



Balancing Your Needs: A parking strategy for Bath & North East Somerset

Summary

Prepared for

Bath and North East
Somerset Council

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SECTION 1

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SECTION 1

Executive Summary

This Parking Strategy was commissioned by Bath and North East Somerset Council to provide an effective long term plan for the management of all aspects of parking including:

- Parking Standards for new developments;
- Public off-street parking including Park and Ride;
- Public on-street parking and Residents parking zones;
- Private off-street parking;
- Parking Charges;
- Multi-modal Parking, including Disabled Parking and Coach Parking; and
- Parking management during Major Events.

The strategy covers the whole authority of Bath and North East Somerset Council including Bath, Keynsham, Radstock, Midsomer Norton and Westfield.

The aim of the strategy is to help improve the quality of life of the people of Bath and North East Somerset by establishing a balance between the social, economic, cultural and environmental needs of the whole community. In particular, the Parking Strategy supports the need to reduce the level of intrusion of vehicles into urban centres, reflecting concerns about the impact of traffic congestion on the environment and air quality, as well as the need to protect the historic fabric of the World Heritage Site in Bath.

A consultation process was undertaken to inform the strategy and involved interviews with public and private parking operators, surveys to residents associations, parish councils and other organisations active in the authority and targeted letters to certain business groups.

The Strategy has been developed in line with the policies in the Place Making Plan (PMP), Core Strategy and the current and emerging Transport Strategies, which have been established for a number of towns and areas within the authority.

Parking standards, as set out in the Bath and North East Somerset Council's PMP, are a tool to manage future traffic growth in congested areas, provide adequate residential parking to avoid on-street parking issues caused by overspill and to ensure that suitable levels of parking are provided to enable adequate means of access to services in rural areas. The Parking Strategy adopts the standards presented in the PMP, and also provides standards for car club bays, electrical vehicles and motorcycles.

A reduction of prescribed parking standards may be justified in areas with high connectivity and good public transport provision. The 'Bath and North East Somerset Council's Development Accessibility Assessment' provides a tool to assess a site's level of connectivity and proposes a suitable level of reduction from the standards.

The on street parking spaces in Bath and North East Somerset are under high demand, particularly in the centres of Bath and Keynsham. The Parking Strategy includes a hierarchy of kerb space which defines the order of priority for competing demands for on-street parking. The hierarchy prioritises uses which support alternatives to private car trips, maintain accessibility for disabled users and support the operation of businesses.



Within Bath, and to a lesser extent Keynsham, controlled parking zones and residential parking schemes are necessary to manage on street parking demand in the city/town centres whilst securing adequate parking provision for residents. The introduction of Residents Parking Zones and the allocation of permits will continue in accordance with existing guidance aimed at protecting parking space for residents at the expense of commuters. In smaller towns and rural areas, on street parking will be kept under periodic review to ensure that its use is prioritised for those with reduced mobility and short stay shoppers and visitors.

The public off street car parks in Bath and North East Somerset have high occupancy levels, particularly in Bath. Over time, the capacity of long stay off street parking in Bath city centre will be reduced in favour of short stay users, in order to stimulate shopping and support the economic viability of local businesses.

Park and Ride facilities are required to support a reduction in long stay parking in the centre of Bath which will contribute to improving air quality and reducing pressure on the road network within the city centre. Counts and ticketing data show that the patronage of the existing Park and Ride sites serving Bath is continuously growing and this demand is likely to increase with future development of the city centre. The Parking Strategy promotes continued use of the existing sites around Bath and a review of the operation of existing sites.

Privately operated car parks contribute significantly to the total parking stock within Bath and North East Somerset. The occupancy of these car parks is generally high, especially in Bath. The continued regulation, charging, enforcement and management of the private car parks will have an impact of the overall travel patterns on the road network. In order to ensure successful implementation of proposed policies, the Parking Strategy promotes maintaining and developing relationships with the private operators, in order to collaboratively achieve the overall goals and visions for Bath and North East Somerset Council.

