

Bath & North East Somerset Council

MEETING/ DECISION MAKER:	Councillor Bob Goodman, Cabinet Member for Development and Neighbourhoods	
MEETING/ DECISION DATE:	On or after 6th September 2018 (for Single Member Decision)	EXECUTIVE FORWARD PLAN REFERENCE:
		E 3092
TITLE:	Bear Flat Residents' Parking Scheme	
WARD:	Lyncombe Ward	
AN OPEN PUBLIC ITEM		
List of attachments to this report: Appendix 1: Bear Flat Residents' Parking Scheme Proposal Plan (Rev. E); Appendix 2: AECOM Report; Appendix 3: Bear Flat Residents' Association Survey Report; Appendix 4: Guidance on the Introduction of Residents Parking Schemes.		

1 THE ISSUE

Residential areas on the fringes of town centres can often attract commuter parking, shoppers and other long term visitors. In these situations, the introduction of Residents' Parking can achieve a more equitable distribution of kerbside space.

2 RECOMMENDATION

The Cabinet Member for Development and Neighbourhoods is asked to;

Consider the information provided below, including the attached Residents' Parking Zone Proposal Plan (Rev. E), and approve this plan to be taken forward to the formal Traffic Regulation Order stage and publicly advertised.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

This project is funded by the capital Residents' Parking budget, project code **TC8315**.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

Under the Traffic Regulation Act 1984 the Highway Authority can designate areas of the highway for Residents Parking to improve the amenity and character of the local area which the highway travels to address customer concerns such as sustainability and health & safety issues and to improve social inclusion.

5 THE REPORT

A number of residents of Bear Flat have expressed concerns that commuter parking often prevents them parking their own vehicles, or those of their visitors, close to their homes. Whilst it should be noted that there is no right to park on the highway - the only legal right being to pass and re-pass - it is sometimes desirable to introduce Residents' Parking to manage on-street parking requirements and usage.

Residents' Parking schemes aim to give priority to residents parking over that of commuters and visitors to the area and is, for most areas, a daytime problem over a 5 or 6 day week. It is not appropriate for schemes to extend into hours when commuter, shopper or visitor activity is nominal, as this can raise false expectations around enforcement and the availability of spaces when the parking demand from local residents is at its highest.

All kerbside space within a Controlled Parking area is regulated by either waiting and loading restrictions, or permitted parking bays comprising of residents' permit bays, short-term parking bays and dual use bays. Aside from the benefits that this can provide for local residents, business, traders, community facilities and shoppers etc., it can also reduce the volume of traffic driving in and around an area.

It is important to involve the local community, to ensure that any proposals are supported by the majority of residents who would be affected. In accordance with the Council document 'Guidance on the Introduction of Residents Parking Schemes' (**Appendix 4**), after a full consultation process, in excess of **50%** of the total number of residents of the streets directly affected should be in favour of the proposals before they are progressed further.

An initial public consultation was carried out by the Bear Flat Residents' Association in October 2017 in the form of a leaflet drop survey, to assess the strength of feeling from local residents regarding the possible implementation of Residents' Parking within the Bear Flat / Lyncombe area of the city.

The findings of the Bear Flat Resident Association survey can be seen in **Appendix 3**. In summary, a total of **556** responses were received from the **808** properties surveyed, and **423** of these were in **FAVOUR**, which equates to **52.4%** of households.

The scoring matrix for progressing a Residents Parking Zone, as set out within the Councils 'Guidance on the Introduction of Residents Parking Schemes', identifies that a percentage of between **41 – 60%** of support from local residents and businesses etc. places a request in the **neutral** category with a score of **zero**.

After receiving the findings of the Bear Flat Residents' Association survey, the Council commissioned a beat survey to be carried out in the area by external contractors, AECOM. The AECOM report (**Appendix 2**) identifies that a commuter parking issue does exist. The average occupancy on a weekday, as confirmed within the AECOM report, is **80%**, and this increases to over **85%** when the displacement of vehicles from Alexandra Park is included.

The 'Guidance on the Introduction of Residents Parking Schemes' document recommends that **not less than 85%** of the available kerbside space should be occupied for more than **6 hours** between 8am and 6pm on five or more days a week from Monday to Saturday inclusive, and a bona fide need of residents must be established. As the **85%** occupancy criteria was met, as outlined within the AECOM report, the full score of **+1** was awarded.

Local Members are supportive of the introduction of Residents' Parking in the Bear Flat area, and approved proposal plans that had been developed for presentation to local residents and businesses etc. at a drop-in day event at the Bear Flat Methodist Church on the **21st June 2018**.

Where possible, the comments received during this informal consultation event have been incorporated into a new proposal plan, Rev. E (**Appendix 1**), and it is considered that these amendments to the proposals address many of the concerns expressed by local residents and businesses.

In accordance with the above mentioned scoring matrix, Local Member support provides an additional score of **+1**, giving a total overall score of **2 out of 4**. A score of **2** requires that the decision on whether or not to proceed must be referred to **Committee / Cabinet Member** through the Single Member Decision process, as set out by Democratic Services.

6 RATIONALE

The proposals have been developed in response to concerns expressed by local residents regarding the parking situation in the Bear Flat area, and the proposed parking and loading restrictions have been designed to address these concerns.

7 OTHER OPTIONS CONSIDERED

None.

8 CONSULTATION

Ward Councillors; Cabinet Members; staff; other B&NES services; local residents and businesses.

If the decision is made to progress with the introduction of Residents' Parking in the Bear Flat area, the proposals would require the support of a formal Traffic Regulation Order (TRO). The TRO process would include statutory (formal) consultation on the proposals with the local Ward Members, the Cabinet Member for Development & Neighbourhoods, the Group Manager for Highways & Traffic, the emergency services, Parking Services, Public Transport and local residents and businesses. The TRO process would also provide a further opportunity for interested parties to comment on, or object to the proposals.

9 RISK MANAGEMENT

A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

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Background papers	
Please contact the report author if you need to access this report in an alternative format	