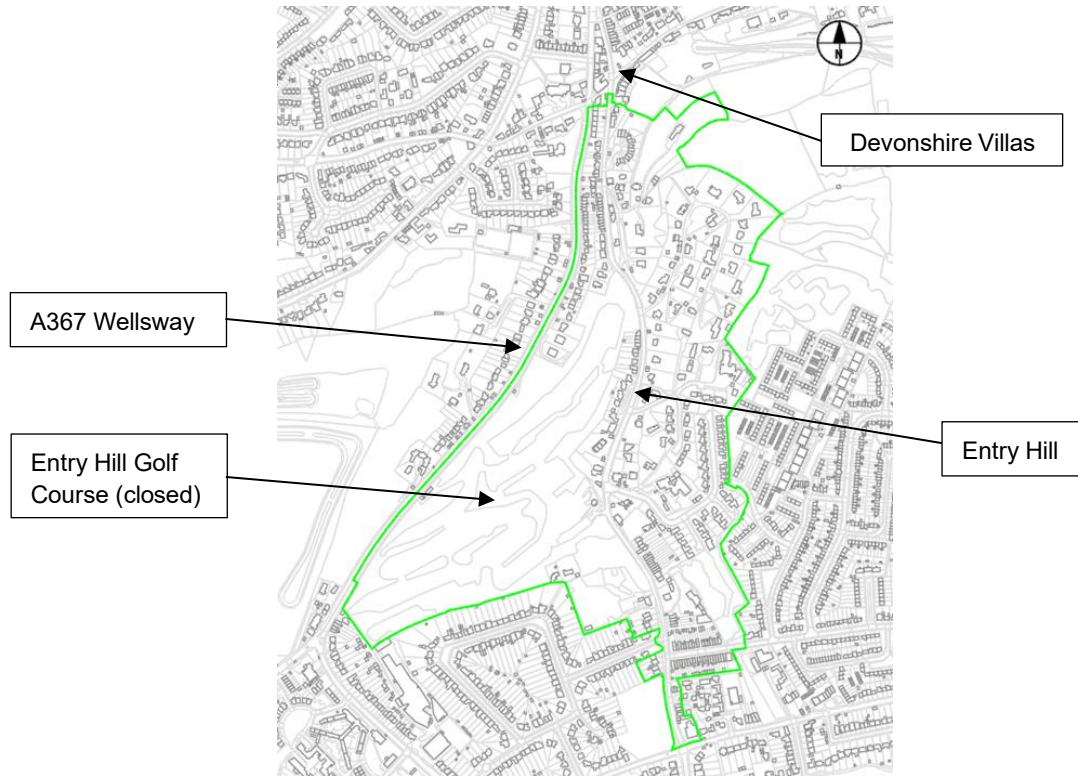
A virtual online event on 30th May 2022 from 12pm to 1pm, and an in-person event 25th May 2022 from 4pm to 8pm at St Luke's Church, were held to provide further information and enable consultees to talk to an advisor, view the proposal plans, ask questions, and submit a questionnaire.

After reviewing the feedback from the informal, initial exercise - and following discussions with the local ward councillors - we have revised the design and the amendments are detailed within this report.

## 1.2 Study Area

Entry Hill is located south of Bath City Centre and the River Avon. The area is primarily a residential area. The original proposed RPZ boundary, as presented in the consultation in May, can be seen as a green border shown in Figure 1 below.

**Figure 1: Zone Boundary Plan**



## 1.3 Consultation outcome

While overall support for the scheme is low (39%), it is the opinion of the local ward councillors that support for a scheme does exist which covers a smaller area, and that residents should be given further opportunity to consider the benefits of a revised scheme that takes on board feedback from the initial consultation.

