

## Saskia's Statement on the Lambridge RPZ informal consultation

I want to speak today about the informal consultation on a Residents' Parking Zone in Lambridge, and the issues with the process that have caused real concern in our community.

First, the public meeting. The date was set without any discussion with us as ward councillors. Because of this, Joanna could not attend at all due to booked annual leave, and I could only attend for an hour and a half due to caring responsibilities. Residents were understandably disappointed, but this was not of our choosing, and it should not have happened.

We also need to highlight the lack of direct engagement with local businesses. We supplied officers with contact details for every business and venue, expecting meaningful conversations about their specific operational needs. Instead, aside from a leaflet drop, and informal meetings with one business owner, no meetings took place. Businesses are rightfully worried about viability, staff access, and customer impact, and they deserved proper engagement from the outset.

Similarly, we were not meaningfully engaged on the proposed number and location of dual-use and limited-waiting bays, which are critical issues to the success of an RPZ, as seen in Oldfield Park.

In the middle of the consultation, the Liberal Democrats distributed letters, both in shops and door-to-door, containing misinformation about RPZs and about our role as ward councillors. The letter claimed, and I quote: "RPZs are effective on specific streets but when applied across a large area, they often result in residents paying for a solution to a problem they didn't have." This contradicts the Council's own strategic direction: the Journey to Net Zero, the Residents' Parking Schemes Strategy, and the Movement Strategy.

The letter also claimed "the current scheme does not meet the needs of the community," when the entire purpose of the informal consultation was to ask the community what their needs are. Statements like this misled residents and undermined the hard work of officers during a critical stage.

We have been told by Cabinet Member Cllr Joel Hirst, that this letter was not approved by him. We asked him and the Leader to retract it and apologise for the misinformation, but we have received no response to date. It is especially concerning given that it contradicts Lever 8 of the Movement Strategy, which is out for consultation now.

Let me be clear: an RPZ consultation is not driven by one or two individuals. Officers, Cabinet Members, and ward councillors work together, supported by a strategic business case. Residents deserve clarity on that, not political point-scoring.

Joanna and I have supported the informal consultation professionally, stayed neutral, and listened carefully to residents. That is our role, and we are waiting for the outcome before forming any view.

Residents deserve honesty, respect, and a process they can trust.

## Joanna's RPZ Statement

B&NES led by the Lib Dems is presently involved in consulting on the Movement Strategy for Bath with the Cabinet Member for Sustainable Transport Strategy stating:

*"the Movement Strategy is a long-term blueprint that reimagines how we use, and view, our streets. It aims to rebalance the city's transport network to better serve residents, businesses and visitors, while supporting our climate goals."*

In the Movement Strategy consultation it proposes:

*"Lever 8 Managing car Parking More Effectively - We will expand Resident Parking Zones (RPZs) and develop a Parking Strategy to reduce car dependency"*

In 2022 this Lib Dem Administration decided to introduce the Snow Hill and Walcot RPZ, RPZ 27 which also included streets in Lambridge. Emails from myself and former Lambridge Cllr, Rob Appleyard clearly stated that:

*"Given the high level of resistance it does raise the question why this is proceeding...the issue of displacement to any changes proposed, and effect on the Lambridge Ward have not been recognised and will only go to increase the pressure on residents parking in the ward"*

RPZ 27 went ahead anyway and several Lambridge streets were included.

Following the introduction of RPZ 27 B&NES Lib Dem administration failed to help on the impact of building RPZ car spaces on roads not wide enough to accommodate them and streets where people lived but were not given permits. As ward cllrs we repeatedly sought help for residents.

In December 2023 we received an email from the Cabinet Member:

*"To progress forward with a new RPZ will take time. There are a few areas that are highlighting requests for RPZs – with limited officer capacity in the LN team."*

An email was then sent by an Officer to a Walcot Cllr in September 2024, which fortunately was forwarded to Lambridge Cllrs on proposals to again enlarge RPZ 27.

In February 2025 a local Lambridge resident received an email, but not the Lambridge ward cllrs that said:

*"The council's 2025/26 Budget, which was confirmed yesterday evening, includes funding for taking forward proposals for a Residents' Parking Zone in the Lambridge ward."*

Saskia and I are therefore dismayed that an informal RPZ consultation process led at all stages by this Lib Dem administration is now being challenged by the James

Street West Lib Dem team. Do they support the Leadership in their “*aims to rebalance the city’s transport network to better serve residents, businesses and visitors, while supporting our climate goals.*”

**Could this be political posturing with no moral compass?**

# Lambridge RPZ

## Your chance to have a say!

Dear resident,

As you may be aware, there is currently a proposal, led by your local Green Party Councillors, to create a new Residential Parking Zone (RPZ) across the Larkhall area. This letter outlines the details and potential impacts of this change.

**What is a RPZ?** Residential Parking Zones are designed to address a lack of parking availability by introducing enforced parking zones during daytime hours, which residents must pay a permit to access. The cost of a single permit is about £120 a year, with a second permit for another car being forecast at £192 a year, due to a likely 20% increase in price (also under consultation). Blue badge holders are exempt from charges. RPZs are effective when applied to specific streets that have an issue with over-parking but when applied across a large area, they often result in residents paying for a solution to a problem they didn't have!

**Location and Potential Impact of the Proposal:** The RPZ covers the entirety of Larkhall and extends up to Valley View Road, affecting over 1,100 households, many of whom do not face immediate pressures on parking access.

This is especially true around the Hill View and Coxley/Uphill area, where the high cost of parking permits is very likely to outweigh the potential benefits in parking access.

Additionally, the loss of parking access for customers of businesses along Larkhall High Street is likely to have a knock-on effect for both local businesses and general access to publicly available parking.

While the idea of a Residential Parking Zone is not something we are fundamentally opposed to, the current scheme does not meet the needs of the local community.

**We urge local residents to take part in the consultation and raise their concerns!**

Best wishes,

Lambridge and Larkhall Liberal Democrats

  
**Liberal  
Democrats**



Scan here to  
have your say on  
the consultation!



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