



REPORT ON THE RESULTS OF THE 2017 CONSULTATION ON THE INTRODUCTION OF A RESIDENTS' PARKING ZONE IN BEAR FLAT

Report produced by the Bear Flat Association

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Summary

This is the Final Report by the Bear Flat Association into the 2017 residents' consultation on the introduction of a Residents' Parking Zone into Bear Flat. The report presents a comprehensive statement into the planning, conduct and results of the consultation.

The residents have voted for B&NES Council Highways Department to move to the planning stage of a Residents' Parking Zone for the area. Furthermore, the Council requirement that greater than 50% of all households must vote for the scheme before the Council can act has been met. The voting results are as follows:

Total number of households consulted:	808	
Number of households responding:	556	68.9%
Number of households voting FOR	423	52.4%
Number of households voting AGAINST	133	16.5%
Number of households that did not vote:	252	31.2%



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1. Introduction

This is the final report on the results of the Residents' Parking Zone (RPZ) consultation for Bear Flat. The consultation has been conducted over the month of October 2017 by the Bear Flat Association (BFA).

2. The Consultation Plan

The consultation has been run according to a Consultation Plan produced by the BFA. The purpose of the plan was to ensure that the consultation would follow an acceptable process for B&NES Council so that they could act on its results. It also ensured that timescales and a process were set out to guide the BFA through the consultation process. The Consultation Plan, at Version 3.2, is presented as Annex A to this report.

3. Conduct of the Consultation

The following are the main steps taken in the conduct of the consultation:

1. The Consultation Plan was produced and reviewed by the BFA committee, with our local councillor and with B&NES Council Highways Department. This has been the guiding document for the consultation. (See Annex A)
2. An RPZ Advanced Information Leaflet was produced and delivered to every household in the affected neighbourhood, informing residents of the intention to hold a consultation, why it was being held and providing a question and answer list on residents' parking. The leaflet was also published on the BFA website. It is shown at Annex B.
3. An Open Meeting was held by the BFA to which all residents were invited and for which a panel was formed comprising BFA (transport convener and association chair), our local councillor and a senior officer from B&NES Council Highways Department. The notes arising from the discussions at the meeting were published on the BFA website and are included here at Annex C.
4. A final review of the Consultation Plan was held with the Council before sending out the Consultation Questionnaire.
5. The means by which the Consultation Questionnaire would be delivered to households was established, as well as the means by which results would be gathered. BFA street representatives delivered the consultation material to every affected household. Addresses were identified to which residents could deliver their responses. In addition, a version of the questionnaire was set up using Survey Monkey to allow residents to vote on line.
6. An analysis programme was set up for the purpose of recording each vote and analysing the data.

7. The Consultation Questionnaire and a further explanatory leaflet were finalised and delivered by street representatives to each household. The Questionnaire and leaflet can be found at Annex D.
8. Voting data were gathered both physically and on-line and continually entered into the analysis programme. The programme recorded voting addresses as well as votes cast and comments made.
9. A reminder leaflet was produced and delivered to every house for which no vote had yet been received (see Annex E).
10. Towards the end of the consultation period, members of BFA physically approached households that had not yet voted to elicit a response.
11. At the end of the Consultation Process, it was clear that greater than 50% of households had voted FOR. At this point it was decided to stop any further approaches, although 31% of households had not voted, on the basis that the Council threshold had been passed and any further votes would not change this position even in the unlikely event that they were all AGAINST votes.
12. A preliminary report was issued by email to all BFA members (ie those residents for whom we had email addresses). This report was also provided to B&NES Council Highways Department.
13. All data collected into the analysis spreadsheet were checked for accuracy of entry and for accuracy of analysis. A complete data pack was produced comprising every completed paper questionnaire, a summary of each on-line vote and a street by street analysis of results. In addition, all comments made in the responses were captured. These are presented, in anonymised form, in Annex F. The Final Report was then written (this document).
14. The Final Report has been sent to the Council. The Council may require the Data Pack for independent checking of the results. This will be done under BFA supervision and returned to the BFA for destruction.

4. Definition of a Household

The purpose of the consultation was to elicit a vote from each household in the streets identified as being included in the potential RP Zone. A property could be a single household, a number of households divided into flats, or a house of multiple occupation (HMO)

The Royal Mail's website 'Postcode Finder'¹ was used to identify the nature of a property. A property with an identified address within Postcode Finder was deemed to be a household, including each of those identified as flats within a single property.

Where multiple people were living at an address but the address was not identified as a distinct flat, then this was deemed an HMO. The Council considers an HMO a single household for the purposes of RPZ permits, and so each HMO was given a single vote in the consultation. According to the Government definition, an HMO has:

- at least 3 tenants live there, forming more than 1 household, and
- tenants share toilet, bathroom or kitchen facilities with other tenants

As the BFA does not have ready access to the inside of residents' houses to check on such facilities, the results of 'Postcode Finder' were used as a proxy. If a house with multiple occupants appears as a single address, then it was treated as an HMO.

5. Confidentiality and Data Security

All data that connect a person's address to a vote are treated as confidential. The only people who have had access to all such data during the collection and analysis period are Gareth Somerset (BFA Chair) and Jeremy Trenchard (BFA Transport Convener). The only other people to have access to subsets of the data are the volunteers acting as collection points. These volunteers were aware of the confidential nature of the voting forms and voters had the opportunity to deliver their forms in envelopes, which many did.

On-line data have been collected using Survey Monkey, a well-established, password-protected survey tool. The only person who has had access to these on-line data is Gareth Somerset.

The Data Pack that has been produced that contains all paper forms and a print-out of on-line voting. This will be made available to the Council, under BFA supervision, should the Council wish to undertake an independent check.

¹ <https://www.royalmail.com/find-a-postcode>

6. Data Quality

All data entries have been checked for accuracy before completing a final analysis.

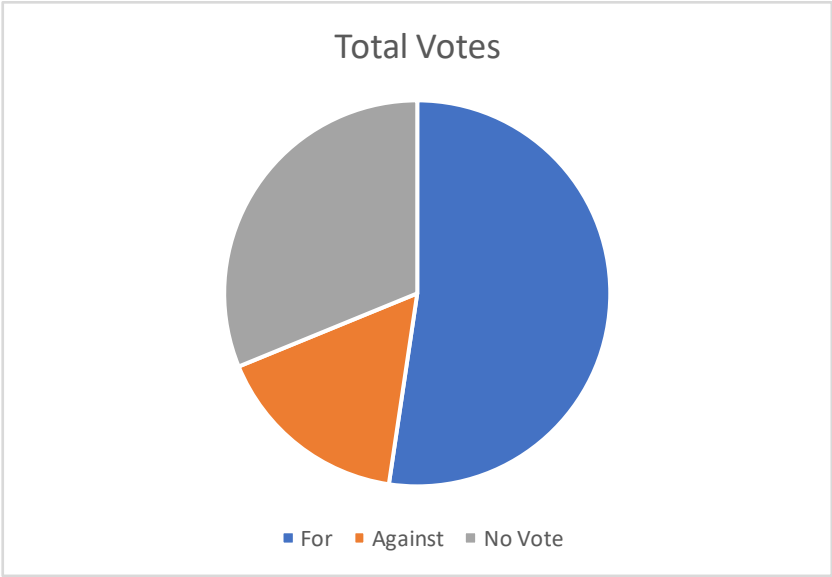
A question was raised during the consultation as to whether the results could be distorted by accidental or deliberate multiple voting. This could happen by deliberately duplicating and completing paper forms for other addresses or by voting multiple times on-line. All of the data capture and analysis has been done using a separate analysis spreadsheet. Where multiple votes have appeared for a single address, these have been identified as a single household and counted as such. There have been no instances of inconsistent voting for a single address, giving good evidence that there has been no deliberate attempts to ‘hijack’ another household’s vote.

7. Consultation Results

The final results of the consultation, before final data checking by B&NES Council, are as follows:

Total number of households consulted:	808	
Number of households responding:	556	68.9%
Number of households voting FOR	423	52.4%
Number of households voting AGAINST	133	16.5%
Number of households that did not vote:	252	31.2%

Visually:



Therefore, we conclude that greater than 50% of Bear Flat residents in the affected streets have voted in favour of the Council proceeding to the planning stage of an RPZ for Bear Flat.



8. Results by Post Code

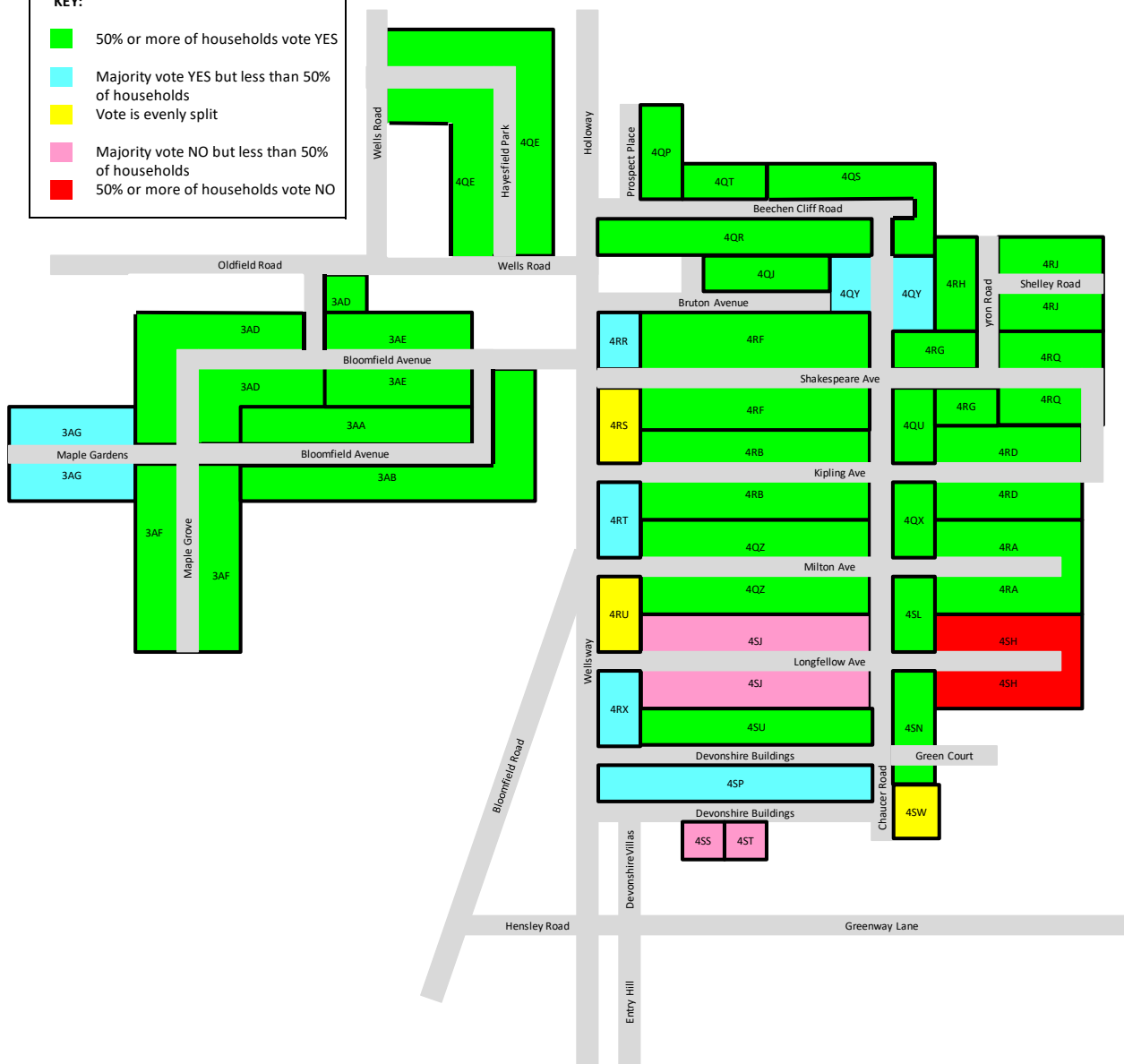
The following table and map show the consultation results by post code. This broadly follows the method of presentation produced by B&NES Council in reporting the results of the 2016 consultation.

