

Informal CTE panel session on Parking/coach Strategies Notes

23/10/2017

Panel:

John Bull (Chair), Ian Gilchrist, Patrick Anketell-Jones, Brian Simmons, Peter Turner, Richard Samuels, Michael Evans, Neil Butters.

Officers:

Chris Major; Andrew Dunn; Lester Bousfield; Nick Simons; Paul Garrod;

Introduction on the strategy, the need, the benefit and the outcomes – Chris Major

- 1) Would you say short stay car parking is the Main thing in this proposal, meaning the newest?
(CM) The strategy is developed to look across all elements of the management of parking within the city and wider environs as a strategic framework under which decisions can be made. It does refer to short stay parking and promotes the implementation of short stay parking in favour of long stay commuter parking to reduce the impact of traffic at the AM and PM peak times including air quality and congestion issues.

- 2) What is meant by Joint up strategy of all the strategies?
(CM) The strategy is not the Transport Strategy or the Air Quality Management Plan but links with both. This document takes information on parking from the core strategy, the placemaking plan, the transport strategies and the operational policies and puts them in one place.

- 3) The Park & Ride is more expensive than parking in some cases in Bath? Can we encourage more use of the Park & Ride?
(CM) The strategy supports the use of park and ride services. We are currently contracted until 2020 with a contract where fares are set by the operator and we receive a set payment. The park and ride service is one of the few in the Country that provides an income rather than a subsidy and this issue needs to be considered when the contract is up for tender. There is a group ticket available for up to 2 adults and up to 4 children under 15 years of age charged at £5.50 which is good value. ***N.B. This fee is to increase to £6.00 on 12th November under the contract arrangements.***

- 4) The Civic Centre Car Park in Keynsham has been increased in size, however it has been enforced to short stay preventing Council staff parking there, this has forced them to park in the long stay car parks which are full by 8:45am, meaning staff then park in residential areas causing congestion in narrow roadways & streets. What survey work has been done and what can be done to rectify this?
(NS) Bath and North East Somerset Council have recently undertaken a detailed assessment of parking in Keynsham as part of a study called the Future Growth of Keynsham. Part of the study sought to analyse and compare survey reports on parking usage and supply in Keynsham Town Centre and surrounding residential areas. The reports consider both on and off street parking as surveyed in March 2015 and November 2016. The surveys were

undertaken prior to the changes in staff permit parking in Keynsham. The changes were brought in to prevent Council staff from parking in short stay car parks for extended periods. As a consequence whereas the surveys indicated that there was no existing spare capacity for short stay parking growth the change in staff permits has now placed greater pressure on the long stay car parks in the town. The Future Growth of Keynsham Study concluded that the usage of all the off-street car parks should therefore be kept under periodic review to ensure that sufficient facilities for both short stay and long-stay Town Centre users are provided. However, a policy approach simply adding to the existing off-street parking supply within Keynsham where possible would only serve to increase traffic flows within the Town Centre, exacerbating the existing congestion and air quality problems. Hence, if demand for the Town Centre and/or station exceeds the parking supply, the Council should seek to improve access to these facilities by sustainable modes rather than increasing parking provision and encouraging car usage for Town Centre trips. This would be in accordance with the Keynsham Transport Strategy, which as part of its vision seeks to “minimise the negative effects of traffic congestion in and around Keynsham”. As such, the focus should be on improving public transport provision, and cycling and walking facilities to encourage the use of these modes for travel to/from the Town Centre.

Any opportunities for modest addition to the parking stock, if feasible and desirable, would need to address off-street supply during the week.

- 5) On residential parking in Bath, what are the thoughts on extending existing Zones and creating new Zones, it seems that there are problems getting things started, i.e. Council taking surveys to justify the need for such zones, and leaving local residents to take the first steps on their own.

(CM) The strategy sets out a number of objectives and actions regarding residents parking (see **Objective PSO 8** Additional Residents Parking Zones in all areas of Bath and North East Somerset will only be introduced in accordance with the ‘Purpose of Residents Parking Schemes’ where it can be demonstrated that the criteria outlined in ‘Guidance to the Introduction of Residents Parking Schemes’ has been met and the scheme has the support of local Members, **Action PSA 1** The Council should consider undertaking a strategic review of the existing residents parking scheme zoning system to determine whether an alternative zoning structure would result in more efficient use of on-street spaces, **Action PSA 2** The Council will consider altering the hours of operation of residents parking zones, where sufficient evidence can be provided to demonstrate support for a change amongst residents and local members in line with criteria outlined in ‘Guidance to the Introduction of Residents Parking Schemes’ and **Action PSA 3** The Council should undertake a review of the available permit types and remove those that do not comply with the objectives and policies of this strategy).

(PG) Residents parking is challenging to get delivered – both getting public agreement and funding the survey and design work. Our new approach recognises this and provides support to residents associations to do the surveys which allows schemes to be developed much more cost effectively.

(CM) We receive more requests for schemes to be developed than budget is available. Therefore we use a forward plan approach allowing the Cabinet Member to decide on the priorities to take forward. This can result in significant delays in schemes being completed but with budget pressures this is a reality.