**Table 1: Summary of responses to consultation**

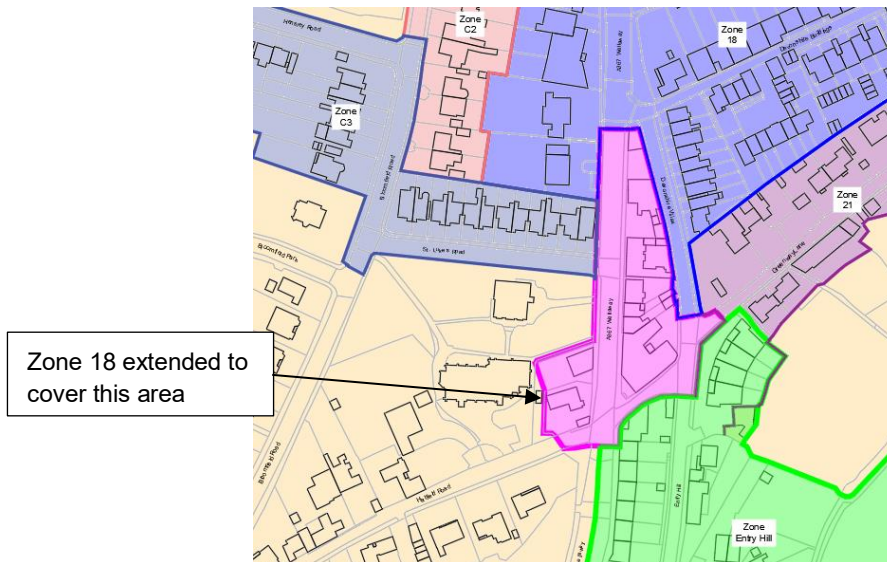
	All respondents		Live in Parking Zone		Live outside Parking Zone	
	N	%	N	%	N	%
Support	40	22	34	25	6	13
Partially support	32	17	25	18	7	15
Object	112	61	78	57	34	72
No feeling	1	1	1	1	0	0

## 1.4 Amendments to be made to the proposals

Below is a list of the amendments requested by residents and/or ward councillors to be made to the proposed RPZ arrangement as consulted on in May:

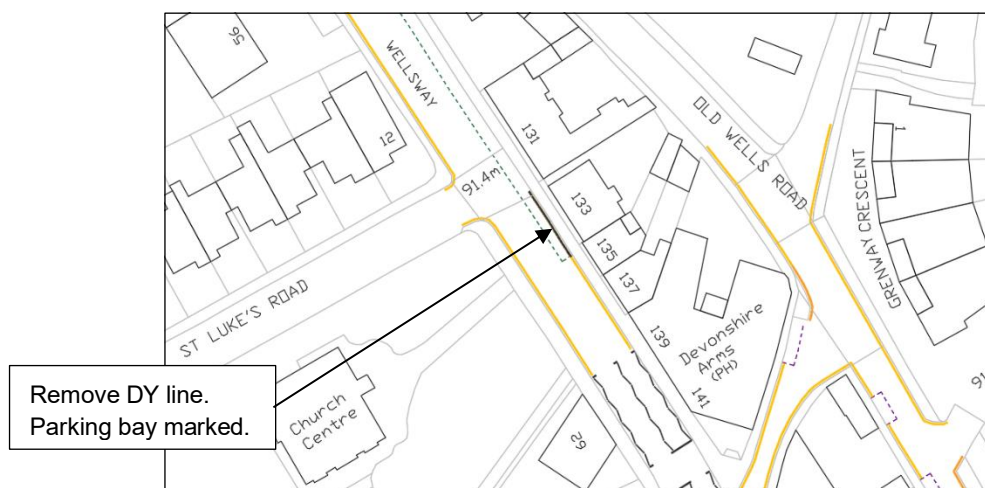
- 1) Residents in the triangle of properties bound by Wellsway, Devonshire Villas and Greenway Lane (Highlighted pink in Figure 2) have asked to be added to the existing zone 18. A petition has been submitted to call for this.

**Figure 2: Existing and proposed RPZ areas surrounding the properties bound by Wellsway, Devonshire Villas and Greenway Lane**



- 2) The extents of the proposed bay outside properties 129 – 141 Wellsway within Zone 18 extension area. The proposed bay is shown to supersede a section of the double yellow lines which currently exists outside properties 133 / 139 Wellsway. There is sufficient carriageway width and sufficient forward visibility from both the junction with St Luke’s Road and to the signal-controlled crossing adjacent to Devonshire Arms to allow the bay to be extended and therefore give additional parking on this stretch with no adverse effect on traffic using Wellsway. A local ward councillor suggests “a compromise of putting in another two spaces, but no more” owing to a possible future cycle scheme in the area and “would support two more spaces being for residents parking only outside most of 133 Wellsway”.