Post Code	Street	No. of Houses	For	Against	% voting	% FOR	% AGAINST
3AA	Bloomfield Ave	21	12	3	71%	57%	14%
3AB		42	24	7	74%	57%	17%
3AD		16	12	4	100%	75%	25%
3AE		20	14	2	80%	70%	10%
3AF	Maple Grove	32	22	4	81%	69%	13%
3AG	Maple Gardens	39	17	9	67%	44%	23%
4QE	Hayesfield Park	31	16	3	64%	52%	10%
4QJ	Bruton Avenue	22	11	3	59%	50%	14%
4QP	Beechen Cliff Road	6	5	0	83%	83%	0%
4QR		21	14	2	76%	67%	10%
4QS		9	7	0	78%	78%	0%
4QT		6	5	0	83%	83%	0%
4QU	Chaucer Road	12	8	2	83%	67%	17%
4QX		8	7	1	87%	87%	13%
4QY		14	3	0	21%	21%	0%
4SL		9	7	0	78%	78%	0%
4SN		7	5	0	71%	71%	0%
4QZ	Milton Avenue	53	27	12	74%	51%	23%
4RA		8	4	2	75%	50%	25%
4RB	Kipling Avenue	54	37	9	85%	69%	17%
4RD		15	9	2	73%	60%	13%
4RF	Shakespeare Avenue	49	31	7	78%	63%	14%
4RG		27	19	3	81%	70%	11%
4RQ		29	21	2	79%	72%	7%
4RH	Byron Road	3	3	0	100%	100%	0%
4RJ	Shelley Road	32	22	2	75%	69%	6%
4RR	Wellsway	7	1	0	14%	14%	0%
4RS		11	1	1	18%	9%	9%
4RT		11	4	3	64%	36%	27%
4RU		13	4	4	62%	31%	31%
4RX		14	3	2	64%	21%	14%
4SH	Longfellow Avenue	8	1	5	75%	12%	63%
4SJ		54	17	22	70%	31%	41%
4SP	Devonshire Buildings	37	10	6	68%	27%	16%
4SS		12	1	4	42%	8%	33%
4ST		15	1	2	14%	7%	13%
4SU		31	16	3	69%	52%	10%
4SW		10	2	2	40%	20%	20%



KEY:

- 50% or more of households vote YES
- Majority vote YES but less than 50% of households
- Vote is evenly split
- Majority vote NO but less than 50% of households
- 50% or more of households vote NO



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9. Results for RPZ Options

Households were invited, as an option, to indicate the form of RPZ that they would prefer. This is purely advisory and no restriction was placed on households voting for more than one option.

The results are as follows:

Option	Description	Households
A	All day, Monday to Friday	154
B	All day, every day of the week	106
C	Morning only, Monday to Friday	53
D	Afternoon only, Monday to Friday	9
E	Reduced hours but split daytime and evening	27
F	Other Suggestions (most commonly stated)	
	All day Monday to Saturday	
	24hrs a day, 7 days a week	
	Monday to Friday / Saturday, 2 hours no return within 1 hr	
	2 to 4 hours during the day	

10. Comments Raised

Whilst the box marked 'Option F' was intended for alternative RPZ timing options (see above), many residents used it to express wider views. The comments, in anonymised form, are presented at Annex F. A summary of the more common / interesting points made is as follows (these are all paraphrases of residents' comments)

1. The daytime parking problem is acute and an RPZ is essential.
2. The problem of parking in some avenues is not during the daytime but as a result of there being too many residents' cars, so that evening parking is a major issue and RPZs will not help.
3. RPZs are needed to force residents to reduce their car ownership and make better use of garages.
4. Have one hour per day but phased for different times around the neighbourhood to synchronise with monitoring by traffic wardens.
5. Any RPZ must not damage the businesses on Bear Flat
6. Any RPZ would be unfair on lower income residents – should either not introduce RPZs, or reduce the fee / make them free
7. Improve public transport and reduce fares to encourage people onto buses.
8. Beechen Cliff School should solve its own parking issues by building an on-site car park
9. The scheme must be policed if it is to be effective

11. Conclusions and Recommendations

The 2017 Residents' Parking Zone consultation has returned a majority vote of all households FOR the introduction of an RPZ to Bear Flat. The BFA recommends that B&NES Council now proceeds to the planning phase of the RPZ scheme.

12. Acknowledgements

The authors would like to thank all of the residents of Bear Flat who participated in the consultation. They would also like to thank those residents who delivered consultation material to the Bear Flat households and those who acted as collection points for completed material. Finally, the authors would like to thank members of the BFA Committee, our local councillor and B&NES Council Highways Department for helping in the development and conduct of the consultation process and in the organisation and conduct of the Open Meeting.



Annex A

The RPZ Consultation Plan

Whilst the Consultation Plan is presented here as an Annex to the Final Report, the Plan itself contained three Annexes. In order not to have 'Annexes within Annexes', these have been raised to Annexes of the Final Report with a consequential change of lettering.

Therefore:

Annex A to the Consultation Plan is now Annex B to the Final Report

Annex B to the Consultation Plan is now Annex C to the Final Report

Annex C to the Consultation Plan is now Annex D to the Final Report



RESIDENTS' PARKING CONSULTATION OF BEAR FLAT RESIDENTS

CONSULTATION PLAN

Contents

1.	Introduction
2.	Background to and Reasons for the Survey
3.	Affected Streets
4.	Survey Process
5.	Timescales
6.	Issues to be Raised and Agreed with B&NES Highways Dept
Annex A:	Advanced Information Leaflet
Annex B:	Summary Notes from the Open Meeting
Annex C:	Proposed Consultation Questionnaire

1. Introduction

The purpose of this Consultation Plan is to:

- state the background to and reasons for the Residents' Parking Consultation
- to outline the consultation process and timescales
- to present the consultation design

The Plan will be discussed and agreed with B&NES Council Highways Dept for its agreement ahead of conducting the consultation.

This **Version 3** is issued following the delivery of an Advanced Information Leaflet to all affected residents and the conduct of an open meeting for all residents to air their views and ask questions. The leaflet is shown at Annex A and the summary notes from the meeting are shown at Annex B.

2. Background to and Reasons for the Consultation

For some years, the Bear Flat Association (BFA) has engaged with local residents over the problems of traffic and parking on Bear Flat. In 2015, the BFA ran a residents' survey, seeking views on a number of traffic issues, including double yellow lines, traffic enforcement and residents' parking schemes. These results were reported to B&NES Council. Subsequently, in 2016, the Council ran a formal consultation, asking residents to vote on the introduction of a Residents' Parking Zone across Bear Flat. The response was negative.

Since then, the parking situation has worsened across the area, but particularly to the east of Wellsway (Poets Corner). This is due to a number of factors, including the expansion of



Beechen Cliff School and the introduction of double yellow lines for safety reasons, leading to the loss of parking spaces. The forthcoming restrictions on Alexandra Park parking will worsen the situation further.

The BFA is increasingly being approached by residents complaining of the worsening situation and the BFA believes it is time to readdress the question of introducing a residents' parking scheme.

3. Affected Streets

The following streets will become a Residents' Parking Zone if the consultation shows a vote in favour. All households in these streets will receive the parking consultation. .

- Beechen Cliff Road
- Bloomfield Avenue
- Bruton Avenue
- Byron Road
- Chaucer Road
- Devonshire Buildings
- Hayesfield Park
- Kipling Avenue
- Longfellow Avenue
- Maple Grove
- Maple Gardens
- Milton Avenue
- Shakespeare Avenue
- Shelley Road
- Wellsway (east side, from Hayes Place to Entry Hill)

Roads not covered are as follows and will not receive the parking consultation.

- Bloomfield Park
- Bloomfield Road (already an RPZ)
- Devonshire Place (private road)
- Devonshire Villas
- Elm Place (already an RPZ)
- Entry Hill
- Greenway Court (private road)
- Greenway Lane
- Hatfield Road
- Hayes Place
- Hensley Road
- Holloway (already an RPZ)
- Oldfield Road

- St Luke's Road (already an RPZ)
- Wells Road
- Wellsway (south of Entry Hill)
- Wellsway (west side)

4. Consultation Process

The consultation will be conducted under the auspices of the Bear Flat Association (BFA). The BFA will take responsibility for:

1. Producing and maintaining this Consultation Plan;
2. Agreeing the Consultation Plan with B&NES Highways Dept;
3. Alerting the residents of Bear Flat to the forthcoming consultation and canvassing residents for their involvement;
4. Delivering the consultation material to all households on Bear Flat that will be impacted by any subsequent change in parking policy;
5. Collecting and analysing all completed consultation material;
6. Producing a final consultation report for delivery to B&NES Transport Section (that also can be made available to residents);
7. Maintaining periodic contact with B&NES Highways Dept as necessary, on the progress of the consultation and any issues arising.

4.1 *Agreeing the Consultation Plan with B&NES Transport Section*

The consultation requires the full backing of B&NES Highways Dept before it can be implemented. B&NES has stated that, given a majority of households voting yes, then it will reconsider the introduction of an RPZ for Bear Flat.

4.2 *Alerting and Canvassing Residents*

Prior to delivering the consultation material to residents, the BFA will alert residents to the consultation through delivery of a pamphlet to each household, giving details of the proposed parking scheme(s) and urging residents to complete the consultation. AT THIS VERSION 3 OF THE PLAN, THE ADVANCED INFORMATION LEAFLET HAS BEEN DELIVERED TO ALL RESIDENTS (AUGUST) AND A FOLLOW-UP OPEN MEETING HELD (SEPTEMBER). SEE ANNEXES A AND B.

