

# Balancing Your Needs:

A parking strategy for Bath & North East Somerset



**Bath & North East  
Somerset Council**

**Have Your Say**

## Have your say...

Parking is an important issue for us all. Most of us like the convenience of driving into town and parking close to shops, restaurants and offices, but none of us wants the congestion and air quality that goes with it. So how do we manage parking in a way that both protects our environment and balances the needs of local people and businesses?

This document summarises proposals for managing parking across the area for the next few years, and the ways these might affect you. We also offer insight into what's shaped our approach, including the outcomes of the recent parking consultations, other Council policies, and the impact of economic growth on our entire transport system.

You can have your say on our proposals by completing the surveys found at the back of this document or online at: [www.bathnes.gov.uk/parkingstrategy](http://www.bathnes.gov.uk/parkingstrategy).

There you can also read and download the full parking and coach strategy documents, plus supporting evidence. Once you've read these, we'd love to know what you think of our approach.

This public engagement runs from 18 September to 23 October 2017.

Your feedback will inform a set of recommendations for the final strategy.

### Information days

We're also available to answer questions in person at the following drop-in sessions:

At Midsomer Norton Town Hall  
on 27 September, 1pm – 8pm.

At The Guildhall, Bath on 28 September,  
1pm – 8pm.

At the Civic Centre Meeting Space,  
Keynsham on 29 September, 3.30pm – 9pm.



## What do we want to achieve?

We've set out long-term plans for parking that fit with the Council's wider aim to tackle congestion, improve air quality, ease parking pressures, and ensure a thriving economy that will benefit us all. With this in mind – and taking account of what local people have told us about parking – our proposals aim to:

- **Prioritise the parking needs of residents and disabled users.** In Bath, we cannot increase the number of kerb spaces available for parking. This means reviewing who gets priority to park in the spaces available.
- **Reduce areas of congestion with the knock-on effect of better air quality.** Pollution occurs in built-up areas where there is also a high concentration of very slow moving vehicles. Our aim is to manage parking in a way that lets traffic move more freely around the city.
- **Support local business.** Our plans for parking prioritise parking for short-stay visitors over commuters as we recognise that local businesses are the lifeblood of our city, towns and smaller communities, and they need a steady flow of customers.

- **Balance increased demand for parking against limited availability in the city.** Jobs and homes are set to grow in Bath, but increasing parking isn't an option, given our need to reduce traffic. Instead we're proposing various measures that keep demand in check, while ensuring essential parking needs are met.
- **Support the regeneration of our key towns.** Providing parking for visitors supports the regeneration of Keynsham, Midsomer Norton and Radstock – encouraging robust economies that help the next generation to live, work and bring up families locally.
- **Tailor solutions to the needs of different areas.** Our towns, villages and city will all benefit from parking plans that respond to the area's specific requirements and pressures. This is not a 'one size fits all' approach.

No single initiative can reduce congestion, improve air quality and manage the increasing demand on our road networks as the area grows.

What's needed are joined-up plans and incentives that encourage people to choose other forms of more sustainable transport over the car. Our parking plan is just one of a number of plans for transport, housing and economic development – all working towards the same goals.



## What's shaped our approach?

### Local people's views

We recently consulted with local people to gain a better understanding of how parking affects them, and their responses have been critical in shaping our approach.

What we found is that different groups of people – such as residents, local shop owners, commuters and businesses – have competing demands for parking.

For Bath, in particular, the constraints of the city (it's small size, narrow streets and historic importance) make it impossible to please everyone all of the time. Parking is – and will always be – limited in the city. So in many cases, the most obvious solution to parking problems for one group would cause an intolerable problem for another. While competing demands are still present in our market towns and rural villages, the pressures are different to those in Bath.

We've therefore done our best to balance the social, environmental, economic and cultural needs of the whole community, with the aim of putting residents, disabled users and local businesses first.

You can read the full consultation report/feedback online at [www.bathnes.gov.uk/parkingstrategy](http://www.bathnes.gov.uk/parkingstrategy).

To assist you, an overview is included in a table on pages 10-16.