The pricing strategy is a key mechanism with which to implement a number of the policies within this strategy. There is a need, and justification for, amending long stay parking prices within Bath and Keynsham to manage the level of commuter trips into these congested areas. In contrast, charging for parking in the Somer Valley and rural areas is not proposed in order to maintain and improve the viability of these town centres.

In addition to private car drivers, there are numerous of other transport modes and users in need of adequate parking provision. The Parking Strategy addresses parking for disabled users, cyclists, motorcyclists, car clubs, electric vehicles, coaches, taxi's and delivery/servicing vehicles. The allocation of parking spaces should be designated to ensure that all of these modes have suitable space in relation to their position within the hierarchy of kerb space.

In order to improve the management of parking information and enforcement Bath and North East Somerset Council will seek to investigate the opportunities for implementing a holistic parking technology system. This would consist of a number of components that work together to form a full parking ecosystem, including; payment systems, occupancy detection systems and an efficient data management software. This would enable further expansion and usage of the existing variable message signs, and facilitate the development of a data platform for both parking officers and end-users. All of these technologies would improve the overall management of parking enforcement and increase satisfaction of the user experience.



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The City of Bath as a World Heritage Site is a major tourist attraction all year around, and additionally, a host for various major events. The pressure on parking is increased during these events and generally additional parking provision cannot be provided. The Parking Strategy supports the ambition to reduce the amount of visitors arriving by car and promote sustainable modes. A number of actions are presented to improve the management of parking for major events including the creation of a Joint Events Management Transport Stakeholder Group Framework, development of good practice guidance and developing a Travel Demand Management Strategy for the large major events.

Bath and North East Somerset Council's Parking Strategy includes 31 objectives and 21 action points in order to achieve the aforementioned goals and objectives.



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Introduction

1.1 Introduction

This document sets out a summary of the Parking Strategy for Bath and North East Somerset Council including the city of Bath, and Keynsham, Radstock, Midsomer Norton and Westfield. The technical evidence and analysis supporting this document can be found in the full 'Bath and North East Somerset Parking Strategy – Technical Report' dated 08/08/2017.

1.2 Aims and Principles

The Parking Strategy has been developed in line with the policies in the Place Making Plan and the current and emerging Transport Strategies which have been developed for a number of towns and areas within the authority. In particular, the Parking Strategy supports the need to reduce the level of intrusion of vehicles into urban centres, reflecting concerns about the impact of traffic congestion on the environment and air quality, and the need to protect the historic fabric of the World Heritage Site in Bath.

The principles of the Parking Strategy are:

- To sustain and enhance the vitality and viability of settlements within Bath and North East Somerset, including the City of Bath, through parking policies which support the prosperity of the city and towns whilst reducing the growth of traffic in the most congested areas and improving the air quality;
- To effectively manage the total parking supply, which includes all types of parking, and consider priorities, regulation, charges and enforcement; and
- To manage travel demand in new developments by introducing restraint-based car parking standards, to avoid the over provision of car parking spaces, whilst meeting the needs of essential users.

The Parking Strategy presents 31 Parking Strategy Objectives (PSOs) which set out Bath and North East Somerset Council's approach to Parking within the authority, and 21 Parking Strategy Actions (PSAs) to achieve these objectives.

Policy Context

The Parking Strategy has been developed in line with local and national policies, and legislation, including the Place Making Plan (PMP), Core Strategy and the current and emerging Transport Strategies which have been established for a number of towns and areas within the authority.

Full details of the policy review can be found in Chapter 2 of the 'Bath and North East Somerset Parking Strategy – Technical Report' dated 08/08/2017.



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Parking standards

3.1.1 Summary of Existing Parking Standards

The PMP includes parking standards for each land use type within Bath City Centre Zone, the Bath Outer Zone and the remainder of Bath and North East Somerset Council. A full summary of the PMP parking standards can be found in Section 3.2 and Appendix B of the 'Bath and North East Somerset Parking Strategy – Technical Report' dated 08/08/2017.

3.1.2 Car Club

The importance of car clubs, and their role in reducing congestion, is reflected in the hierarchy of road space set out in next chapter. The Council will continue to prioritise road space for the provision of car club bays and to encourage large developments to provide/contribute to the provision of allocated spaces.