The BFA will use its Street Representatives to further encourage residents to be involved, through door-to-door representation and / or a further distribution of consultation advertising.

The BFA will put all details of the consultation onto its website. BFA members will receive additional reminders through the monthly association newsletter.

4.3 *Distributing and Collecting Consultation Results*

The consultation will be made available in electronic and paper format. The electronic form will be made available on the BFA website and the link made available to all participating households. A paper copy will also be delivered to all households.

Residents will be given a period of 2 weeks to respond to the consultation. One household in each street will be identified as a collection point so that residents can return paper copies easily.

4.4 *The Consultation*

The consultation material to be delivered to each household is shown in Annex C to this Plan.

4.5 *Analysis and Reporting*

The consultation analysis will be conducted to show the following:

- Number of households eligible to vote:
 - Total for all affected streets
 - Total by street
- Percentage of households voting:
 - Total for all affected streets
 - Total by street
- Number of votes for the consultation propositions:
 - Total for all affected streets
 - Total by street

The analysis will also highlight residents' preferences for the period of operation of the RPZ.

The results, presented in tabular and graphical form, will be included in a consultation report that includes any necessary background information and that presents the recommendation arising from the consultation.

The report will be delivered to and discussed with B&NES Highways Dept. The report will also be made available on the BFA website for the information of the residents.



5. Timescales

The following timescales are proposed on the basis of the need to provide the survey report to B&NES Council by end November (email from Paul Garrod, Traffic Management and Network Manager, 8th April 2017).

Task	Complete	Responsibility
Agree the Consultation Plan and material with B&NES Council	End September	GS / JT / MS
Print and deliver 'Advanced Information' pamphlet		Complete
Hold Open Meeting		Complete
Print consultation material and update website	2 nd October	GS / JT / PA
Deliver consultation to households	6 th October	Street Reps
Complete collection of responses	20 th October	Street Reps / JT / GE
Complete chasing of stragglers	27 th October	GS / JT
Analysis completed	4 th November	GS / JT
Report completed and presented to B&NES	10 th November	GS / JT
Post report on BFA website / email results to residents	11 th November	PA / JT / GS

GS = Gareth Somerset JT= Jeremy Trenchard
MS = Mark Shelford PA = Peter Andrews



The Bear Flat Association

for those living and working in the Bear Flat neighbourhood of the city of Bath

Annex B

Advanced Information Leaflet



The Bear Flat Association

for those living and working in the Bear Flat neighbourhood of the city of Bath

Dear Resident,

RESIDENTS' PARKING ZONE CONSULTATION

***THIS NOTE IS TO GIVE YOU ADVANCED INFORMATION ON THE
FORTHCOMING CONSULTATION ON THE INTRODUCTION OF A
RESIDENTS' PARKING ZONE TO BEAR FLAT***



BUT WE HAVE ALREADY HAD A PARKING ZONE SURVEY!!

Yes, in 2016, and the result was to reject the idea. However, the problems of traffic and parking congestion on Bear Flat is now becoming acute. Reasons include:

- The loss of parking spaces because of the introduction, for safety reasons, of more double yellow lines;
- The expansion of Beechen Cliff School;
- The possible removal of free all-day car parking rights from Alexandra Park.

The BFA is hearing more and more from residents who find the situation intolerable and we believe that this has deteriorated sufficiently as to justify re-addressing the introduction of a Residents Parking Zone for Bear Flat.

SO WHAT'S THE IDEA?

B&NES Council has agreed that, if a majority of households want to have an RPZ for Bear Flat, then it will re-consider introducing such a scheme. The Council is looking for a YES from the majority of **households**, not from a majority of **votes**. Therefore, if you do not vote, you will effectively count as a NO.

AND WHEN WILL THE CONSULTATION HAPPEN?

The BFA is currently in discussion with our local councillor and with B&NES Council to run this RPZ consultation. We intend sending the consultation questionnaire to residents after the summer holidays so that we reach the maximum number of residents and still meet the end of November submission date requested by the Council.

HAVE YOUR SAY

The BFA has arranged for a residents' meeting on the introduction of a Residents' Parking Zone to Bear Flat. The meeting will take place at

***7:30pm, Friday, 8th September 2017,
Beechen Cliff Methodist Church Hall***



INFORMATION ABOUT THE RESIDENTS' PARKING SCHEME

The following information should address your questions regarding the Residents Parking Scheme. All information is taken from the B&NES Council website and correct at the time of going to press. If you would like further information on Residents Parking Schemes in Bath, you can find this on B&NES Council's website at: <http://www.bathnes.gov.uk/services/parking-and-travel/parking-permits>

1. How many permits can I have?

You can have up to 2 residents parking permits

2. How much does a Residents' Parking Permit cost?

The first Resident's Parking Permit costs £100 per year or £60 for 6 months.

The second Resident's Parking Permit costs £160 per year or £90 for 6 months.

3. Over what times will Residents Parking operate?

The 'normal' operating times for RPZs outside of the city centre are 08:00 to 18:00 Monday to Friday, excluding Bank Holidays. However, there may be scope for different times. You will be consulted on this.

4. Where can I park during Residents' Parking operating hours?

If you have a permit, you can park anywhere within the Bear Flat RPZ.

5. What about visitors to my house during Residents' Parking operating hours?

Visitors permits are available to all residents within the zone. They are available in paper and electronic form.

Paper scratch cards: £10 for 10 days (maximum of 100 days per annum).

Electronic hours: £10 for 100 hours (maximum of 1000 hours per annum).

6. Is there any provision for health / social care workers' parking that avoids the resident having to use visitors' passes?

Yes, there is a separate medical care permit scheme.

7. Will school staff / students have a right to purchase visitors' passes for the RPZ?

No. As for all businesses, only two visitors permits will be allowed for the school.



WHICH STREETS WILL BE AFFECTED BY THE POSSIBLE RPZ?

The precise design of the RPZ will be the responsibility of B&NES Council. The following streets are the ones that we believe will be affected.

- Beechen Cliff Road
- Bloomfield Avenue
- Bruton Avenue
- Byron Road
- Chaucer Road
- Devonshire Buildings
- Devonshire Place
- Devonshire Villas
- Greenway Court
- Hayesfield Park
- Kipling Avenue
- Longfellow Avenue
- Maple Grove
- Maple Gardens
- Milton Avenue
- Shakespeare Avenue
- Shelley Road
- Wellsway (east side, up to Devonshire Buildings)

WE WILL POST PERIODIC UPDATES ON RPZs ON THE BFA WEBSITE:

<http://bearflat.org.uk/>

**WE WILL ALSO PROVIDE REGULAR UPDATES IN OUR MONTHLY
NEWSLETTER.**

THE NEWSLETTER IS AVAILABLE TO BEAR FLAT ASSOCIATION MEMBERS.

**IF YOU WOULD LIKE TO JOIN, PLEASE SEND THE MEMBERSHIP SUBSCRIPTION
OF £5 TO**

**THE BFA MEMBERSHIP SECRETARY, 20 MAPLE GROVE, BATH, BA2 3AF
STATING YOUR NAME, HOME ADDRESS AND EMAIL ADDRESS.**



Annex C

SUMMARY NOTES FROM THE RESIDENTS' PARKING OPEN MEETING

The open meeting was held on 8th September 2017.

Notes of public meeting about a residents' parking zone (RPZ)

8th September 2017 at Beechen Cliff Methodist Church

Panel: Gareth Somerset (GS) Chair, Bear Flat Association; Jeremy Trenchard (JT), Transport group convenor, BFA; Mark Shelford (MS), Lyncombe Ward Councillor, Cabinet member for Transport; Kelvin Packer (KP), B&NES Highways Officer.

Panellists' introductory statements:

GS	Introduced the panel members. The panellists were there to listen to residents' views about a Bear Flat RPZ and to answer questions. No vote would be taken at the meeting. The BFA's new consultation will take the form of a questionnaire, delivered to all affected residents in October. The BFA's role is to represent the views of ALL residents. Until these are known, the BFA remains neutral on whether or not an RPZ should be introduced.
JT	Resident of 25 years, has seen commuter parking (daily, even weekly) increase significantly. Discussion about an RPZ started in 2013. BFA and B&NES' consultations in 2016 showed lack of support for an RPZ. Potential restriction of parking in Alexandra Park, Beechen Cliff School expansion and its lack of a transport plan, increase uncertainty. The meeting's purpose is to collect residents' opinions.
MS	Has three perspectives: (i) as a resident, is in favour of an RPZ, (ii) as a ward councillor, 50% of emails are about parking, but (iii) as Cabinet member for transport, he has to be entirely objective.
KP	Kelvin Packer, B&NES Highways Officer. If the BFA's consultation showed 50% or more households were in favour of an RPZ, B&NES would propose a scheme which would be publicised in the local paper, the B&NES website and in street notices. Residents would be given 21 days to submit comments. The proposal would include hours of operation (there are currently 21 zones in Bath, with a variety of hours). RPZs tend to divide opinion. Residents can vote for their preferred option but officers make the final decision on the scheme which is then submitted as a report to the Cabinet for a decision. At this stage, only minor changes could be made to the scheme. If the Cabinet approves the scheme, Highways instruct the Council's solicitor to draw up a legal order for the scheme to be implemented. For the first 2-3 weeks of implementation, traffic wardens would issue advice rather than enforcement.

Summary of issues more frequently raised by residents (see full list below):

Issue:	Panellists' response:
Whether an RPZ should cover the Bear Flat or individual streets	An RPZ in one street displaces parking onto neighbouring streets; better to treat as an area
Whether the threshold should be 50% of households or of votes	50% of households is Council policy. The 2016 consultation showed lack of consensus within streets
Whether the cost of permits could be reduced	The cost is based on the cost of enforcement
Whether it should be an all-day RPZ or restricted parking for certain hours.	B&NES would consult residents but would make the ultimate decision.
Whether more pressure could be put on Beechen Cliff School to reduce traffic/parking	The school is planning to encourage walking / cycling through competition using an app

Questions from the floor (Q = question, comment or statement)

Q1	Could the scheme be trialled for 18 months under an "experimental order"?
KP	It would be possible but extremely costly, as the scheme would still need formalising if successful.
Q2	A scheme limiting parking to 4 or 6 hours would be cheaper for residents, and good for businesses and visitors. Cited Bristol which has stopped introducing RPZs.
KP	Limited waiting restrictions would mean that residents wouldn't have to apply/pay for permits but they too would be subject to the limited waiting times.