**73,000**

people travel into Bath  
by car every day.

## Managing growth in Bath

Bath is a relatively small city that attracts a great many visitors due to its superb shops and restaurants, outstanding architecture and fabulous tourist attractions. Its Georgian terraces offer much sought-after homes (but with relatively few parking facilities), and



the city is a major employment centre that attracts commuters from across a wide area.

A steady growth in population, jobs, car ownership and visitors means that more people are driving into and around the city, creating even more pressure on available parking.

Over the next 20 years, there are plans to create 13,000 more homes across the whole area and 7,000 new jobs in Bath. While economic growth and more homes are good for all of us, it will undoubtedly put more pressure on our transport system that requires careful management.

## The regeneration of our market towns

In Keynsham, Midsomer Norton and Radstock, parking requirements are different. Our aim is to regenerate these towns, ensuring that they thrive in their own right, with plenty of local jobs, business and retail opportunities. An adequate supply of parking is essential to cater for people coming from surrounding villages to work, shop and use the towns' amenities.

## Bath Quays

The Bath Quays development will provide 20,000 square metres of office space, together with retail opportunities, new homes and attractive open space, creating thousands of new jobs for local residents.

This will affect the supply of parking, for both cars and coaches, currently provided in the city centre. For example, Avon Street car park will reduce in size but feature new modern parking.

The development of Bath Quays will be phased to ensure that there is always enough parking available to support local shops and businesses.

## What are we proposing?

Given all of these constraints and aspirations, we're proposing various measures to help manage demand, support residents and local businesses, improve air quality and create a shift in people's attitude to using their car.

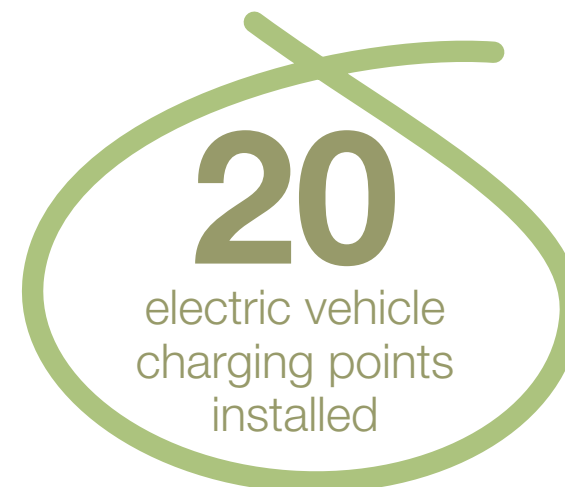
While we can't meet every request, the aim is to carefully balance the requirements of different groups while meeting our wider aims. The success of this approach will require all of us pulling together.

Our proposals include:

- Reviewing who has priority for on-street (kerb) parking, with the aim of putting residents, disabled users and local businesses first. This is particularly relevant to Bath.
- Changing the mix of parking supply in Bath e.g. increasing short-stay availability in public car parks to benefit local retail business, at the expense of long-stay/commuter parking which tends to lock-up parking for the day.
- Encouraging greater use of Park & Ride sites on the outskirts of the city – especially among long-stay users/commuters – with the aim of reducing congestion in the city and on arterial routes.

- Developing tailored solutions for our towns and rural villages in ways that support their local economy and smaller independent traders.
- Reviewing tariffs in Bath (prices and length of stay) with the aim of encouraging long-stay users to park on the outskirts of the city and make better use of public transport, while at the same time encouraging more effective use of short-stay parking in the centre. This could also involve differential pricing to assist particular groups.
- Ensuring that new city developments provide adequate private parking provision for essential car use in addition to facilities for car clubs, electric vehicles and bikes. All developments should be well-connected to public transport links and walking and cycling routes to reduce dependency on the car.
- Ensuring that free parking continues where already in place, to encourage patronage of local shops, restaurants and services.