Objective PSO 1 Encourage and facilitate the provision of car club bays within new developments to reduce car ownership and pressures on residential parking within Bath.

3.1.3 Electric Vehicle Charging Points

The PMP does not include a standard for the provision of electric charging, and this is common in other similar authorities within England. However, the Bath Air Quality Action Plan (2016) and the Keynsham and Salford Air Quality Action Plan (2016) both proposed that developments should be required to provide charging points based on the number of standard car parking spaces provided. The standard proposed is aimed at increasing the uptake of electric vehicles within the authority to minimise the impact of vehicles on air pollution.

Objective PSO 2 Developments within Bath and North East Somerset Council should provide electric vehicle charging points in accordance with the following standards;

- Residential developments with shared car parks – passive provision for 10% spaces
- Residential developments with individual parking – passive provision within each property
- Commercial developments – active provision in 5% car parking spaces



3.1.4 Motorcycle Parking

The PMP does not include specific standards for motorcycle parking. However, the provision of additional motorcycle parking, with the aim of encouraging motorcycle use, would support the delivery of the parking strategy objectives. It is proposed that developments within the Bath City Centre Zone with shared/communal parking facilities be required to provide 5% of the total car parking spaces as additional motorcycle parking spaces, and similar in all other areas but with a reduced rate of 2%.

Objective PSO 3

Developments within Bath and North East Somerset Council with shared parking facilities should provide motorcycle parking spaces in accordance with the following standards;

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

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

3.1.5 Application of Parking Standards

Appropriate application of the parking standards presented in this document, and the PMP, will contribute to delivering the objectives of this strategy. The acceptability of potential departures from the prescribed parking standards will be determined by an assessment of the site accessibility. Full details of the Accessibility Assessment, and applicable discounts to the parking standards, can be found in Section 3.3 and Appendix C of the 'Bath and North East Somerset Parking Strategy – Technical Report' dated 08/08/2017.



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Objective PSO 4

New developments within Bath and North East Somerset Council should provide adequate vehicle parking provision to meet the standards set out in the Place Making Plan.

- Where 'Maximum Standards' are quoted the on-site parking provision should not exceed this level without prior agreement and justification. Proposed parking provision below the maximum allowed shall still be supported by an adequate assessment to demonstrate adequacy;
- Where site parking is to be 'Assessed on Merit', the developer shall provide a predicted parking accumulation assessment based on expected traffic generation (TRICS or similar). The Accessibility Assessment (Objective PSO5) may be used to consider a reduction; and
- Where 'Minimum Standards' are quoted the on-site parking provision must meet this level subject to the developer completing an Accessibility Assessment (Objective PSO5) and a level of reduction agreed based on this.

Objective PSO 5 The accessibility of new developments should be assessed using the 'Bath and North East Somerset Council's Development Accessibility Assessment'. The resulting score will inform the maximum reduction in parking provision that will be considered suitable by Bath and North East Somerset Council Planning Officers. The final level of parking to be provided remains subject to the judgement of the Council.



Managing On Street Parking

4.1 Hierarchy of Kerb Space

A hierarchy of kerb space is presented in Section 4.2 of the 'Bath and North East Somerset Parking Strategy – Technical Report' dated 08/08/2017.

Objective PSO 6 Where it is deemed safe, on-street parking will be allocated using a balanced approach to meet the demands in accordance with the Hierarchy of Kerb Space. Where necessary, the council will seek to maintain free flow of traffic on the highway network by introducing parking restrictions or preventing parking altogether.

In general, the items near the top of the hierarchy have a low volume and high turnover, whereas the lower part of the hierarchy represents parking that generally has a high volume and low turnover.

1. Bus Stop
2. Taxis
3. Blue Badge Parking
4. Deliveries
5. Motorcycle and cycle parking
6. Car Clubs
7. Residents' Parking
8. Short stay Parking
9. Long stay parking

4.2 Bath

Full details on the available on-street parking in Bath, and its usage, can be found in Section 4.3 of the 'Bath and North East Somerset Parking Strategy – Technical Report' dated 08/08/2017.

In accordance with the overall strategy objectives, a reduction in on-street long stay parking within the central area of Bath is supported in order to allocate a greater proportion of spaces to disabled users, short-stay visitors and residents.