- 6) On Walcott ward a survey was conducted by the council in 2015/16 at a cost of £10k, there are still problems with the boundaries, for example 15, these streets fill up with non-residents and residents adjacent to this with 2 or more cars, making permits not available has added to this problem, this survey Was managed by the council, but nothing has been done due to budget restraints.

(CM) Unfortunately with Residents parking schemes there always has to be a boundary somewhere and the public will find unrestricted locations to park – as they are entitled to do despite it being unpopular at times. The strategy sets out the approach we will take and the forward plan allows us to identify budget priorities for areas of work.

(PG) Residents parking is challenging to get delivered – both getting public agreement and funding the survey and design work. Our new approach, which is asking residents to provide evidence of local support for such schemes, recognises this and provides support to residents associations to do the surveys which allows schemes to be developed much more cost effectively.

(CM) Noted.

- 7) Allocation of curb side parking, it is considered that the priority is Resident, Businesses, and Visitors. In the proposal it has only identified one priority of short term parking, there are many more! There is no evidence of successful economic environment by having cars come into the city centre. Low cost parking attracts solo drivers, spending little money, and just restricting parking has no detrimental effect on the local economy, and there object this being in the proposal.

(CM) The parking strategy is a framework based around the policies already adopted by the Council and places them in one place. The use of short term parking is already adopted within the Core Strategy document and therefore the Parking Strategy should align (see below).

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

The provision of short stay parking overlong stay parking does not preclude the further removal of spaces completely as part of the strategy.

- 8) **(P A-J)** Short stay parking affects air quality and short stay spaces encourage traffic into the city. A **proposal** was put forward by Cllr Patrick Anketell-Jones:

“The panel recommends that the Cabinet should reconsider the move to promote short stay parking and instead aim to remove short stay curb spaces to improve air quality, and prioritise the use of these areas to residents, service vehicles or pedestrianisation.”

- 9) DEFRA, what have they told you? any recommendations?

(CM) The Department for Environment, Food and Rural Affairs (DEFRA) and Department for Transport published their ‘UK plan for tackling roadside nitrogen dioxide concentrations’ on 26th July 2017. The content of this plan takes into account that for the first time, Bath and North East Somerset is listed as an authority upon which the Government has placed legal duties on to ‘develop and implement a plan designed to deliver compliance in the shortest time possible’. This plan may include a Clean Air Zone (CAZ) or other measures if they can deliver compliance as quickly as a CAZ. Work is now being undertaken to develop the Air Quality Action Plans that are currently subject to public consultation to ensure that we can provide solutions in line with the expectations of Central Government and local residents. **Further information available as part of the presentation provided by Officers regarding Air Quality at the CTE panel on the 18th October.**

- 10) Pollution in the city is causing ill health, especially on the A4 and A46, Short journeys cause more pollution because of more journeys, what is done to link price of parking to emissions? (Including Permits), it is appreciated this has to be phased in, but why is it not in the document for public debate.

(CM) The use of differential charging is referred to within the technical documents. Work is being undertaken to develop proposals around how this could work. The software systems in place are widely liked and making changes linked to the emissions of a vehicle may have to remove some of the flexibility from the system – but this needs to be developed if the strategy is adopted.

- 11) Have we got any stats for the air quality for short stay parking for the rural area v the city?

(CM) No. An air quality management plan is currently subject to consultation.

- 12) Have we any data on deliveries of online shopping in the area, this is on the increase and what effects will it have?

Table 1
Online Retail Sales and Growth Rates 2016 and 2017

	Online Sales (£bn) 2016	Growth 2015-16	Online Sales (£bn) 2017	Growth 2016-17	Online Sales (£bn) 2017
UK	£60.43	12.6 %	£67.38	11.5%	€ 77.63
Germany	£54.21	18.3%	£63.09	16.4%	€ 72.69
France	£37.00	16.7%	£42.11	13.8%	€ 48.51
Spain	£9.94	18.8%	£11.85	19.2%	€ 13.65
Italy	£7.62	16.9%	£8.78	15.2%	€ 10.11
Netherlands	£7.11	16.5%	£8.32	17.0%	€ 9.58
Belgium	£4.83	15.3%	£5.46	13.2%	€ 6.29
Austria	£4.77	13.5%	£5.41	13.4%	€ 6.23
Switzerland	£5.78	11.6%	£6.38	10.3%	€ 7.35
Sweden	£4.98	11.6%	£5.70	14.5%	€ 6.57
Poland	£5.23	17.8%	£6.14	17.2%	€ 7.07
Europe	£201.90	15.6%	£230.62	14.2%	€ 265.68

The data above shows the increase in online sales Europe wide and this directly transfers into the numbers of vehicles on the roads. The growth of online goods causes issues around congestion and air quality as the increase in resultant multi drop vehicles need areas to be able to service many residents or businesses in congested areas.

Data from DVLA states that at the end of 2016 there were 37.3 million vehicles licensed for use on the roads in Great Britain, of which 30.9 million were cars.