- Investing any additional parking income in schemes such as 'safer routes to school' that support road safety for young people across the area, and transportation schemes that contribute to reduced congestion.
- Reducing disruption to residents caused by insensitive coach parking in the city. We're proposing long-stay coach parking on the outskirts of the city at Odd Down Park & Ride, supported by specific pick-up and drop-off points at strategic on-street places within the city, with waiting times restricted to 20 minutes. Very limited short-stay coach parking for 1.5 hours is proposed at Green Park and the A4 lay-by.





- Better coordination and management of parking for major events to reduce the delays, congestion and pressure on parking that can often occur.
- Prioritising and improving disabled parking (where necessary) with increased enforcement to ensure that disabled bays/blue badges are not abused by other drivers.

- Improved parking enforcement and signage. This is especially important to encourage more visitors to use long-stay parking on the outskirts of the city, and to support the growing economies of our smaller communities.

You'll find a more detailed summary of these proposals – including their impacts and benefits – on pages 10-16.

## What local people told us

The proposals summarised here were informed by public consultation and the views expressed by local people.

Our consultation involved sending targeted letters and conducting face-to-face meetings, telephone interviews and online surveys with residents, local business groups, parish and town councils, residents' organisations, disabled users, freight and transport organisations, taxi drivers, cyclists, and other public sector and voluntary organisations.

This process helped us to understand what really matters to local people, and to prepare proposals that work for everyone, while putting the needs of residents, disabled users and local businesses first.

We've included a summary of what you told us in the table on pages 10-16. If you'd like to know more, you can read the full consultation report online at [www.bathnes.gov.uk/parkingstrategy](http://www.bathnes.gov.uk/parkingstrategy).



## How do our proposals fit with wider transport plans?

We acknowledge that parking measures alone cannot reduce congestion in the city. We also need to encourage more suitable alternatives to using the car – such as better buses, more frequent trains, and improved walking and cycling routes.

This is outside the scope of the parking strategy, but you can read more about our transport plans for the next 20 years in *Our plan to get Bath moving* available at [www.bathnes.gov.uk/parking](http://www.bathnes.gov.uk/parking) (Transport Plans and Policies), and the *Getting Around Bath* and *Getting Around Keynsham* transport strategies.

## How are parking fees and charges spent?

Parking tariffs and enforcement fees are not allowed to raise income for the Council. Rather, we use them to influence people's behaviour. In the long term – along with ensuring safety and access – parking charges can help us to reduce congestion and improve air quality by encouraging people to use public transport over the car.

Any income earned from parking charges is then used to cover running costs and fund transport-related schemes to benefit the community, such as safer routes to school and dropped kerbs to support cyclists and disabled users.

Some specific projects that will benefit from any additional income include:

- Safer routes to school
- Investigation into initiatives that could reduce emissions
- Improvements to the infrastructure for electric vehicle charging, including more bays within car parks
- Provision of high-quality cycle parking and shelters
- Efforts to increase sustainable and active travel to school to support the health of children
- Increased availability of high-quality motorcycle bays
- Development of real-time monitoring of parking availability to help reduce congestion.



## Coaches

Coaches play an important role in supporting our economy, but insensitive coach parking or too many coaches in Bath (particularly during major events) can create problems for residents and other road users in the city.

Our dedicated coach strategy proposes moving long-stay coach parking to the outskirts of the city at Odd Down Park & Ride, with better facilities for drivers and prices that incentivise longer stays. It also proposes several strategic on-street drop-off and pick-up points in the centre of Bath with a maximum 20-minute waiting period, and limited short-stay parking at Green Park Road and the A4 lay-by.

To help manage the presence of coaches in the future, we'll be encouraging operators to pre-book their parking. New technology will be used to guide coaches to their destination and make enforcement more effective.

Signs to and from new and existing pick-up/drop-off locations will be improved with links to the city's key attractions. The proposed parking locations and number of spaces are listed in the table opposite. More detail and a map is available in the coach strategy.

Coach Strategy proposals for Long Stay, Short Stay and Drop off and Pick up		
Location	Type of coach parking spaces	Total spaces
Odd Down Park & Ride	Long stay (over 1hr 40min)	29
A4 lay-by	Short stay	4
Green Park	1 drop off/pick up 3 shared drop off/pickup/short stay	4
Royal Avenue	Drop off/pick up	3
Pulteney Road	Drop off/pick up	3
North Parade/Terrace Walk	Drop off/pick up	7/8



Need more information on coach parking?