Objective PSO 7 Within the centre of Bath priority for on-street parking will be given to disabled users, then residents parking zones and then short stay parking (maximum 2 hours) at the expense of long stay parking.



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Residential streets are often subjected to extensive parking by non-residential users, such as shoppers and commuters. In order to manage on street parking in Bath, the Council has introduced 20 residential parking zones.

Objective PSO 8 Additional Residents Parking Zones in all areas of Bath and North East Somerset will only be introduced in accordance with the 'Purpose of Residents Parking Schemes' where it can be demonstrated that the criteria outlined in 'Guidance to the Introduction of Residents Parking Schemes' has been met and the scheme has the support of local members.

Difficulties relating to the RPZ boundaries were raised by a number of consultees in the process of developing the strategy. The current zoning system was not developed holistically and additional RPZs were implemented to address local issues and displacement over time. It may be possible to make more efficient use of on-street parking space by readjusting the zoning system and it would be desirable to align the zoning structure so that it is consistent with the zone definition in the PMP. In addition, the time periods in which the residential permits apply was raised multiple times in the consultation process.

Action PSA 1 The Council should consider undertaking a strategic review of the existing residents parking scheme zoning system to determine whether an alternative zoning structure would result in more efficient use of on-street spaces.

Action PSA 2 The Council will consider altering the hours of operation of residents parking zones, where sufficient evidence can be provided to demonstrate support for a change amongst residents and local members in line with criteria outlined in 'Guidance to the Introduction of Residents Parking Schemes'.

The council issues a number of on street parking permits, which are presented on the Bath and North East Somerset Council's website. The number of different permits offered is currently quite wide, and could be simplified to aid enforcement and public understanding.



Action PSA 3 The Council should undertake a review of the available permit types and remove those that do not comply with the objectives and policies of this strategy.

In November 2016 a Single Member Executive Decision, *Allocation of Parking Permits in Controlled Zones*, E2911, was issued. It states under what circumstances new developments and existing properties with a new use, can be allocated parking permits.

Objective PSO 9 Allocation of permits to new developments, and existing properties with a new use, will be in accordance with the policy set out in E2911. In particular, permits will not be allocated in zones where the potential demand of existing properties exceeds the available capacity.

4.3 Keynsham

A parking beat survey conducted in November 2016 found that overall there is sufficient on street parking capacity in Keynsham. Full details of the available on-street parking in Keynsham, and its usage, can be found in Section 4.4 of the 'Bath and North East Somerset Parking Strategy – Technical Report' dated 08/08/2017.

Action PSA 4 Surveys undertaken in March 2015 and November 2016 suggest there is currently residual capacity on-street in Keynsham. The Council will undertake periodic reviews of on-street parking demand in Keynsham to monitor whether intervention is required.

4.4 Somer Valley

Recent parking beat surveys indicate that there is sufficient available on-street parking capacity in both Midsomer Norton and Radstock to accommodate the existing demand. Full details of the available on-street parking in both Town Centres, and its usage, can be found in Section 4.5 of the 'Bath and North East Somerset Parking Strategy – Technical Report' dated 08/08/2017.

Action PSA 5 Recent evidence suggests that there is available capacity on-street in the Somer Valley. The Council will undertake periodic reviews of on-street parking demand in the Somer Valley to monitor whether intervention is required.



SECTION 4

4.5 Rural Areas

In rural areas parking is primarily unrestricted on street or provided privately. In some places the narrow physical layout of the roads combined with on-street parking makes finding sufficient space for two vehicles to pass challenging.

Action PSA 6 Issues related to a lack of passing places caused by on-street parking will be considered by the Council on a case by case basis, with the aim of minimising safety problems.



Managing Public Off Street Parking

5.1 Existing capacity and demand

Full details of parking facilities in each off-street car park are provided in the inventory in Appendix A of the 'Bath and North East Somerset Parking Strategy – Technical Report' dated 08/08/2017.