Q3	Has a parking permit in another city, where the permits were cheaper, there were free visitor tickets and she is always able to park in her street.
MS	He would look into the idea of free tickets, but that would mean less income.
KP	The cost of permits is set by the Council based on enforcement costs.
Q4	Thought that the system requiring a minimum of 50% of households to support the introduction of an RPZ was undemocratic.
MS	As a resident, had initially thought this was unfair too, but as a Cabinet member understands that the system has to be scrupulously fair.
KP	Many demands on Council funding, so wouldn't fund schemes which aren't fully supported.
Open discussion about whether the 50% threshold should be challenged	
Q5	It would help people to vote if they knew what was happening about Alexandra Park
JT	Agree, but there is no information as yet.
Q6	Student houses with multiple occupants may distort the vote. Should they be allowed to vote?
KP	The system is one vote per household, and maximum two permits per house.
Q7	Is the proposal an RPZ for the Bear Flat, or for individual streets?
GS	It is an RPZ for the Bear Flat.
Q8	What will we be voting for? The schemes vary around the city.
GS	The BFA will run a simple survey, Yes or No, plus a choice of times. The Council's consultation will decide the detail.
Q9	Argued for individual roads rather than for the Bear Flat area. If you don't need a permit (because you don't have a car), will you be allowed guest permits?
GS	There had been discussion about splitting the area into two, either side of Wellsway, but the 2016 consultation showed there were divisions of opinion on both sides. Yes, guest tickets can be bought without a permit.
Q10	Can't the Council just base their decision on observation of which roads are dangerous?
MS	We thought there would be a clear result in the 2016 consultation, but the maps showing the voting patterns (see here) revealed how divided opinion was.
KP	There is always the problem of displacement if introducing a scheme to a limited number of streets. Once the scheme is implemented and non-resident parking displaced to neighbouring streets, those streets then request residents parking.
Q11	When Holloway was made an RPZ, parking was displaced to Beechen Cliff Road.
MS	The answer is to get 50% of households in favour.
Q12	If St. Luke's Road was treated individually for its RPZ, why can't streets in Bear Flat be treated individually?
MS	St. Luke's Road was part of the Bloomfield Road RPZ.
Q13	Alexandra Park parking and traffic is a major problem. Beechen Cliff School is expanding, and the headmaster has plans for income-generation, e.g. football club, evening classes.
MS	He is looking into solutions to parking in Alexandra Park, working with Parks and Highways officers. The school has existing out-of-school-hours activities.
Q14	The school should be required to respect the community's wishes. Why not turn the lower field into a car park with separate entrance and exit.
MS	That displaces the problem onto Greenway Lane residents who would not agree.
Q15	Had observed that garage owners had voted for an RPZ in 2016. If the consultation/decision was based on individual streets, then the residents of those streets would be more engaged.
MS	As a ward councillor, would be in favour of individual streets, but as a Cabinet member realises this is not advisable.



Q16	Would like to stand up for those who did not vote in 2016. Not voting was a 'no' vote. Had checked the Council's report which showed that only Byron Road and Beechen Cliff Road had 50% of households in favour of an RPZ and all of them have drives/garages.
Q17	Asked whether consideration had been given to the changes in city carparks, e.g. Manvers Street, having an effect on parking within Bear Flat.
MS	There would be no overall reduction in the number of parking spaces in the city.
Q18	Asked about the medical care permit scheme.
MS	Care workers get permits free of charge.
Q19	If new 4/5 bedroom houses were being built, they would be given 2-3 parking spaces. He lives in Devonshire Buildings, has just one car but can't park in his street at night.
MS	If a majority don't want an RPZ, I don't know that anything can be done.
Q20	Night-time parking is as problematic as day-time
KP	Car ownership is so high, there just aren't enough parking spaces.
Q21	The voting system (50% of households) militates against an RPZ.
Q22	What does the Council think about commuter parking?
KP	Your ward councillor can take a view on this, but an officer can't take a view.
Q23	Thinks all-day commuting is the problem, so this could be solved by restrictions of just an hour or two in the day.
MS	The consultation will allow residents to vote on what hours they would like to see – it could be 24/7.
JT	Can provide analysis from the 2016 consultation of residents' preferences for hours of operation.
Q24	Lives in Longfellow Avenue – the real problem is parking at night.
Q25	Could the permits be cheaper?
KP	Fees are fixed through the Council's democratic process. The cost of the permit covers the actual cost of the RPZ.
Q26	Byron Road houses voted in favour of an RPZ to allow Bear Flat residents to park there, rather than commuters.
Q27	How many residents who have garages use them?
Q28	Lives in Shakespeare Avenue. The commuters tend to be young workers, probably not very well paid. Also need to think about teachers having to carry heavy piles of books.
Q29	Bear Flat is a community. Splitting the zone just causes problems for other streets.
Q30	Can one sub-let a parking permit to someone else??
Q31	The community is more than just the Bear Flat. Why isn't Beechen Cliff School being pressurised to create on-site parking?
Q32	The school traffic is causing pollution. If parking in Alexandra Park was curtailed, there would be less traffic in the avenues. It's the responsibility of the headmaster to educate his staff and students.
MS	Is trying initiatives with the school, e.g. a prize for students creating an app to encourage walking/cycling.



The Bear Flat Association

for those living and working in the Bear Flat neighbourhood of the city of Bath

Annex D

Consultation Questionnaire



The Bear Flat Association

for those living and working in the Bear Flat neighbourhood of the city of Bath

DEAR RESIDENT

**RESIDENTS' PARKING ZONE
CONSULTATION**

THIS AFFECTS YOU DIRECTLY!

**PLEASE READ THE ENCLOSED
AND RESPOND TO THE SIMPLE
QUESTIONNAIRE**

THANK YOU



Dear Resident,

Please read the following information carefully

By now you will have received an Advanced Information Leaflet explaining that the Bear Flat Association intends to consult with residents on the introduction of a Residents' Parking Zone (RPZ) to Bear Flat. You will also have had the opportunity to attend an open meeting (held 8th September 2017) to ask questions and air your views. You can find the Leaflet and summary notes from the open meeting on the Association's website at <http://bearflat.org.uk/residents-parking-scheme-2017/>. The Leaflet provides answers to questions on RPZs and provides a link to the B&NES website.

If you have received this consultation document, then it is because your residence lies within the designated RPZ.

It is therefore EXTREMELY IMPORTANT that you exercise your vote as the outcome will directly affect you.

Why are we running this consultation?

- The problems of traffic and parking congestion on Bear Flat is now becoming acute. The continuing introduction of double yellow lines for safety reasons, the expansion of Beechen Cliff School and the forthcoming removal of free all-day car parking rights from Alexandra Park are all reasons why this worsening trend will continue.
- Various schemes for improving the traffic situation have been considered but rejected. Residents' parking, whilst not ideal, offers the hope of improving the local parking situation.

Why should I vote?

- Most importantly, we want the consultation to reflect the views of **all** the residents.



- It is Council policy that RPZs will only be considered **if greater than 50% of households** vote YES for an RPZ. Regardless of your views on whether this is fair, we will not be able to change Council policy in the timescales of this consultation. If you do not vote, then your vote will be counted, *de facto*, as a NO!
- **Don't own a car / have off-road parking?** You will not have to buy a permit. However, parking affects your visitors. With no RPZ, visitor parking is difficult. With an RPZ, you may need a visitor's permit. So please vote.

What happens after the consultation?

- The consultation results will be analysed and a report compiled by the Bear Flat Association. The report will be delivered to B&NES Highways Department and placed on the BFA website by mid-November.
- If the vote is NO, then no further action will be taken. It will be some years before the opportunity arises again to vote on an RPZ scheme. Whilst the BFA will continue to seek alternative solutions with B&NES, it seems unlikely that any alternative approach will be found that is acceptable to residents.
- If the vote is YES, then the B&NES Highways Department will design a scheme that fits residents' needs and will then put this to the residents for further consultation. You have the opportunity in this current consultation to state your views on the best sort of scheme.
- Please note that the Council is reluctant to consider sub-dividing the Bear Flat RPZ into smaller zones on the grounds that a smaller RPZ will simply push the problem into non-RPZ streets.

How do I respond?

We ask that you complete the consultation question by **20th October 2017**. You can submit your response using the **paper questionnaire** or **on-line**.

For **paper responses**, the following collection points have been set up. Please use any of these, as convenient to you.



‘Beechcroft’, Hayesfield Park
43, Longfellow Avenue
86, Bloomfield Avenue
1, Byron Road
23, Shelley Road
40, Kipling Avenue

For **on-line responses**, use the link

<https://www.surveymonkey.co.uk/r/LWJF9CT>. This is also available on the BFA website at <http://bearflat.org.uk/residents-parking-scheme-2017/>.

Why do you want my address?

There are a number of reasons:

1. It is a requirement from B&NES Council that there is just one vote per household. We are asking for your address so that we can demonstrate that this requirement has been met.
2. To enable us to summarise the results by each road and avenue. Only summary level information will be passed onto B&NES.
3. We want to ensure that as many people as possible vote. We would therefore like to follow up with you if we have not received your vote, or if, for whatever reason, your response is ambiguous. This is only to persuade you to vote, **NOT** to persuade you **WHAT** to vote!

This personal information will be kept for as long as it is required to demonstrate a fair consultation to B&NES and to support any independent review. The data will not be used for any other purpose and will be destroyed once the consultation result is confirmed. Other than following up on any non-votes or vote queries during the consultation period, you will not be contacted directly regarding the specifics of your vote.



CONFIDENTIAL RESIDENTS' PARKING CONSULTATION QUESTIONNAIRE

ABOUT YOU

We must have this information for your vote to count. See the explanatory leaflet accompanying this questionnaire.

House Number: _____

Street: _____

Post Code: _____

QUESTION 1

Do you think that a Residents' Parking Scheme should in principle be introduced into Bear Flat?

YES ☐

NO ☐

QUESTION 2 (Optional)

The normal operating time for Bath RPZs is 08:00 to 18:00, Monday to Friday, excluding Bank Holidays. However, the Council may consider other periods.

If you would like to state a preference, then please tick one of the options shown below:

A: All day Monday to Friday ☐

B: All day, every day of the week ☐

C: Morning only Monday to Friday ☐

D: Afternoon only Monday to Friday ☐

E: Reduced hours but split daytime and evening ☐

F: Other suggestion: please use the box overleaf

THANK YOU FOR VOTING



Other Suggestion

Please vote by 20th October.

Please deliver your completed questionnaire to one of the following collection points:

'Beechcroft', Hayesfield Park
43, Longfellow Avenue
86, Bloomfield Avenue
1, Byron Road
23, Shelley Road
40, Kipling Avenue



The Bear Flat Association

for those living and working in the Bear Flat neighbourhood of the city of Bath

Annex E

Consultation Reminder Leaflet



**Dear Resident,
just a reminder**

**THE RPZ CONSULTATION IS CLOSING THIS
FRIDAY 20TH OCTOBER!**

**YOUR VOTE IS IMPORTANT – PLEASE GET BACK TO
US!**

**YOU CAN VOTE ON-LINE AT
<http://bearflat.org.uk/residents-parking-scheme-2017/>**

**LOST YOUR QUESTIONNAIRE? EMAIL
enquiries@bearflat.org.uk**

**and put your address into the title line. We'll deliver a new
questionnaire to you.**

DON'T KNOW WHAT TO VOTE?