Go to [www.bathnes.gov.uk/coachstrategy](http://www.bathnes.gov.uk/coachstrategy) where you can download the full Coach Strategy and a more detailed survey.

## Table of proposed objectives and actions

Below is a summary of what we're proposing. If you're interested in a particular area, please refer to the full Parking Strategy which is available online at [www.bathnes.gov.uk/parkingstrategy](http://www.bathnes.gov.uk/parkingstrategy). There you'll find objectives and actions written out in full, along with the evidence and wider context that's informed our approach.

Once you've read this summary and any additional material, please have your say on our approach by completing the survey at the back. Your feedback will inform our recommendations for the final draft strategy.

What local people told us	Our proposals	Impact & benefits	Area
<b>About on-street parking</b>			
Residents are concerned about the availability of on-street parking and inappropriate parking. Many businesses wanted shorter maximum stays to encourage greater turnover.	Hierarchy of Kerb Space: On-street parking will be allocated using a balanced approach to meet demand. Within the centre of Bath, priority for on-street parking will be given to disabled users, followed by residents parking and then short stay parking (where stays of over two hours will be reviewed).	This approach will help to keep traffic moving and ensure on-street parking is not locked-up early in the morning by long-stay users and commuters. This benefits residents and essential users who might otherwise find it difficult to find bays throughout the day. It also encourages a higher turnover of visitors to shops and services.	All areas, but mainly Bath
There is concern that irresponsible parking – particularly in rural areas and within smaller communities – limits access on narrow streets and compromises safety.	The Council will undertake periodic reviews of on-street parking in Keynsham and the Somer and Chew Valleys. It will provide greater enforcement and be open to suggestions from local areas on how to limit irresponsible parking.	Tailored solutions for villages and rural areas will help to minimise safety issues caused by irresponsible on-street parking in non-controlled areas.	Rural areas/villages/towns

What local people told us	Our proposals	Impact & benefits	Area
<b>About residential on-street parking permits</b>			
Residents would prefer more resident-only bays, with shorter time restrictions for pay & display and Sunday restrictions. Some feel that the cost of permits is too high and that the zoning system is unfair.	We'll review resident parking zones to see what can be done to make more efficient use of on-street spaces. We'll also consider altering the hours of operation if there is sufficient support locally.  Additional resident parking zones will only be introduced where the scheme has support of local residents and Councillors.	These actions aim to take pressure off available kerb space to support residents e.g. a change in hours could help residents secure spaces, particularly on Sunday; and simplifying the types of permits on offer could help enforcement.  Residents will have more control over whether or not zones are introduced.	All areas
Residents in the central zone of Bath feel that holiday-let and hotel-guest permits that allow parking in residents' zones are priced too low. There is also concern over the lack of visitor permits for residents in Bath's central zone and whether students should be eligible for residents' permits.	We'll review the available permit types with a view to removing those that do not comply with the objectives of the strategy. New permits will not be allocated in zones where potential demand from existing properties exceeds what's available on the kerb.	This action will take some pressure off residents while allowing existing businesses to park on the street if there are no suitable alternatives. However, space remains limited and residents, businesses and the Council need to work together to make best use of the existing kerb spaces.	Bath