In the year to December 2016 the stock of licensed vehicles increased by 2.2%. This is the fifth consecutive quarter that year-on-year increases have exceeded 2%. This also occurred in two quarters of 2014 but had not previously been seen since 2005.

The largest percentage increase was for vans (light goods) at 4.1% followed by HGVs at 2.1% and cars at 2.0%. Motorcycles increased only by 1.4% over the same period while buses & coaches fell by 0.7%.

Over the last twenty years, vehicle stock has increased by 42%. The largest increase was for vans at 74%, followed by motorcycles at 69%. Growth in HGVs was 15% and buses & coaches only 2%.

- 13) Shop closures aren't believed to be caused by car parking charges, pedestrianising of Southgate and Laura place have created a safer environment for shoppers and their families.
(CM) Agreed

- 14) A **proposal** was put forward by Cllr Richard Samuel –

“The Panel considers that greater weight should be given to the air quality impacts of the proposed parking strategy and in particular consideration should be given to ways of linking vehicle emissions to parking regulation and provision”.

N.B. Differential charging based on emissions is already referred to within the Parking Strategy as an option to consider within any changing review.

15) Has the council got the authority to put emission based order on all HGV coming into Bath like the Buses?

(CM) The Council both alone and as part of the West of England Combined Authority has a range of powers regarding the implementation of clean air zones and these are being considered as part of any work we do in line with the Air Quality Action Plans that are currently subject to consultation.

The Department for Environment, Food and Rural Affairs (DEFRA) and Department for Transport published their 'UK plan for tackling roadside nitrogen dioxide concentrations' on 26th July 2017. The content of this plan takes into account that for the first time, Bath and North East Somerset is listed as an authority upon which the Government has placed legal duties on to 'develop and implement a plan designed to deliver compliance in the shortest time possible'. This plan may include a Clean Air Zone (CAZ) or other measures if they can deliver compliance as quickly as a CAZ.

16) Schools were not consulted, why? School parking is a big issue in the authority i.e. Freshford, Could the council put on a school bus service to reduce school traffic. The Paulton School's have expanded due to housing developments in the area, and they have introduced school drop off zones just outside the school areas, this has encouraged cycling and walking to school.

(CM) The Parking Strategy was developed based on the feedback from the public consultation held in December 2016. This consultation was widely publicised and resulted in a significant number of responses. Schools were not asked specifically to respond but we did encourage as many groups as possible to do so.

We are also engaging with schools through the strategic review for parking to help encourage the use of the Modeshift STARS sustainable travel planning to reduce the amount of cars being used to transport children to schools.

17) BASCO, (who were not known prior to this) were not consulted, why?

(CM) The Parking Strategy engagement has been advertised within Council buildings and community spaces using both posters, banners and infographics, in other associated buildings such as Town and Parish Council buildings, on the front page of (using both text and infographics) and consultation portal of our website, on all Council social media streams including Facebook and Twitter and notified through all local press outlets to make as many people aware as possible. Unfortunately it is not practical to inform all local businesses and groups personally as the Council does not hold a central register of all such groups and businesses. Furthermore the Data Protection Act may limit how such a list could be used. We also contacted a range of stakeholders directly based around previous submissions and contact at the consultation stage but this was not and could not be all groups.

18) Air B & B is on the increase across the area and the country, how do we stop any adverse effect this may have on parking?

(CM) The parking strategy offers the framework under which the permits offered within the city can be used and the categories offered. This will allow consideration to be given to whether permits for such facilities should be available. Outside of residents parking zones,

the public have a right to park on the highway where it is not restricted and management would be via enforcement if any of the vehicles were in contravention.

19) What is the future of the Avon street car park? Have we any time scales and stats about spaces lost etc.

(CM) The development of the BQN site as part of the Enterprise Area has been subject to separate Council decisions. An update will be requested from the Major Projects Team regarding likely timelines.

Update requested from project team

20) Has a benefit impact analysis been done on the measurement of effectiveness? If not can we do this now?

Specific benefit impact assessments will be done where required for the service— i.e. the impact on accessibility, charges, permit allocations once the strategy is agreed. As this is currently draft we have no mandate to implement any of the objectives or actions.

21) Cycling, has this been addressed enough? Is there to be secure cages put into our car parks? Also motorcyclists are they being discouraged to park on street and only park in designated areas? These should be encouraged and hopes there are no plans for charges for motorcyclists?

(CM) The Parking Strategy does refer to parking of cycles at interchanges and retail and leisure facilities but it is not expected to supersede the cycling and walking strategy – it is part of the solution.

Motorcycles are supported within the Joint Local Transport Plan as a sustainable solution to some of the air quality and congestion issues and therefore we recommend within the strategy to improve the facilities available for motorcycles both on street and off street by considering dedicated parking areas. Any upgrade of facilities would be subject to funding being agreed.

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

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

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

The charging proposals that are developed as part of the Parking Strategy are not confirmed at this time but any changes would be subject to full public consultation as part of the Traffic Regulation Order processes.

Can these notes be sent to Michaela Gay for circulation please.