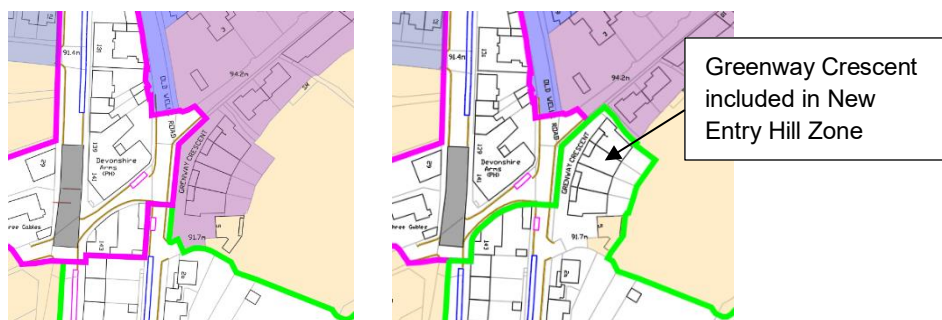
**Figure 3: Removal of double yellow lines outside property 133 Wellsway to provide additional parking**





- 3) The ward councillors suggested incorporating Greenway Crescent properties into the Entry Hill zone from the existing Bear Flat zone. Vehicular access into Greenway Crescent is off Entry Hill and, as such, the closest parking for visitors. Any displacement of vehicles would also be onto Entry Hill.

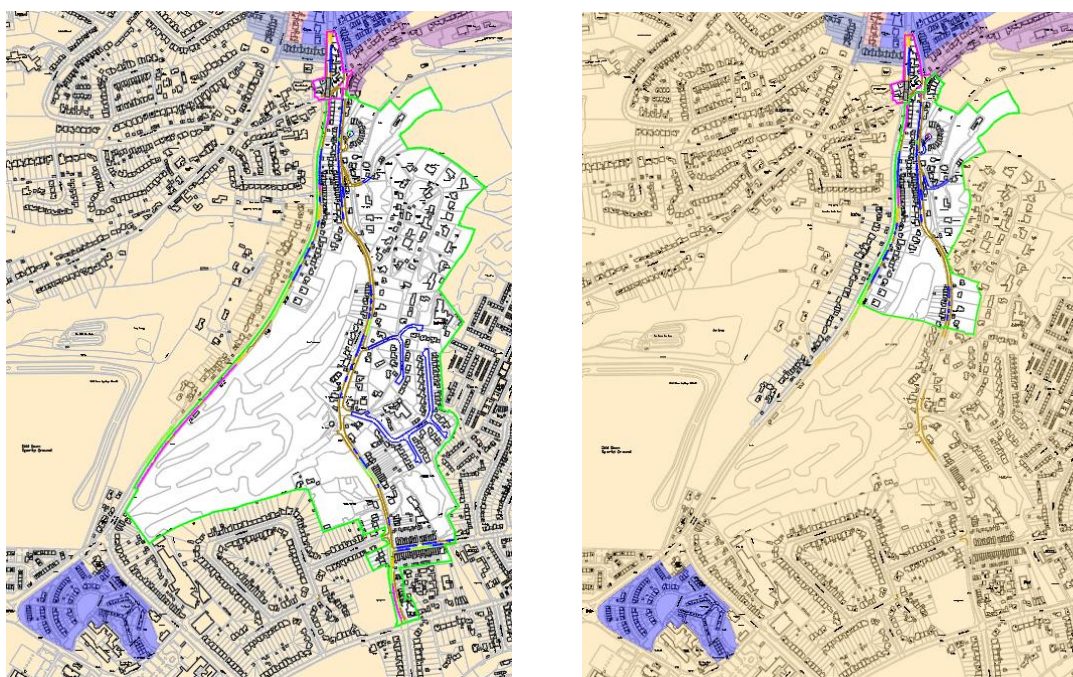
**Figure 4: Greenway Crescent as per consultation layout and amended to be incorporated into proposed new Entry Hill zone**



- 4) The ward councillors suggested that local support does exist for a scheme which covers a smaller area than that contained in the public consultation. A smaller area encompassing the northern end of Entry Hill and adjacent streets only is deemed to be preferable and likely to garner overall support from residents within this smaller zone. Therefore the zone extents are to be amended so as to end:
  - a) on Entry Hill at its junction with Longthorne Place, and
  - b) on Wellsway up to and to include property 243.