**Remember that this consultation will prompt B&NES Council to
design an RPZ scheme for Bear Flat. We will have a second
opportunity to vote on the scheme after this.**

**Also, if you don't own a car, or you can park off-road, you do not
need an RP permit. You only need to pay for on-road visitors
during the specified RP hours. (£1 per visitor day, 10p per visitor
hour)**

**You may have voted in the last couple of days – please ignore and
thanks for your response**

Annex F

Complete and Anonymised List of Residents’ Comments

The comments are grouped by street and are shown together with the vote cast by the commenter.

Some of these comments may have been modified to preserve anonymity.



Beechen Cliff Road

Vote	Option	Comment Raised
Y	C	Any option better than no action
Y		All day Mon to Sat, like Magdalen Ave / Park Ave
Y	-	A set time in the middle of the day (eg 11-3) Monday to Saturday to prevent all day parking but reduce hassle for residents outside of these time
Y	-	Morning only - two hours from 8 -10 a.m. might be enough - and include Saturday (impossible to park on rugby match days). The main problem is all-day commuters who circle around in the morning till someone goes out, then take their place. Fine if you are out all day till 6pm ish - NOT fine if you come back at e.g. 11a.m
Y	E	All day split
Y	C	A parking scheme allowing parking of 2 hrs and no return for an hour (or something similar) would still allow people to park to visit family / friends or local shops but we need to discourage the all day parking which stops locals being able to park near their houses. The scheme would need to be enforced (however people often ignore it, ie on the Holloway)
Y	A	From 9-11 and 3-5
Y	B	As much as possible please as it is impossible to park on our street (Beechen Cliff Road)
Y	B	Mon to Sat 8am to 6pm

Bloomfield Avenue

Vote	Option	Comment Raised
Y	-	The problem is caused by commuters. Make the RPZ just a few hours during the middle of the day, properly policed by the Council, will deal with the problem and (happily) make the scheme cheaper to enforce. In any event, no need for controls at weekend
N	-	Double yellow lines to enforce parking on one side of street only – staggered as appropriate.
N	-	We feel that by allowing free parking on the Avenue, it controls the traffic and stops speeding
N	-	Stop cars entering AP except for cars with a disabled badge. Certainly restrict carparking in AP. One DYL down left or right HS of our avenue to ensure that emergency vehicles can access houses at the bottom of the avenue / Maple Grove. At the moment cars being allowed to park on either sides makes the road too narrow in places. The vast majority of houses in our avenue have off street parking so no need for an RPZ in our opinion.
N	-	Split the RPZ - different issues & parking options west and east of Wellsway. No chance getting proposals through political system at present. RPZ will have negative impact on local shops, mobile workers, increased crime (less local footfall) higher car speeds (less parking to act as traffic calming), inconvenience to some residents (eg visitors, etc)
Y	C	When we lived in London we had similar issues. The council then introduced a restriction whereby only residents could park between 10am and 11am. This stopped the commuters from parking in our street all day but had no impact on the local traders
Y+N	C	If we must have RPZ, in Widcombe / Oldfield Park near Hayesfield School they have 'Mon-Fri or 2 hrs no return within 1 hour' which I suggest we have. Hen BF traders will benefit. Fundamentally, 2 sides of Wellsway are different - west side = drives / garages / off road parking. On east side, most have to park on street. Cannot sensibly lump these together.



Vote	Option	Comment Raised
Y	C	A restriction of two to four hours from, for eg. 10:00 to 12:00 or 10:00 to 14:00 has demonstrated in other places that it stops those who park all day, but allows visitors, shoppers, tradespeople, care-givers and so on to be scheduled more easily.
Y	C	There should be parking on only one side of the street at all times to enable emergency vehicles, dust-carts, taxis and cars to pass safely
N	-	I have ticked "morning only". I am against an RPZ - but if there is one - feel that it should be for the shortest period of time. To limit all day parking - but to allow most visitors to park with ease. I would suggest - limit parking from 9am to 11 am (or 9am to 12 noon). There are some very successful schemes which (to prevent commuter use) only limit parking for an hour. An alternative would be to have a longer period of restriction - but to allow anyone to park within it for up to an hour or 2 hours (no return within 2 hours?). Of course such a solution imposes greater costs on traffic wardens as they need to visit often enough to impose some risk of proving overstayers have overstayed. The central problem on much of the Bear Flat is that too many people have cars (I am one) and that there is not enough parking for all the residents to park as close to their homes as they might wish. That said having previously lived on Milton Avenue - I always found that I could park within a reasonable distance of my front door. I doubt an RPZ will ameliorate that situation
Y		In order for the scheme to benefit local residents, it should be operational 24hrs. BA has many houses that incur extra cars as they run B&Bs or clinics that mean people are parking cars there , sometimes for long periods, outside normal office hours
N		Objective is to stop people parking all day and going into town. Therefore have 3 hr max parking, with residents having displayed permits. So all possible available parking with 3 hrs max parking mixed in together, NOT have separate bays. Few small businesses in street so some free parking is essential with option to buy visitors permits for staying longer.
N		In the one way part just a single yellow line on the tennis court side of the road with no parking between 0800 and 1800 Mon to Fri. Not a problem at weekends and evenings
Y		The one way section of BA needs DYLS as well as RPZ
Y	-	Double yellow lines please, on the tennis court side of Bloomfield Avenue (not the lower west end near Maple Gardens}. Cars are beginning to be parked on both sides of the road, often partly on the pavement.
Y	E	If residents parking is not possible, a preferred option would be yellow lines either all around the outside of the Avenue or split into sections on the south side as there is commuter parking on both sides of the road every day with some cars parking on the pavement leaving insufficient room for emergency or large vehicles to get through. This sometimes causes reversing up and down the road, and as it is one way only, it does cause problems. Also on the North side where it is 2 way traffic, cars regularly drive up the road on the pavement. If another vehicle is part way down, with cars parked all the way down on the tennis court side, there is not enough room for 2 cars to pass safely.
Y	-	We suggest having Residents' Parking for part of the morning from Monday-Friday ie 08.30-10.30. This would stop all day commuter parking and would stop people not living locally leaving their cars in the road for days/weeks on end, as happens now.
Y	B	I think it's about time this happens. We have many problems with people parking in front of driveway. The concern we have is the number of permits and cost



Bruton Avenue

Vote	Option	Comment Raised
Y		In Oxford, students advised not to bring cars to city because of lack of parking. Voting for the scheme reluctantly. Didn't vote last time, just moved, didn't know all the facts so felt uncomfortable doing so. Went to the recent meeting and still don't feel I know both sides of the argument - effect on local shops, elderly people with carers, people in HMOs who need cars for work. Feel should be another option besides Y and N -not enough information
Y	-	8.30 - 10.30am and 3 - 5pm Monday to Saturday
Y	-	All Day Monday to Saturday. Saturday is just as bad as the week as people park and walk into town for shopping.
Y	B	Improve the junction with Wells Way. The double yellow lines don't extend far enough up Bruton Ave. It is difficult and dangerous to turn out onto the main road when cars park so close to the main road.

Chaucer Road

Vote	Option	Comment Raised
Y	-	One possibility could be one hour in the morning on one side of each street, and another hour in the afternoon on the other side of the same street. This would offer flexibility to residents and visitors to the area alike but would prevent the all-day/long term parking by commuters/other non-residents which, in our opinion, cause the majority of parking congestion. The introduction of RPZ would also improve the air quality in the area and discourage residents from owning more than two vehicles per household, or at least mean that they would have to make alternative arrangements for other vehicles. The reluctance of the Council not to sub-divide the area into smaller zones on the grounds that this would simply push the problem into non-RPZ streets is understood but this is the nature of ALL RPZ schemes. It is discriminatory not to consider introducing smaller zones in the Bear Flat area for this reason, as Bear Flat residents were not consulted when RPZ schemes were introduced in neighbouring areas, both closer to and further away from the City centre, and these have affected parking congestion in this area. We continue to state that the Council policy of counting non-responses as "no's" is not how democracy works in this country. It should be reviewed. Regardless of the result of this latest poll, the Council should consider introducing some form of RPZ in this area. Other types of council policies are regularly introduced without resident input and this should be no different. With the introduction of more double yellow lines and the likelihood that several Mulberry Park residents will use this area as free city centre parking, congestion will increase and air quality will deteriorate substantially. Given the current air pollution levels in this area, coupled with the number of young families, this is simply unacceptable.
N		Allow parking at Alexandra Park
Y	-	Mon to Sat 0800 to 1800. Free 2 hr parking anytime for non-residents. Free guest permits
Y	C	We don't really like the idea of a RPZ but in view of coming parking restrictions in AP, see it as the only way forward. Our thinking in suggesting mornings only is that it prevents all-day commuter and school parking without so many restrictions on local residents.
Y	-	We think that 2 hours free parking with no return would be the most friendly and efficient scheme
Y	-	Introduce for a trial period of at least 3 months in order to cover term and non-term-time.



Vote	Option	Comment Raised
Y	B	1) one way beechen cliff 2) school parking direction to Greenway Lane field 3) school to be encouraged to prohibit 6th formers from having cars - use public transport 4) rubbish skips to be located outside property to which it relates
Y	A	1) Review DYLS around corners which reduce parking more then seems warranted by so called safety reasons. Can this be reviewed please 2) Will permit sales be limited to those residents in the RPZ? (There has been a suggestion that permits may be sold to people outside the area).
Y	-	There should be reduced hours between 12.00 noon to 14.00 every day. By having this two-hour period, traffic wardens can target the area in a more cost-effective manner. This will, hopefully, deter 'visitors' such as students, school staff members, commuters, Airbnb visitors etc., parking in the affected streets. However, this approach is based on the assumption, rightly or wrongly, that by excluding visitors' parking that there will be sufficient car spaces for residents, which I am not entirely convinced as many households i.e. residents in one house, may either have more than one car or have large cars simply because as the rise in property prices will inevitably mean newcomers will be able to afford more than one car per household or larger ones. Data to support the possible introduction of RPZ would be useful and not merely to put the blame on visitors.
Y	B	We live on [REDACTED]. There is a high proportion of mature students who live in Greenway Court and own cars because there is no parking up there for everyone. When / if they vote, how will this be reflect the result? If there are 5 students with 5 cars they will vote no. Most evenings we struggle to park our one family vehicle. It doesn't seem a fair system. How do we control airbnb from the centre of town parking up here for several days?
Y	C	1) Research needed to determine if split hours RP am and evening would ease parking in the evening which is as severe in my area as morning is for Shakespeare / Bruton, etc. 2) We are against having RPZ for the afternoon as it will limit social visits of families with children to residents with children in the period after schools close
Y	E	Do a similar scheme to have the RPZ flexibility similar to that of the London district of Kew Do not stop parking during the period after school finishes in the afternoon. Allow visitors park with no restraints in this period to allow residents with children to have social visitors including other children who will be with a parent using a car.