5.1.1 Bath

Analysis of recent survey data in off-street car parks in Bath found that overall they are well used and generally are close to full capacity throughout the year. Late November and early December show an increase in demand due to the operation of the Christmas markets. Full details of the current usage in each public off-street car park in Bath is provided in Section 5.2.1 of the 'Bath and North East Somerset Parking Strategy – Technical Report' dated 08/08/2017.

It is likely that demand for parking in central Bath will increase in the future. However, the existing problems relating to congestion and air quality within Bath are such that little additional traffic growth can be accommodated without further damage. In order to limit the traffic growth the amount of off-street parking provided in the city centre will not be increased, and if anything may be decreased to reduce the current harmful impacts of traffic.

Objective PSO 10 The number of public off-street parking spaces in Bath will be maintained at the current levels or below.

To accommodate the future demand within the centre of Bath and to avoid impacts on the viability of the centre or access to services, provision of alternative modes must be supported. Park and Ride facilities are key to providing access to the centre of Bath from rural parts of the authority area and beyond without resulting in large increases in traffic and air pollution in central Bath.

Objective PSO 11 Any reduction of off-street parking spaces in Bath city centre should be supported by increased provision of alternatives.

As demand for parking spaces within the centre of Bath increases, priority will be given to short-stay parking to support the economic viability of the centre and the tourism market. Increase in short stay parking will be at the expense of long stay parking in order to discourage commuter trips by car.

Objective PSO 12 Any increase in short stay off-street parking in Bath will be at the expense of long stay parking.



SECTION 5

5.1.2 Enterprise Area Sites: City Centre

The Enterprise Area developments planned within Bath City Centre will affect the supply of off street parking in Avon Street, Cattlemarket and Manvers Street. Analysis undertaken using occupancy data indicates that the existing demand could be accommodated on most occasions if 500 spaces are re-provided across the EA sites in the city centre. In addition, a short stay tariff is likely to be required at Charlotte Street car park to encourage and realise this shift in parking demand between car parks.

Objective PSO 13 Development plans for the Enterprise Area sites within Bath city centre should include re-provision of at least 500 public car parking spaces within the overall development area.

Action PSA 7 The introduction of a short-stay parking tariff at Charlotte Street will be assessed with the aim of encouraging usage by users displaced from the car parks affected by the Enterprise Area proposals within Bath city centre.

Full details of this analysis can be found in Section 5.2.2 of 'Bath and North East Somerset Parking Strategy – Technical Report' dated 08/08/2017.

5.1.3 Keynsham

In Keynsham the council provides nine off-street public car parks, of which four are short stay and five are long stay. Recent survey data indicates that the car parks in Keynsham are well used throughout the year. Full details of the current usage in each public off-street car park in Keynsham is provided in Section 5.2.3 of the 'Bath and North East Somerset Parking Strategy – Technical Report' dated 08/08/2017.

The Council will continue to review the availability of parking in Keynsham. If parking supply is not sufficient the Council will take steps to maintain access to facilities by improving and supporting travel by sustainable modes. This will ensure that the existing congestion and air quality problems in Keynsham are not exacerbated.

Action PSA 8 The Council will undertake periodic reviews of usage of off-street car parks in Keynsham to monitor changes and any need for future actions. In addressing 'shortfall', the focus will be to improve access to facilities by sustainable modes rather than increasing parking provision.



The availability of long stay parking around the station is important to residents of Keynsham and adjacent residential areas within the catchment in order to provide access into Bristol and Bath city centres, but is also key in managing levels of traffic in both city centres.

Action PSA 9 Improve parking facilities in The Nursery and Station Road car park to support commuting by train to Bath/Bristol and beyond.

The occupancy of long stay parking in Keynsham is largely affected by the car parks in which Council staff permits are valid and the number of Council staff utilising the permit scheme. A review of the eligibility criteria may provide opportunities to reduce the number of permits issued to staff who do not need a vehicle to support them in their work. This will increase the space available to short stay shoppers and visitors whose access to parking is important to the viability of the town centre.

Action PSA 10 Review Parking Permit eligibility criteria with the Corporate Travel Group to reduce the number of permits issued whilst ensuring staff who require their vehicle to support their work are able to park.