## Table of proposed objectives and actions continued

What local people told us	Our proposals	Impact & benefits	Area
<b>Out-of-town and off-street parking in Bath</b>			
<p>Business groups generally want car park spaces to be prioritised for short-stay visitors to support the economy, with greater emphasis on the Park &amp; Rides for longer stays.</p> <p>People generally welcomed the idea of more informal out-of-town parking close to public transport hubs.</p>	<p>Enterprise Zone development in the city centre will affect car parking at Avon Street, Cattle Market and Manvers Street with at least 500 of these spaces being retained or re-provided.</p> <p>In addition, short-stay bays will be prioritised at the expense of long-stay bays. Commuters will be encouraged to use out-of-town parking and public transport.</p>	<p>This policy will encourage greater turnover of existing spaces and limit instances of drivers having to cruise Bath to find available spaces. It will also encourage better use of public transport and out-of-town parking by commuters/tourists – contributing to reduced congestion and better air quality.</p>	Bath
<p>Many people are opposed to any reduction in off-street parking in central Bath, but recognise the importance of prioritising spaces for disabled people, short-stay visitors and the need for viable alternatives to the car should this happen.</p>	<p>The Council – as part of its wider transport strategy – is committed to working with transport operators to improve public transport and ensure that any new developments are close to public transport hubs. The Council is also supporting improved cycle routes to provide other alternatives to using the car.</p>	<p>Improvements in public transport and a change in behaviour to increase long-stay parking at Park &amp; Rides provides new opportunities to support businesses without a corresponding increase in city centre traffic.</p> <p>As demand for parking increases, priority will be given to short-stay users to support business. It will encourage a higher turnover of visitors/shoppers.</p>	Bath
<b>Off-street parking in market towns and rural areas</b>			
<p>The lack of public car parks in many of our rural villages and locations was raised as an issue, alongside the need for close connections to public transport, especially railway stations.</p>	<p>We'll periodically review off-street parking capacity in Keynsham and the Somer and Chew Valleys. We will improve the parking facilities at Keynsham's Station Road car park. We will continue to develop local transport strategies for these areas.</p>	<p>Ensuring enough spaces in public car parks close to Keynsham's station supports commuting by train to Bath/Bristol and beyond, and also takes pressure off nearby residential streets.</p>	Keynsham, Somer Valley, Chew Valley and rural locations

What local people told us	Our proposals	Impact & benefits	Area
<b>Off-street parking in market towns and rural areas</b>			
Any redevelopment of South Road car park in Midsomer Norton should not result in a net loss of off-street car parking.	<p>The current levels of parking within Somer Valley towns will be maintained.</p> <p>The Council supports local and private initiatives to expand off-street parking provision but does not seek to further expand the Council-run car parks in rural areas.</p>	<p>Maintaining existing levels of off-street parking – particularly to support market towns and rural businesses – is seen as important.</p> <p>Inappropriate and inconsiderate on-street parking could be reduced with more private off-street parking.</p>	Somer Valley and all other rural locations
<b>Park &amp; Ride</b>			
<p>The majority of respondents were positive towards the expansion of the Park &amp; Rides with more stops to reach users currently not using the service.</p> <p>There was also demand for longer opening hours and more secure overnight parking.</p>	<p>The Park &amp; Ride facilities will be expanded when needed to meet future demand and we will review the hours of operation.</p> <p>We'll investigate the possibility of recognising informal Park &amp; Ride activities, with more spaces at strategic locations around Bath and the wider area.</p>	<p>People wanting long-stay parking will be encouraged to park on the outskirts of the city. This will help to reduce congestion at peak times and free up parking in the city for short-stay users/shoppers.</p>	Bath mainly
<b>Private non-residential parking</b>			
Private parking provides a significant proportion of available parking capacity and has an impact on traffic flow in each city and town.	We'll seek to maintain and develop relationships with private car park operators. It is proposed that any new development which includes publicly available car parking spaces will be required to agree a car management plan with the council.	Developing relationships with private operators can help us discourage practices that are not in line with the Council's parking objectives (e.g. increasing supply of long-stay parking).	Bath and the whole area
RadCo provides 68% of the parking capacity in Radstock.	RadCo is important and any development on the site should not result in a loss of parking spaces.	Parking availability within Radstock's town centre is important for its economy – attracting shoppers from nearby villages where public transport is not so accessible.	Radstock