Devonshire Buildings / Place

Vote	Option	Comment Raised
N		Having lived in a charge zone, I object to this proposal on several grounds: 1) £100 per permit is extortionate and prices young professionals out of the area 2) It is a tax on having visitors especially for people with friends and family from further afield 3) To have a free residents' permit for a first car and set amount for a second / visitors would also prevent non-residents parking during the day and would be preferable 4) To have had a RPZ in place would have prevented me from moving into the area from [REDACTED] (my vehicle+ 2 family vehicles which stayed overnight and left the next day) - I did not consider the centre of Bath for this reason
N		We feel it is unacceptable to zone an area so far up from the town making it even more difficult to park near our residence. A permit does NOT guarantee a space and aside from this we do not think it is fair to have to pay a considerable amount more to park on a road we already pay £145 year in road tax to park on! One can only think that this is another money spinner for the council who are just going to move further and further up from the town until everyone is made to find the additional payment!
N	E	Split hours ie. 8.00 to 12.00 17.00 to 22.00. I would accept residents parking for these hour



Vote	Option	Comment Raised
N		The reason we need RP is there are so few alternatives for people. I would rather Bath Council invest the money for introducing this into traffic reducing options and improving central parking. It seems unfair that the residents have to pay. I would only be happy to have RP if it was free for those who live in the streets affected.
Y	B	Weekends should be included - currently shoppers, rugby supporters etc cause significant congestion in Bear Flat roads making it difficult for residents to park their own cars
Y		We do not know the implications of different hours on our household so this is difficult. An RPZ does not guarantee that a space will be available for licence holders so if the problem, as with us, is evening parking an 8am-6pm RPZ will not help. Our problem is not so much commuter parking but resident parking in the evening - after 4pm parking becomes difficult if not impossible. We also sometimes have long term parkers blocking the access to our house door for over a week so some sort of restriction might limit this activity. Although yellow lines to protect our access might help that would leave our one-way road vulnerable to speeding traffic (and reduce the number of available parking spaces). Granted that any RPZ to the north of us will have a knock on effect from commuter parking and granted that Bath is almost as busy at weekends as Monday to Friday perhaps all day every day is best. On the other hand it would be good to have some time of the day when local tradesmen can park without difficulty. Perhaps a couple of hours first thing and a couple of hours in the evening every day would sort the problem. We just don't know.
Y		There is no problem in school holidays and university vacations. If RPZ is brought in, could these periods be non-operating periods (ie when restrictions do not apply)? I changed my mind to YES, thinking of severe problems for poets roads residents.
N		Don't think a scheme should be introduced as it just pushes the problem on and would affect shops and businesses. Also expensive for residents
N		I have experience of a controlled zone being introduced in London. Came to regret voting for it. Council promised cost would be kept as low as possible and would be ring-fenced to fund wardens. But within 5 years costs had risen from £45 to £75. Visitors permits even more, from £1 to £4.80. Residents had no control over rising costs and many felt was easy way to raise income in times of budget cuts. Also wardens reduced from 3 times to once per day. Parking situation improved slightly but area remained heavily congested. My assessment was that the controlled zone was not worth the ever climbing costs to residents. Also, once it is introduced you are stuck with it. Has a zone ever been revoked for failing to deliver the promised benefits. I suspect not
N		This is a tax dressed up as a service. No thank you!!
Y		08:00 to 18:00, Monday to Friday and say Saturday morning or afternoon, as we find the weekends even busier, and this might prevent people going into Bath for the day, or even going up to London for the weekend from the station.
Y	E	How is the scheme going to be policed? Without proper policing it is a pointless scheme. The evening is the main problem for DB. Long term - if BCS expansion is likely to make additional problems then they should provide solution
Y		24 hrs / day, 7 days a week. Problem is more on weekends - Fri pm to Mon am 24 hrs on each day. Initial cost is too expensive especially with 2 vehicles + 1 parked on private land that sometimes has to be parked on the street because of vehicles blocking the rear access to the alleyway between DB and Longfellow
Y	B	We only find parking difficult in the evening after 6pm. This is why I would be interested in a permit that covers the evenings
Y	B	needs to be weekend to stop area being used by AirBnB guests staying in areas controlled by RPZ from using this area
Y		All day, every day 8am-8pm. It seems impossible to park anywhere in the evening even after 6pm which is annoying when picking up children after evening sports club



Vote	Option	Comment Raised
Y		All day Monday to Friday with restricted time for parking for non-residents such as 2 hrs and no return 1 hr as in St Mark's Road, Widcombe and other areas
Y		Monday - Sunday 11.30-1.3
Y		Parking availability varies hugely from day-to-day. However, it is clear that there is an increasing problem. Monday to Friday the school is an issue and with so many cars from the school parking in Alexandra Park, any change there will simply mean the cars try to park elsewhere. Weekdays, daytime, people park here and walk to work. These are not lower-paid young workers going into town, as I have read in the council details, they are all sorts of people - some may work on the Bear Flat or local area (often in Devonshire Buildings they are people who work in Tescos or one of the many Estate Agents), others going into town. They may have driven from Peasedown/Radstock area (where most people who work in Bath have been forced to live). Perhaps if the Park & Ride bus stopped on Wellsway / Bear flat, this would mean people coming to the Bear Flat could use the Park & Ride? At the weekends, people park here to walk into town, including to watch the rugby. The frequent queues of traffic down through the Bear Flat are evidence of how many cars are going into the town centre, so stopping and parking on/around the Bear Flat is often quicker than queuing and trying to park in town. However, it does seem to be the evenings when it is often most difficult to find a parking space. With new double-yellow lines, alongside other restrictions and constantly increasing traffic, things will only get worse. People will not consider using buses (the only transport option on this side of town) until parking is unavailable within walking distance of the town centre, at which point, perhaps the Park & Ride becomes a more attractive prospect than walking in from Odd Down! So yes, we need parking restrictions on the Bear Flat, for sure, and it needs to include evenings and weekends as the number of spaces is not enough for residents alone, without taking visitors into account
Y	A	Suggest first permit is set at reasonable price - £30? - but support the idea as we need to stop people driving into Bath when other options exist.

Hayesfield Park

Vote	Option	Comment Raised
Y	-	Reduced time split daytime and afternoon
Y	-	Preferred options: Mon-Sat 8am-6pm, 1 hr parking for non residents with no return within 1 hr. Also, speed cars in HP will eventually cause an accident. Something must be initiated to remove this danger.
Y		All day Mon-Sat
Y	B	Close off 'town end' of HP to prevent road acting as a rat run at certain times of the day. Vehicles drive at speed (totally disregarding 20mph limit) up the road posing a real danger to children etc
Y		I think it should operate 7 days a week, 365/6 days a year and that even residents should be restricted to the maximum number of vehicles they are allowed to park -part of the problem is houses with more than 2 cars where some people have mobile homes the size of small vans as well as two cars and some houses which are only one vehicle frontage wide are in multiple occupation.



Kipling Avenue

Vote	Option	Comment Raised
Y	A	We are a 2 car family and my husband is at work from 7am until after 6pm Mon-Fri. Therefore we are split about RP. If a reduction in price for families like ours could be considered. Also feel that Sat should be included.
Y	B	08:00 to 18:00 Mon to Sat
Y	B	If you're going to do it, you might as well do it all day, every day of the week
Y	A	To get a YES vote you are going to have to be a bit more creative and less B/W with the options. We all know that one of the main users is commuters user our streets rather than the P&R or a car park in town. So this is what the proposed RPZ restrictions should focus on. Other streets in the area with RPZs have a 'Residents Permit or 4 hrs max' restriction. This means that commuters can't park there but residents and delivery drivers/ workmen all can. This will / should appease a number of NO voters from last time. Another option is to have part of each street as unrestricted or 4 hrs max - say the bit below the lane that runs below the Wellsway houses. Also it would be good to include Sats in the restrictions as Bath Rugby match days can be an issue too. This could be seasonal or match days only. So, in summary, preference would be Mon-Sat 8am-6pm or 4 hrs max stay.
Y	A	BFA to formally consult with BCS on residents concerns re car parking and they need to build a large enough car park ON THEIR SITE
Y	-	Resident parking or 2 hour limit, no return within 1 hour, 0800-1800 every day
N	-	No parking permits are needed
Y	A	Our second option would be to go for the RPZ covering morning only Mon-Fri. All day commuters create the most blocking of parking
Y	-	It's a shame that it's not discouraging multi-car ownership, ie much more expensive for 2nd car (to subsidise first). A single hour afternoon & morning eg 9-10am and 2-3pm to discourage all day town and school parking. Saturdays useful too due to shoppers and rugby fans.
Y	A	One of the issues is the cost of the permit. I think on balance it would be worth it. However, I have seen a proposal for a soft parking zone. The theory is that parking is for free for residents (1 or 2 cars) but others can park for a fee, ie a daily, weekly or monthly rate. Not sure how well that would work and its a compromise between the cost of a permit and still having parking restrictions on the avenues for residents due to daily parkers.
Y		All day Monday to Saturday. With regard to the scope of the RPZ, if there is a clear divide in voting (as previously) I would like to propose that the section of avenues closest to the Holloway is added to the existing RPZ, thus extending its scope, ie Shakespeare, Kipling, etc

Longfellow Avenue

Vote	Option	Comment Raised
N	-	1) More discussion with BCS to create own parking spaces. 2) Night time parking causes a problem for me, not daytime. 3) Other options to be thoroughly and creatively reviewed before implementing this scheme
N	-	We have a 0730-1630 work pattern and also work from home one day a week, so have a good understanding of when and why there is parking issue on our street. 95% of the time we can get a space directly outside or within a couple of car lengths of our house. The only time we have an issue is when trying to park after 8pm. Our observations, having lived here for almost 4 years, does not relate to people parking up and walking into town – if this were the case, we would struggle to park during the working day or over the weekends, and we do not. The problem comes out of office hours and hence