5.1.4 Somer Valley

Full details of the current usage in each public off-street car park in the Somer Valley is provided in Section 5.2.4 of the 'Bath and North East Somerset Parking Strategy – Technical Report' dated 08/08/2017.

Recent masterplanning work in Midsomer Norton, undertaken by the Council, has proposed utilising land at South Road car park for additional development. Given the current occupancy levels, a reduction in spaces at South Road car park would have a significant impact on the availability of off-street parking spaces in Midsomer Norton and may impact on the viability of the town centre and access to services for local residents.

Objective PSO 14 Any redevelopment of South Road car park in Midsomer Norton should not result in a net loss of off-street car parking spaces.



SECTION 5

Objective PSO 15 The current levels of parking within Somer Valley towns will be maintained to ensure access to facilities. The provision should be reviewed periodically to determine if additional controls or capacity are required to maintain the availability of spaces.

5.2 Park and Ride Existing Capacity and Demand

Bath is currently served by three Park and Ride sites; Newbridge, Lansdown and Odd Down. Recent survey data indicates that the park and ride facilities are well used, particularly during the Christmas period. All three Park and Ride sites have been expanded as a part of the Bath Transport Package, with full completion in July 2015. The available data shows that the demand for Park and Ride has increased since the expansion with utilisation rates exceeding the pre-expansion capacity. Full details of the current park and ride facilities and usage are provided in Section 5.3 of the 'Bath and North East Somerset Parking Strategy – Technical Report' dated 08/08/2017.

5.2.1 Encouraging Park and Ride Usage

Demand for city centre off-street parking peaks on a Saturday whilst demand for the Park and Ride sites is at its lowest during the same period.

Action PSA 11 In order to continue to encourage greater use of the Park and Ride facilities, the Council will periodically review operation of the service.

5.2.2 Future Demand

The Park and Ride sites are not currently operating at their full capacity, but the future parking demand is likely to increase. In order to meet the demand, further promotion and potentially expansion of out of town parking is considered the best option for meeting this imbalance.

Objective PSO 16 The Council will continue to provide appropriate out of town parking and will review the need to provide additional capacity in response to future growth.



5.2.3 Informal Park and Ride sites

Consultation has highlighted that 'informal Park and Ride sites' have emerged around Bath and North East Somerset authority area. The phenomenon that rural villagers drive a part of their journey to a public transport node, then park and continue by bus or train is in line with the overall Strategy to increase modal shifts and should be encouraged.

Action PSA 12 The Council will investigate the possibility of recognising informal Park & Ride activities where identified, by providing more spaces at strategic locations around Bath and North East Somerset authority.



SECTION 6

Private Non-residential Parking

Full details of the existing privately operated car parks are provided in Sections 6.2, 6.3 and 6.4 of the 'Bath and North East Somerset Parking Strategy – Technical Report' dated 08/08/2017.

Action PSA 13 The Council will seek to maintain and develop relationships with operators of private car parks, in order to ensure that operation is compatible with the needs of the business where applicable but seeking to discourage long stay public parking or an increase in supply where this is incompatible with the aims of the strategy.

The continued availability of parking at RadCo in Radstock is important in supporting efforts to improve the prosperity of Radstock and increasing the number of visitors in the future.

Objective PSO 17 The availability of parking at RadCo is important in maintaining and improving the viability of Radstock town centre. Any development on this site should not result in a net reduction in parking spaces.

The Council will seek to establish appropriate strategies for any new car parks proposed by developments as part of the planning process.

Objective PSO 18 Any proposed development which includes provision of publicly available car parking spaces should, as part of the planning process, submit and agree a car parking management plan with the Council. This should include proposed capacity, time restrictions and charging tariffs as a minimum.

Parking charges

7.1 Off-street Parking Charges

Full details of the existing off-street parking charges in Bath and North East Somerset are provided in Sections 7.2 of the 'Bath and North East Somerset Parking Strategy – Technical Report' dated 08/08/2017, and a full inventory is provided in Appendix A of the same document.

Charges are significantly higher in Bath than Keynsham, but the same tariff rates are applied consistently across most car parks in each location. Car parks in the Somer Valley and rural areas of Bath and North East Somerset are not currently charged.