## Table of proposed objectives and actions continued

What local people told us	Our proposals	Impact & benefits	Area
<b>Coach parking</b>			
<p>Insensitive or too much on-street coach parking in central Bath is an issue for residents who would like better planning and enforcement. Suggestions include coach parks outside of the city.</p>	<p>We have prepared a separate Coach Strategy that proposes designated drop-off and pick-up points at key on-street locations around Bath and a limited amount of short-stay parking at Green Park and the A4 lay-by for up to 1.5 hours. We are proposing that long-stay parking is located at Odd Down Park &amp; Ride outside of the city.</p> <p>Modern technology and a booking system will help operators and make enforcement easier.</p>	<p>Removing insensitive coach parking or better managing demand will free up kerb space and improve the flow of traffic in the city.</p> <p>Pre-booking of spaces and introducing modern technology will help guide coaches as efficiently as possible to their destination, minimising impact on other vehicles and residents.</p>	Bath
<b>Parking charges</b>			
<p>This is a mixed picture. Some Bath residents' associations wanted higher charges for out-of-town visitors to reduce the volume of traffic, while parishes and businesses opposed across-the-board higher charges. There was general agreement that charging should be at a level that encourages off-street parking over on-street parking.</p>	<p>Parking charges across the area will be periodically assessed to ensure they are comparative with privately-owned car parks in the same area.</p> <p>Parking charges in Bath and Keynsham will be managed to discourage long-stay/commuter use, with on-street longer-stay tariffs in Bath (of more than 2 or 3 hours) reviewed and phased out.</p>	<p>This prioritises on-street space for short-stay visitors, making it easier for residents to find spaces in dual-use bays and increasing the turnover of visitors to shops and services to benefit the economy.</p> <p>We aim to discourage commuter trips into congested areas and encourage greater use of the Park &amp; Ride.</p>	Bath and Keynsham
<p>Car parks in rural areas should be kept free to encourage visitors to support the local economy.</p>	<p>Parking in rural areas (where charges do not currently apply) will remain free of charge to support their economy.</p>	<p>We aim to encourage residents in nearby rural areas to visit and shop in local towns and villages, benefitting the local economy.</p>	Rural areas
<p>The cost of residents parking permits is also perceived as being too high.</p>	<p>A review of permit types and permit zoning are included within the proposals.</p>	<p>It is important to balance the costs and availability of limited kerb space to provide good value to local residents.</p>	Bath

What local people told us	Our proposals	Impact & benefits	Area
<b>Parking charges</b>			
It was suggested that new technology could be used for off-street charging.	The Council considers that this should apply to coaches. New technology will enable coaches to be charged at a higher rate for short stays, compared to longer stays on the outskirts of the city.	Pre-booking of spaces will allow demand to be spread more evenly during the day and to minimise the impact of coaches on congestion and local residents.	Bath
<b>Disabled users</b>			
Priority for on-street parking should be given to disabled users and blue badge holders should be encouraged to use central off-street parking.	We will review routes between car parks and the city centre to ensure they are accessible, and establish an expert panel on disability issues relating to parking.	This ensures adequate facilities are provided for disabled users to get around the area easily.	Bath mainly. But the principles apply to all areas
It was suggested that disabled drivers should not be adversely impacted by charges, and that off-street parking should be free for disabled people to encourage them to park in car parks rather than on the kerb.	We will ensure adequate parking in suitable locations for disabled users, and that the existing level of provision for disabled parking is maintained or improved where changes are made.	Disabled people will continue to have priority for on-street and off-street parking and any changes in parking will not result in reduced accessibility.	All areas
<b>Car Parking standards for new developments</b>			
There is concern that a maximum parking standard for new development in Bath's central zone would result in an overspill of cars onto streets (this includes hotels, businesses and new homes).	New developments across the area should provide adequate parking provision to meet the required standards. The Council is also working with other transport providers to improve alternatives to the car.	Parking standards in central Bath generally reduce the level of parking permitted within new developments to encourage greater use of public transport and discourage car travel to the city.	Bath
<b>Major event parking</b>			
People feel that events need better management between stakeholders and there should be more flexibility within the transport/parking system to cope, with visitors being encouraged to use public transport.	We'll facilitate better collaboration with organisers by facilitating joint-working groups for major events, and a framework of good practice for parking management during events.	Encouraging event organisers, transport providers and other stakeholders to follow a framework of good practice will help to ease congestion on major-event days. Visitors will be encouraged to use public transport instead of taking their car.	Bath and all areas