Vote	Option	Comment Raised
		relates to residents coming home and parking. There is a high number of vehicles parking near or outside our house that are from residents who live on the Wellsway and who are choosing to park up the avenues instead (I believe this is because people are protecting their cars as quite often vehicles are damaged on the Wellsway). This is confirmed by the fact that the 5% of time when we can't park (late evenings) there are plenty of spaces on the Wellsway, and multiple cars from people on Wellsway are parked on our road (we can identify nearly all the cars on the bottom half of our road and who they belong to, so we know this to be the case). We have a high number of visitors to our property for social, business and family reasons and it will cost us a considerable amount of money to manage this – a 'solution' that will not significantly improve the problem. Put simply, if people parked on the road they live on, the problem would be much improved. Applying ANY form of residents parking will not make significant improvements. We appreciate this issue may be more significant for roads nearer the Holloway, but from our perspective this is not a significant problem and any attempt to apply residents parking will not improve things dramatically.
N	-	Ask the council why they want to impose a parking restriction in AP. This is prompting BCS to propose turning basketball / tennis courts into staff parking and does not offer advantages to users of the park. I do not think residents parking will reduce problems as the hardest time to park are when all the residents are at home. There are more residents cars per household than space on the streets to park them.
N	-	The problem is not during the day but at night when all the residents are home. There are just not enough car parking spaces for all the cars in Poets Corner. Unless I have a designated parking place outside my home for the evening then I would not be happy paying for a parking permit which I don't need. The permit scheme is also problematic when we have visitors during the day - there is plenty of space for them and having to pay for visitors is not necessary.
N	-	Please leave parking as it is. IT WORKS. The council are just trying to boost revenue. It's not in the interest of residents at all.
Y	B	Anything to stop the commuters parking in Bear Flat and catching the train to London or walking into Bath city centre. Perhaps each house should have a parking bay outside of their house.
N	-	No suggestions because any parking scheme would result in me paying to park in the same spaces as I do currently free of charge.
Y	-	I think it's important to include Saturdays as well as Mon-Fri
Y	A	All day Mon to Sat. Similar to Holloway Zone 4 OR allow us to remove front wall and lower the pavement, effectively giving 2 parking spaces per household
N	-	Instead of a RPZ, paint out spaces for people to parkin, so they know where to park and don't take up LOADS of unnecessary room. Also cut down leaves and greenery on trees so you can get out better
N	-	Main causes of congestion: most residents have 2nd cars; people living on Wellsway park on the avenues. Evenings are the problem, daytime is fine. So ... no suggestions. People are welcome to use our road during the day to visit Bath. We, as residents, just have more cars than road space so can't think of a solution. Do not want to pay.
N	-	Daytime is not the problem in Longfellow Avenue. Residents simply own too many vehicles per household and need to think about their travel behaviours. The avenues will be deserted during the day and we'll have the same old problem in the evening. And so what if it means parking on the next avenue or 50 metres up the street? Nobody has a right to park outside their house. Parking should be the "nightmare" that it is perceived to be! This is a leading questionnaire clearly demonstrating biased that the BFA is actively in support of an RPZ.
		This survey is not secure and therefore the result is null and void. I will be writing to the Data Commissioner as you are also not stating how you are protecting personal data.



Vote	Option	Comment Raised
		I can run the survey many times by just clearing my browser cache. That means I might not even live at the address above. This survey is null and void. <i>PLEASE NOTE THAT THE LATTER TWO COMMENTS ARE ADDRESSED DIRECTLY IN THE FINAL REPORT</i>
N	-	I think the parking problem in Longfellow is as a result of many households owning more than one car and introducing a RPZ here will do nothing to change the situation
N	-	The problem for us is parking at night not the day time
N	-	Any scheme that is introduced should be on a trial basis only and then residents should be asked whether parking has improved or not, for example after 6 months
N	-	Absolutely no resident parking scheme here under any circumstances
Y	A	Reduce cost of Odd Down P&R
N	-	Can't see any benefit in this. During the day spaces are available, the problem is night-time parking, and as many houses have two cars there will always be congestion
N	-	The parking problem in Longfellow is not during the day but at night. Too many houses are being given planning permission to be turned into flats. It is impossible to park on our road after 6-7pm
Y	-	Extend to 8pm please owing to people parking from 6pm and walking into Bath during evenings AND the chaos for residents returning home finding Beechen Cliff open evenings etc etc where school unable to get parents to park on their site.
N		Parking problems in Bear Flat are not mainly due to people parking from outside the district. Rather they arise due to the limited street-side space in front of rather narrow terraced buildings. This is exacerbated by some homes having more than one car. A RPZ would not solve this problem. It would just force residents to pay to preserve the status quo. We are very strongly against introducing such a scheme.
N		No to residents parking. No thank you.

Maple Gardens

Vote	Option	Comment Raised
N	-	We think all residents should be able to park without being push away by others
Y	-	It is noted on the website that MG residents were generally not in favour of the scheme following the Advanced Info receipt. It is a fact that residents (a fair number) use the street as free parking while their garages are used for free storage. Consequently, the parking problem is exacerbated by the residents themselves. It eases up very slightly at the weekends as others do park here for access to public transport. Some houses have as many as 3 cars (for 2 people). Some cars stay for up to 2 weeks at a time while they are not in use. Those of us who use garages often have no access to space outside in the road for personal use during the day and no spaces for visitors. Maybe paying for the municipal space would help deter this but I doubt it would. It will just make it seem more justifiable to stay put. I still think it is a good idea.
N	-	Like me, if you worked in a factory full time, you really wouldn't have time to keep banging on about this or even be bothered if people parked outside your house- you'd be at work! If I had to pay to park; I will be doing even more work in the factory! And it won't stop people parking for free. Just parking somewhere else and they will have the problems ... at Dursley Park. This form is misleading too as parking permits include Saturdays.... If you had a visitor on a Saturday, you would have to pay for them to park - great.



Vote	Option	Comment Raised
N		Perhaps stop charging at Victoria Park. Pre charges parking was not an issue for us. The council needs to stop being greedy! Permit would also impact school drop offs at St John's
Y		In my parents neighbourhood there is no parking for just one hour a day to put off commuters. This works very well. The restricted hour is staggered over a number of neighbourhoods to facilitate monitoring

Maple Grove

Vote	Option	Comment Raised
N	-	10:00 -12:00 noon. This works in London as it deters commuters and doesn't restrict locals too much
Y	A&C	We must do it as one area and not cherry pick street by street. Think we should stress other benefits of RPZ: - improved security, - improved road safety, - better access for emergency services, - positive impact on property prices. It is NOT just about the cost of a permit.
Y	-	Replace white lines at junctions with yellow. Stop cars from parking on pavement
N		No parking scheme
Y	-	To minimise disruption to residents and their visitors, operating time should either be 1) 2 hours in morning say 11 to 1, 2) whole day Mon-Fri but allow anyone to park for up to 2 hrs, no return within a certain period.
Y	C	We would like residents parking whatever time is offered. In our opinion, its only the mornings that are crucial because that's when commuters park in our area and then leave their cars all day.
Y	-	If the Poets get RP and our area does not, it will push the problem from the Poets across Wellsway to our side. So must not have two separate RPZ schemes. The principle should be we all share the pain! If an RPZ is eventually decided against, at the least we should have some more parking restrictions in the form of double yellow lines to prevent people parking in dangerous positions, e.g, opposite junctions, on corners, etc.
Y	A	1) to ensure that the scheme delivers the objectives it is essential that it is effectively enforced / policed. 2) The zone should be patrolled on a regular basis 3) Residents should have a telephone number to report illegal parking or online facility to report illegal parking in order that a mobile officer can issue an immediate notice. Otherwise it will be seen as just another milk cow for B&NES with no benefit for the residents paying for their parking privileges which are currently free.

Milton Avenue

Vote	Option	Comment Raised
Y	B	Even though we have a driveway, we would like less pollution and emissions in the avenues, especially the unnecessary school traffic. There needs to be a drop-off zone at the bottom of the avenues, allowing young adults (teenagers) to walk the 100-200m up a hill to BCS.
N		Dispense with RPZ entirely across Bath to eliminate the displacement effect created by this initiative
N		The avenues are mostly filled with our own cars, as they are full in the evenings and weekends too. An RPZ will make minimal difference and we'd just pay for full streets instead
		It would be wrong to start charging residents for a facility they already get for nothing
Y	C	Morning only every day of the week (to stop 'weekday (?)' who don't live in Bear Flat using the streets as free parking



Y	B	Some people in our street have x3 cars in their household. What would they do under the scheme?
N		If the vote is to have RPZ, then suggest following periods: Mon-Fri 12pm-4pm (4 hrs max) to reduce any commuters / to reduce school parking / to assist visitors / delivery services eg repairmen / to be cheaper for residents / limited period also easier to enforce
Y	B	I think considerations for parking should be taken into account for Bath Christmas market and when Bath rugby plays at home as this also causes huge congestion.
Y		All day Monday to Saturday
N		Parking permits will not ensure a parking place (as experienced by my daughters living in areas with RPZs). However, in these zones, the first permit is free, the second is a reduced cost and there is an option of a third. We do not feel it is fair to inflict the cost of permits residents, with first permit costing almost the cost of a month's council tax. Due to increase in house prices, some newer residents have a higher income than some older residents and two parking permits would cost almost half a month of our income. We have always found a way to get a parking place in the 40 years we have been here as it is usually quieter by evening anyway. Plus it would make it hard for friends and family to stay for many people in the avenue. We do not think this area should become a RPZ.
N		The worst time for finding a parking place in Milton Avenue is during the evenings and at weekends. This suggests that the lack of parking space is caused largely by households owning more than one vehicle. The only realised solution is for people to seek alternatives to car ownership. Rather than spending Council resources on trying to invent new parking schemes which ultimately will fail, money needs to be spent on car sharing schemes and better public transport

Shakespeare Avenue

Vote	Option	Comment Raised
Y	A	This is not a suggestion but a comment. PLEASE introduce a parking scheme, it is so difficult and frustrating to come home and have to spend 10 to 15 minutes driving round and round the avenues looking for a parking space. There are plenty of spaces early in the morning but they quickly fill up with commuters who are walking down to the train and people in M&S or Debenhams uniforms going to work. This is really difficult for residents and makes Bear Flat a less nice place to live!!
N		Reduce bus fares so that working people can afford to get into town and be kinder to those people who have to park here in the meantime. I park in roads in Bath in order to do home and school visits and resident parking zones are a nightmare and limit the time that patients and students receive from me. Question 5 pre-supposes that people answering this survey will answer yes. Some bias in the survey there! Thus I will give reasons why I am voting 'no' here as there are no options in this case. We have lived in this avenue for nearly 20yrs and only had to park on another avenue a handful of times. The 'problem' as you call it does not exist. Even when I have had to park elsewhere, a two minute walk to and from my car is not a terrible thing. In fact, one could argue it keeps me fitter. When residents bought their houses they knew, as I did, that they did not have off street parking or a garage. Those who recognised this well should not have to pay for others who really shouldn't have moved here if parking was high on the list of priorities when moving. If, as you claim, the school's expansion will affect parking, why not get them to factor more parking into their plans. Or pay for the scheme! I will be most annoyed if I am forced into this scheme. We had a vote only a short time ago and it appears the answer has not been listened to. How many more time will we have to vote on this? I hope it's not when I am forced to pay for a few people who want to only park outside their house at any cost
Y	E	Also Saturdays