Objective PSO 19 Parking in the rural areas of Bath and North East Somerset will remain free of charge where charges do not currently apply in order to support and improve the economic viability of these settlements.

A comparison of parking charges in Bath and Bath and North East Somerset Council with other similar locations demonstrates that the charges in Bath and North East Somerset are relatively high for short stay parking but are significantly lower than other authorities for long stay parking. Differential charges could be considered as a tool to further discourage unnecessary car trips to the city centre and improve air quality.

Objective PSO 20 Prices for long stay parking in Bath and Keynsham will be managed to discourage commuter trips, provide more space for short stay visitors and encourage greater use of public transport and Park and Ride facilities where available.

Objective PSO 21 Parking charges in Bath and North East Somerset should be periodically reviewed and adjusted as required to ensure that they achieve the aims of the Council's strategies and are comparative with privately operated car parks in the same location.

7.2 On-Street Parking Charges

The use of on-street parking is popular due to its convenience but the space is limited. As a result competition for the space is high, particularly in the central area of Bath where residents and visitors share the on-street parking bays. Chapter 4 of the full Parking Strategy sets out a hierarchy for prioritising on-street parking space, and the pricing strategy will be defined to deliver this. Differential charging could be considered as a tool to further discourage unnecessary car trips to the city centre and improve air quality.

Objective PSO 22 On-street parking charges in Bath will be managed, and tariffs for greater than 2 hour stays reviewed, to prioritise the space for short stay visitors and residents.



SECTION 8

Multi Modal Parking

A full assessment of multi-modal parking in Bath and North East Somerset is provided in Chapter 8 of the 'Bath and North East Somerset Parking Strategy – Technical Report' dated 08/08/2017.

8.1 Disabled users

The importance of providing dedicated blue badge spaces for those with mobility problems is recognised by Bath and North East Somerset Council and dedicated spaces for blue badge holders are provided in almost all public and private car parks.

Action PSA 14 Establish an expert panel on disability issues to guide policy decisions.

Objective PSO 23 Ensure adequate parking is provided in suitable locations for disabled users and enforce the proper use of it. Undertake a review of access routes between off-street disabled parking and the city centre, particularly where changes to provision and/or location are implemented, to ensure that the existing level of provision is maintained or improved.

8.2 Car clubs

The provision of car club bays provides residents and commuters with the opportunity to borrow a car for a short period of time rather than using their own vehicle. This can reduce the levels of car ownership and the necessity for commuters to bring their cars to work, relieving congestion and parking pressures.

Objective PSO 24 Continue to encourage the provision of car clubs in central Bath.

8.3 Electric vehicle charging

The use of electric vehicles in preference to petrol or diesel vehicles improves air quality and is particularly effective in congested areas such as Bath city centre.

Objective PSO 25 Support an increase in the number of electric vehicle charging points on street and within car parks.



8.4 Motorcycles

The use of motorcycles is increasingly popular due to their ability to bypass congestion, fuel efficiency and ease of parking. They also produce significantly lower emissions than cars and so have positive impact on air quality as well as congestion levels.

Objective PSO 26 Improve the provision of high quality dedicated motorcycle parking spaces on street and in Council operated off-street car parks.

8.5 Bicycles

Sufficient and secure cycle parking at destination points is vital in encouraging a greater cycle mode share and reducing levels of traffic. This is particularly important in Bath and Keynsham where congestion is most severe, and therefore increased cycle usage would provide the most benefit.

Action PSA 15 Work with operators and stakeholders to increase the provision, maintenance and desirability of on-street cycle parking spaces at retail and leisure facilities.

Action PSA 16 Work with operators and stakeholders to increase the provision, maintenance and desirability of high quality covered cycle parking spaces at Bath train station.

8.6 Coaches

Coach tourism plays an important role in stimulating the local economy of Bath every year. The strategy for continuing to accommodate coach parking in Bath will be set out in Coach Parking Strategy for Bath and North East Somerset Council (2017) by BuroHappold Engineering Ltd.

Objective PSO 27 Provide adequate parking and drop off/pick up facilities for coaches in Bath in accordance with the Coach Strategy.