The west side of Wellsway, the remainder of Entry Hill and the streets off Entry Hill south of Longthorne Place, should be excluded from the revised scheme. Existing waiting restrictions outside of the revised area will remain.

**Figure 5: Entry Hill zone as per consultation layout and amended**



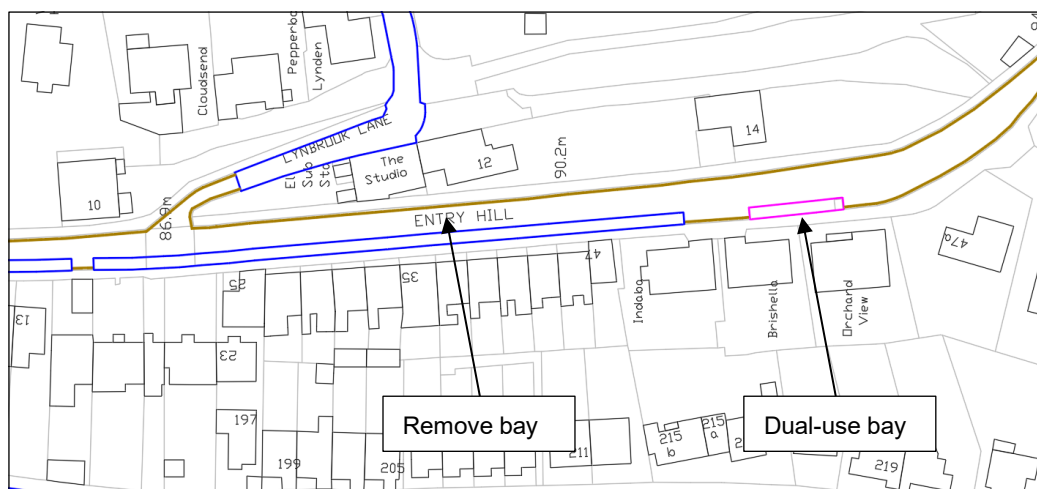
- 5) Entry Hill Gardens to be signed as a permit parking area with the existing disabled parking bay removed as this is no longer needed. No additional parking restrictions to be included in the proposals other than as junction protection at its junction with Entry Hill. Aecom identified that parked vehicles often block the footway on the southeast side of Entry Hill Gardens and raised this as a possible safety concern. This was not seen by councillors as an issue because the street is a cul-de-sac with low traffic volume. The preference was to maintain the current parking capacity instead of protecting the footway.

**Figure 6: Entry Hill Gardens as per consultation layout and amended**



- 6) The proposed parking permit area on Lynbrook Lane will be signed, not marked on the road, with no further extensions or additional yellow lines.
- 7) It was suggested that the section of Wellsway adjacent to properties 207a-209 should have a marked residents-parking bay despite being directly opposite the bowling club access. A swept-path analysis shows that a standard private car or small van can make a right turn movement from the bowling club unhindered. The proposed bay will be for resident permit holders only, and signed as such. There is no support for dual-use parking at this location because private parking facilities are provided for visitors to the club.
- 8) There will be a signed 'Resident Permit Holders Only' bay outside 145-155 Wellsway rather than a dual-use bay, as first proposed.
- 9) A proposed bay outside 12 Entry Hill is to be removed from the proposals. Residents and ward councillors state that this is likely to cause unnecessary congestion during peak hours.