Vote	Option	Comment Raised
N	C	I have ticked the above box in the event that the vote goes in favour of introducing a residents parking scheme. I would have thought though that if the vote is yes it would make sense to resurvey the residents to confirm their views on the degree of restrictions to be introduced
Y	A	All day every day except Sundays
Y	B	We are concerned about the continuing vibrancy of the shops on Bear Flat. Consideration should be given to providing some limited time car parking (2 hrs?). At the entrance to Shak Ave from Wellsway and elsewhere that is practical.
Y	A	1) Whereas I would prefer a limited hours strategy (to allow businesses to attract customer parking) the problem this leaves is enforcement. B&NES does not enforce. They say they will but they don't.(Hayes Place!). Enforcement = income! 2) Residents of Shak, Kip, Chau (part), Byron, Shelley, BCR, Bruton, Hayesfield have a totally bad deal from a) commuter parking b) school traffic c) pollution.
Y	B	Must include Saturdays as we regularly can not park on a Saturday
N		Parking bays for families with children under 5. Revisit the parking restrictions on Holloway
Y		8-6 mon to fri
N		Several other suggestions that would not involve an RPZ have been passed to my local councillor Mark Shelford
Y		Mon to Fri 0800 to 1800 would be our preference
Y		Mon - Sat 0800 - 1800
		We must have the option for a 3rd car for residents. A maximum of 2 is not acceptable. Allocate some 'max stay 30 mins' spaces at the bottom of each road for visitors to shops
Y		I agree with the normal operating time but would like to see parking restrictions in operation for Saturdays. Other RPZ near to Bear Flat have restrictions on a Saturday. Parking on a Saturday is used by retail staff working in town, shoppers and residents from nearby RPZ who do not hold permits and therefore park in our streets
N		No RPZ at any tim
N		We see no benefit or need for the introduction of an RPZ. There has not been a significant change in the parking since last years vote where residents voted NOT to introduce such a scheme. This appears to be an attempt by a minority of residents who are unwilling to accept the democratic vote of the majority of residents living in the area who rejected the scheme by changing the voting mechanism. A totally undemocratic approach to forward a minority view.
Y	A	Why does the school feel the expansions of BCS be beneficial? This will make traffic even worse and why is the council removing the free parking from AP? They could easily make the P&R on Combe Down bigger by adding a couple of storeys
Y	A	Where there are no houses eg on Chaucer Rd there should be some sections of free parking with 2-3 hrs limit.
Y	B	My wife leaves for school about 0800. She returns around 1600. Within minutes of her leaving am any parking space she had will be gone. Upon return she will be lucky to park in the same street, leave alone anywhere near the house. The problem is largely generated by people working in town attempting to avoid parking charges. Over thirty years we have seen this creeping up from Holloway and Wellsway. If P&R was made more attractive perhaps more people would use it.
N		To ease congestion: 1) one way system up Shak Ave and down Kip. 2) NO school drop-off except for disabled children with drop off on Bear Flat - exercise is the font of all health agendas.
Y	B	Splitting into parts of a day will only serve to cause confusion.



Vote	Option	Comment Raised
Y		The problem we are trying to address is all-day commuter & shopper parking. To deter this you don't need an all-day ban, you need the RPZ to operate for a block of time during the working/shopping day (say 1100-1400, including Saturdays). That could also be applied in Alexandra Park to deter School parking. I also recommend reviewing the system in Plymouth (see: https://www.plymouth.gov.uk/parkingandtravel/parkingpermits/residentparkingpermit) where a Resident's Permit costs just £30 per vehicle. How are they able to do that when B&NES propose charging £100 ?
N		1) Parking can be a problem during the day but I often find parking at night after a night out 10:30-11pm more difficult. A parking permit would not address this. 2) Alexandra Park should have a pay and display as other parks in Bath. 3) The expansion of the school is a school issue and should not be left to local residents to deal with.
Y	C	I have a disabled persons parking bay. I believe this will be unaffected by any scheme decided upon?
Y	B	Option B is vital if the council introduces pay parking in AP at the weekends as well as weekdays
Y		All day Mon to Sat
N	C	I would vote 'yes' if parking was guaranteed on both sides of Byron Road. At the moment cars park on the pavement - my concern is that this may be lost, which would have significant impact on parking for Shelley, Byron and Shakespeare (especially in the evening).
Y	B	Needed 24/7, particularly in the top section of Shakespeare Avenue where a combination of parking associated with Beechen Cliff School, Students, Alexandra Park and commuters, combined with the normal pressures of residents' parking, cause parking congestion during the day and at night, every day of the week, including weekends. Any parking restrictions in the park will compound the difficulties, including at weekends. Proximity to Jacobs Ladder means shoppers, rugby crowds etc park in the streets at weekends
Y	B	Variations in operating time within an RPZ area. Living at the top of Shakespeare Avenue we currently experience parking problems at weekends and evenings when extra-curricular events take place at the school - including those held by non-school organisations. These problems are in addition to those created during school hours. Introduction of any form of parking restrictions in Alexandra Park will further impact directly on street parking near the park even at weekends when more than 50 cars can be parked inside the park now. For these reasons we believe the most restrictive operating time option must apply here whilst other options can be applied elsewhere in a Bear Flat RPZ area. There should not be a "same restrictions everywhere" solution as it is not applied elsewhere in the city
Y	B	Hand in hand with AP parking
Y		We would like it to be all day every day of the week to minimise the disturbance caused by nocturnal users of Alexandra Park. If, however, there is not support for an "all day every day RPZ" then we suggest this is applied to the parts of the avenues closest to the Park.
Y	C/D	Yes only if parking becomes restricted in AP as the school will then inundate the area. I'm worried about monitoring of residents' parking. If no sticker given, then what is to stop school parkers just continuing to do so.



Shelley and Byron Roads

Vote	Option	Comment Raised
Y	A	Mon to Sat. Extending Holloway Zone to include those nearby streets that are in favour / vote yes.
Y	C&D	A morning or afternoon restriction would prevent all day parking by commuters and school members. The council would only have to patrol half a day which would be cheaper, and residents would only have to provide visitors permits for part of the day
N		Shelley Road currently has the capacity for approximately 28 cars to park. The total number of cars owned by residents in Shelley Road is, at present, at least fifty. At the moment the residents of Shelley Road are usually able to park in either Shelley Road or Byron Road. However, we are concerned that a formal parking arrangement will mean less available space to park and we cannot see how all cars can be accommodated, especially as Byron Road is also used as an overflow for Shakespeare Avenue. If all the roads in the Bear Flat area are also part of the resident permit scheme there is a risk that some people, who have paid into the scheme, may not be able to park at all in the area.
Y	-	Three hours max parking for non residents Monday to Friday between 8 and 6
Y	A	Have ticked all day Mon-Fri but any of the options for weekday parking would be far preferable for us than the current situation. During the three years we have lived here I have been subjected to 2 episodes of road rage due to difficulties of parking and access around the top of Shakespeare / Shelley
Y	-	Maximum 2 hours
Y	-	Mon- Fri 10-4
Y	-	All day Mon to Sat, to deter shoppers
Y	E	Or include Saturday but leave Sunday free
Y	C	Encourage BCS to open the lower field for parking. Council to support this and stand up to the Greenway Lane Association. Whilst the school states that parking is 'a highways' issue, introducing parking restrictions in the park will have a knock-on effect for residents. Over 60 cars park in AP which will then park in the avenues.
Y	B	We live in an overflow car park for visitors / commuters to town. Also the school car park plus students and long term train users. 1) is essential we have RPZ 2) for residents only 3) cover all days 4) restrict travel to school (eg between 8 and 9)
Y	-	The voting area is divided into smaller voting areas. Those not affected by parking issues are currently able to block the wishes of those who are. If there is a likelihood that they will start being affected then they may well vote differently

Wellsway

Vote	Option	Comment Raised
Y	-	Adopt 0800 to 1800 Mon to Fri as a trial period and monitor its effects. Then consider revised times if appropriate. Back up parking restrictions with better information about Government policy for transport and planning, Teach the public that the car should be the mode of transport of last resort (as per Government's Manual for Streets). We should all walk, cycle or use public transport before taking the car.
N		I don't think there should be a residents parking scheme because history shows from other previous parking schemes that it still won't guarantee you a place to park because the council fraudulently sell more parking permits than there are places available. If parking permits were issued free of charge on production of your council tax bill then fair enough. I don't see why we should pay for the unnecessary privilege of parking



Vote	Option	Comment Raised
		outside our houses with no guarantee when we already pay road/car tax and council tax for that very thing!!
Y	E	10am - 4pm
Y	B	Sat and Sun shoppers are a nuisance. Only the east side of Bear Flat / Wellsway should be included in this survey, ie Poets Corner. Bloomfield and Maple houses nearly all have drives and have mainly said no to RPZ. This will distort the results. Our councillor should also lobby about the 50% rule - it should be 50% of votes and not residents just like any other voting system, eg Brexit, local and general elections.
Y	-	Monday to Saturday. Parking on a sat is v hard to impossible due to shoppers and rugby.
N	-	We do not think permits will solve the issue of parking. During the day we are mostly at home but can go out several times during the day. Finding a parking space on return is generally not a problem. It may not be outside our house or close to the house but we do not have a problem with this. We would rather continue with this situation than have to pay to do this. With parking permits it is likely that we still wouldn't be able to park outside or close to our house so we'd just be paying lots for the same thing. The most challenging time to find a parking space is in the evening after 8/9pm. It is at this time we have the most problem parking. Parking permits would not solve this issue as presumably all the non residents have removed their cars by this time and it is the cars of the residents that are creating lack of spaces. We do not want to have to pay to park our cars in Bear Flat and do not think the issue of permits would solve problem parking in the evening. In terms of assessing the level of non- residents' parking, why not issue all houses within the zone a badge to display in their cars. If we all did this, (especially overnight when finding a parking space is most difficult) then the extent of non-resident parking could be determined because they wouldn't have a Bear Flat badge on their car. If all the cars parked overnight have a Bear Flat badge, then we would know that parking permits would not alleviate the problem. Or has the number of non- residents parking here already been quantified.
N	-	Would front gardens become car parks if parking became even more restricted by permits
Y	B&E	Seemed to work in Surrey when an hour lunchtime no parking was introduced. No good for the commuters so it cleared the problem. Commuters park daily outside my house - on main road - and who can blame them if free and they can get away with it
Y	E	Mon-Sat 8am-6pm
Y	C	I don't have a car but have carers coming to help me every day. I would therefore need to have a provision for sufficient visitors permits for these carers