

## Bath & North East Somerset Council

MEETING/ DECISION MAKER:	<b>Councillor Bob Goodman, Cabinet Member for Development and Neighbourhoods</b>
TITLE:	<b>Addendum - Bear Flat Residents' Parking Scheme Single Member Decision Report E3092</b>
<b>AN OPEN PUBLIC ITEM</b>	
<b>List of attachments to this report: Appendix A – Oldfield Ward Boundary Map (showing 3 properties concerned)</b>	

### **1 CORRECTION**

The Single Member Decision report states that Lyncombe Ward is affected by the proposed Residents' Parking Scheme. It should also have stated that Oldfield Ward is also affected. Three properties that are included in the proposed parking zone are in Oldfield Ward (highlighted in pink on the attached **Appendix A**. These are located in the section of Bloomfield Road near its junction with Oldfield Road. These properties were consulted and sent an invitation and information leaflet about the Bear Flat proposals and Drop in Day event.

### **2 CONSULTATION WITH WARD MEMBERS**

All Ward Members in the affected wards have been consulted on the proposals. Councillor Shelford, one of the Ward Members for Lyncombe, met both Oldfield Ward Members on 22 August 2018 to discuss the proposals. Formal consultation with Ward Members has not yet taken place because this does not happen until the Traffic Regulation Order is due to be advertised.

### **3 CONSIDERATION OF PARKING DISPLACEMENT**

Residents' Parking Schemes should be introduced on a zonal basis. The introduction of a Residents' Parking Scheme across a zone provides greater flexibility by using spare capacity in one street to supplement another. The Bear Flat boundary was drawn up by officers using feedback from the Bear Flat Residents' Association and Lyncombe Ward Members to address the concerns raised by local residents.

Although consideration must be given to the effect of displacement parking, as moving the problem to another location may cause other significant issues for residents, zone boundaries should remain logical and easily defined and not large enough to provide a benefit in vehicles 'commuting' whilst remaining in their zone.

There will always be residents on the boundaries of zones who wish for the zone to be extended and those who do not. During the Drop in Day event held at Bear Flat

Methodist Church on 21<sup>st</sup> June 2018, 14 residents in Oldfield Road and Junction Road within the Oldfield Ward requested that the Bear Flat proposed zone be extended. The extent they were requesting however, covers an area of 112 properties. 14 properties out of 112 equates to 12.5%, which is not a majority.

Oldfield Ward Councillor McGall raised concerns regarding displacement at the drop in day event. His concerns were noted and passed onto the Cabinet Member for Transport Councillor Shelford. Councillor Shelford discussed the issue of displacement with both Oldfield Park Ward Members and explained the process of initial consultation that the Bear Flat residents had previously gone through prior to reaching the proposal stage.

The Oldfield Ward has a range of landmarks with parking capacity issues and various user group needs which must be carefully considered such as Oldfield Park Railway Station and the popular shopping area around the Moorland Road high street. A zone covering the Bear Flat / Lyncombe area of the city as well as Oldfield Ward area would be too large and lead to cross zonal commuting.

#### **4 ADDITIONAL PARKING OCCUPANCY INFORMATION**

The introduction of a Residents' Parking Scheme across a zone provides greater flexibility by using spare capacity in one street to supplement another. Although a greater parking stress maybe felt in one street compared to another, if the streets with the greatest stress only were covered by a Residents' Parking scheme, then the displaced vehicles would migrate to the surrounding streets not included within the scheme, increasing the on-street parking pressures within these areas leading to further requests for Residents' Parking schemes and additional costs.

The AECOM report commissioned by the council as seen in **Appendix 2** of the **Single Member Decision Report E3092** identified that a commuter parking issue does exist across the Bear Flat area as a whole. The average occupancy over a whole day on a weekday when removing Alexandra Park is between 85% - 86% as set out below:

On Tuesday 6th February 2018:

7.00am: 793 vehicles, 83% of parking spaces

Middy: 905 vehicles, 94% of parking spaces

18.00pm: 768 vehicles, 80% of parking spaces

**The average parking demand over the whole day is 86% of available kerb space**

At midday, 13 roads (76%) were above 85% parking stress

On Wednesday 7th February 2018:

7.00am: 790 vehicles, 82% of parking spaces

Middy: 885 vehicles, 92% of parking spaces

18.00pm: 779 vehicles, 81% of parking spaces

**The average parking demand over the whole day is 85% of available kerb space**

At midday, 10 roads (58%) were individually above 85% parking stress

The 'Guidance on the Introduction of Residents Parking Schemes' document (**Appendix 4** of the **Single Member Decision Report E3092**) recommends that not less than 85% of the available kerbside space should be occupied for more than 6 hours between 8am and 6pm on five or more days a week from Monday to Saturday inclusive, and a need of residents must be established. As the 85% occupancy criteria was met, as outlined within the AECOM Report over the area as a whole and that a Residents' Parking Scheme should be considered over a zonal basis for the reasons

outlined above, the council therefore progressed to the proposal presentation stage at the Drop In Day on 21<sup>st</sup> June 2018.