**Figure 7: Bay outside no. 12 removed from scheme and bay outside Brishella converted to dual-use**

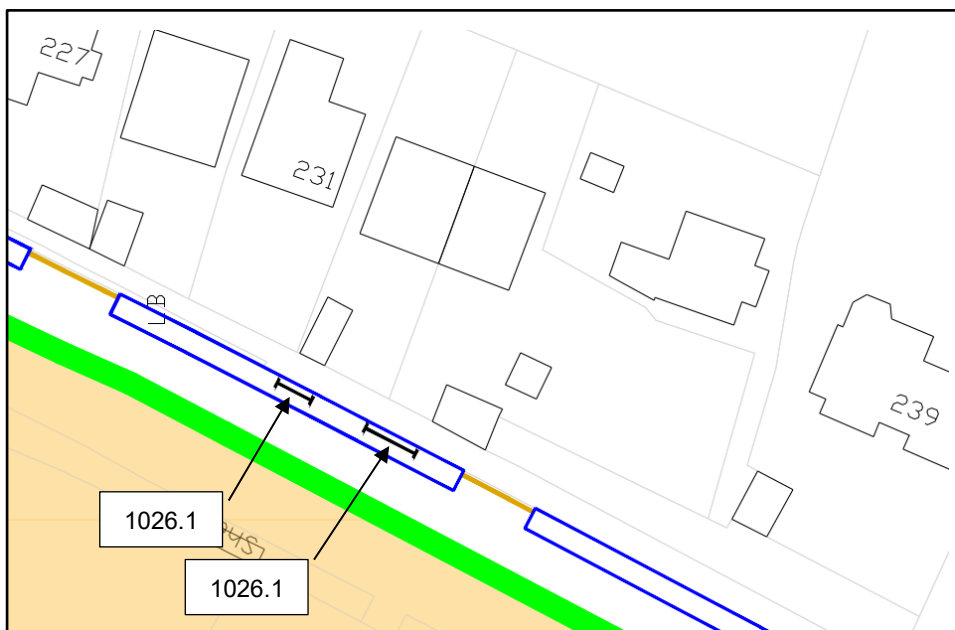


- 10) A ward councillor has suggested that there should be dual-use parking provision near 47 Entry Hill. "There is room for three spaces to be dual-use outside properties Brishella and Orchard View".

- 11) Request for a parking bay to extend across access and garage at 235 Wellsway. Cllr Duguid commented that “Number 235 Wellsway has a proposed double yellow line outside it. This needs to be replaced with a parking bay. Their “garage” is less than 2.5 metres and is not used as a garage. They want to park where they park now - outside their front gate”.

BaNES comments on this: “Not supportive of placing formal bays across access points. We note the comment about the width, and unless the internal dimensions (not the entrance point) is are below 2.5m we would still consider it an off street parking place. However, we also have to consider what a future owner might wish to use this for. They may have a vehicle (small car. Motorbike etc) that they can accommodate in this garage. BaNES appreciate that the current homeowner/resident uses it for storage, we don't feel it's appropriate to use anything other than a double yellow line [in this location].

Subsequent discussions have resulted in the compromise that the bay will be extended across the garages at properties 233 and 235 and a 'keep clear 'marking to diameter 1026.1 marked across the extents of the dropped-kerb access to the garages. Double yellow lines will be placed across the driveway at 237 as previously proposed.



## 1.5 Amendments not included in revised proposals

Below is a list of the amendments requested which have not been incorporated in to the revised proposed RPZ arrangement:

- 1) Opposite Lynbrook Lane - suggestion to remove section of parking bay.

It was suggested that a short length of proposed parking is removed from opposite Lynbrook Lane to help vehicles leaving Lynbrook Lane head south along Entry Hill. Doing so would reduce the overall parking capacity by two or three vehicles (but offset by the additional capacity gained by the proposed bay outside property 12). Swept-path analysis demonstrates that the removal of parking is not necessary to accommodate the left-turn manoeuvre for a standard family car, but it does make it easier. For a mid-size vehicle such as 4x4/people carrier the parking would need to be removed to accommodate the turn. Any larger vehicle (transit van or bigger) would not be able to perform the manoeuvre regardless of whether or not parking is prohibited opposite the junction.

- 2) Provide additional traffic calming

Traffic calming measures do not form part of the brief and will be considered at a later date through the ongoing Liveable Neighbourhoods project

## 1.6 Next Steps

The next steps in the project timeline are as follows:

1. TRO Consultation to commence on 22<sup>nd</sup> September 2022.
2. Final decision 2<sup>nd</sup> December 2022.

Should there be a decision to proceed:

1. Orders sealed 8<sup>th</sup> December 2022.
2. Lining and signing works begin on site 30<sup>th</sup> January 2023.
3. Operational date, commence enforcement 27<sup>th</sup> February 2023.

# Appendix A Document copies

## A.1 Appendix A

### Numbered copies

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# Appendix B Revised proposal plan/s

## B.1 Appendix B