8.7 Taxis

Taxis are an important part of the public transport network which serve people who cannot access buses, those who need to travel outside of the hours buses operate and supporting tourism.



SECTION 8

Objective PSO 28 Continue to support the operation of taxis in Bath and North East Somerset through provision of adequate and suitable located taxi ranks, and consider appropriate locations for electric charging points. This should be periodically reviewed to respond to changes in travel patterns resulting from alternative taxi services.

8.8 Goods Vehicles

The hierarchy of road space, described in chapter 4.1, acknowledges the need to accommodate servicing and deliveries for local businesses in order to support the local economy. However, this must be balanced with the desire to provide a safe and attractive environment in the city centre. The Council will continue to promote access restrictions and take steps towards a traffic free city centre, with the aim of relieving congestion and improving air quality and public health.

Objective PSO 29 Ensure suitable provision of unloading/loading space to support local businesses and operations.

Objective PSO 30 Hours of access for servicing and delivery vehicles in the centres of Bath and Keynsham will be restricted if required to support the delivery of public realm improvements, including aspirations within the Bath and North East Somerset Council Public Realm and Movement Strategy.

Information and Enforcement

A full assessment of existing information and enforcement systems is provided in Chapter 9 of the 'Bath and North East Somerset Parking Strategy – Technical Report' dated 08/08/2017 and in report 'Parking Technology' by BuroHappold Engineering Ltd (March 2017, Ref: 035958-TN02-00).

Clear and strategically placed signs directing drivers to car parks improve the experience for motorists and reduce the need for circulating around the town/city centre to locate an available space.

Action PSA 17 There is a need for a review of on-street signage to ensure it efficiently directs motorists to the closest available parking space with the aim of minimising circulating traffic and congestion in the city centre. This should include identifying opportunities to increase the use of VMS.

As the parking technology market develops many parking facility operators are moving away from physical payment machines.

Action PSA 18 Payment options in Council operated car parks will be reviewed periodically and modernised in line with best practice in order to improve user experience and enable efficient enforcement.

Improved technologies for the collection and analysis of occupancy data would improve the user experience of parking in Bath and North East Somerset as well as facilitate the management and enforcement of parking by the Council.

Action PSA 19 Technology in Council operated car parks will be updated and improved in order to provide better access to information, improve user experience and facilitate data management.

Proper enforcement of parking restrictions is required to ensure that parking facilities are used for their intended purposes, maintaining the free-flow of the highway network and ensuring spaces designated for disabled users are not abused. The user experience of the highway network and parking facilities is dependent on the successful enforcement of parking regulations.

Objective PSO 31 Parking enforcement should facilitate protection of road space in order to maintain free flow of traffic in the network, ensure off-street parking is used as intended, encourage education of motorists to avoid penalties and ensure the protection of pedestrian safety.

Major Events

Full and detailed information relating to parking management at major events in Bath and North East Somerset is provided in 'Parking Management for Major Events', BuroHappold 2017 (Ref: 035958-TN03-00) and in Chapter 10 of the 'Bath and North East Somerset Parking Strategy – Technical Report' dated 08/08/2017.

Detailed analysis of the existing management of events was undertaken to identify areas for improvement. This has resulted in a number of measures which should be implemented in order to improve the management of parking and the overall experience for visitors and organisers.

Action PSA 20 The Council will facilitate enhanced collaboration among organisers of Major Events through the establishment of a Joint Events Management Transport Stakeholder Group.

Action PSA 21 The Council will develop a framework and good practice guidance on parking management for use by those responsible for managing events. Within this Travel Demand Management Strategies should be developed for large major events.

Monitoring and review

11.1 Monitoring

The strategy will remain in place until such time as circumstances demonstrate that it is in need of review and alteration. To determine the point at which this is required, a number of key performance indicators have been identified against which the strategy can be monitored. These are detailed in Chapter 11 of the 'Bath and North East Somerset Parking Strategy – Technical Report' dated 08/08/2017.

11.2 Strategy updating

Monitoring should be undertaken as a minimum every 2 years, with an interim review of the strategy taking place in 2022 and a full review in 2026 prior to a revised strategy being produced from 2027.