## Table of proposed objectives and actions continued

What local people told us	Our proposals	Impact & benefits	Area
<b>Information and signage</b>			
People generally welcomed better technology that helps people plan, find and pay for parking as well as find transport alternatives.	We will review on-street (real-time) signage, identify opportunities to increase the use of variable message signs, and review and modernise payment options.	Better signage can efficiently direct motorists to the closest available parking space minimising circulating traffic and congestion in the city.	All areas
<b>Enforcement</b>			
The majority of responses emphasise that parking enforcement is vital to deter abuse of parking, particularly in rural communities, and to encourage greater turnover of parking spaces in Bath to support local traders.	Ensure that we maintain high-quality enforcement, focused where it's needed.  This will also support the effective management of coaches – especially during peak periods.	Parking enforcement should protect road space to maintain the free flow of traffic, ensure bays are being used as intended and to protect safety. Enforcement is not in place to raise revenue.	All areas for general traffic and Bath for Coaches
<b>Other proposals</b>			
A wide range of other comments were made. Concerns were expressed about motorcycle parking, and loading/unloading of goods vehicles. There was also a call for un-official taxi ranks to be better regulated.	Proposals include: Improvements to dedicated motorbike parking, and appropriate provision and hours of access for goods vehicles loading/unloading.	Restricting access hours for goods vehicles in the centre of Bath helps to reduce congestion and improves pedestrian access and safety around key shopping and tourist areas. Dedicated bays for motorcyclists will deter drivers from parking in bays designated for cars. Better regulation of taxi ranks will reduce idling in inappropriate areas.	All areas
People generally supported initiatives that support sustainable travel such as car clubs and electric vehicles. Cycle organisations want more secure storage.	We will encourage the provision of car clubs in central Bath and support an increase in the number of electric-vehicle charging points within car parks.  Bikes – We'll work with operators to increase and improve on-street cycle and motorbike parking spaces at retail and leisure facilities, and work with operators to increase and improve covered cycle/motorbike parking at Bath train station.	These facilities will encourage the uptake of car clubs and electric vehicles that will contribute to cleaner air in the city.  More secure, covered bike shelters will increase the uptake of cycling to public transport hubs and the uptake of electric bikes – helping to reduce congestion.	Bath and wider area



# Have your say on parking proposals for Bath & North East Somerset

## Parking proposals

The parking proposals summarised in this document take account of the views expressed at recent public consultation and stakeholder engagement events. We're now asking whether you agree (in general) with our approach, and for your views.

You'll find the full strategy and supporting evidence online at [www.bathnes.gov.uk/parkingstrategy](http://www.bathnes.gov.uk/parkingstrategy).

**1. Have you read the parking strategy summary document?**

Yes  No

**2. Have you read the full strategy document (technical report)?**

Yes  No  In part

**3. In your view, have we missed anything?**

Yes  No

**4. Do you agree with what we aim to achieve/ the overall outcomes?**

Yes  No  In part

**5. Comment box:**

## About you

The Council is committed to ensuring its services are accessible to everyone. The following questions help us to understand whether different groups of people have different views. This information can be regarded as highly personal and so 'prefer not to say' options have been included.

Responses will be stored securely and no published documents will present information that could be linked to an individual. The information will be used solely for the purpose of ensuring this consultation is representative and fair.

**6. What is your postcode?**

**7. Are you responding on behalf of an organisation or individual**

Organisation (please answer Q8)  Individual (please go to Q9)

**8. Please state the name of the organisation or business**

**Please go to question 11**

**9. Are you a resident of B&NES?**

Yes  No

**10. Do you live in a controlled or residents' parking zone?**

Yes  No

**If Yes, please state which zone number, letter or name**



### 11. What was your age at your last birthday?

### 12. Do you have any dependent children?

Prefer not to say       Yes       No

### 13. Do you consider yourself to have a disability? (i.e. a long-term condition that limits your day-to-day activities)

Prefer not to say       Yes       No

### 14. How do you define your gender?

Prefer not to say       Male       Female

Something else (*please specify below*)

If you experience particular parking difficulties due to your personal circumstances e.g. a disability or caring responsibilities, please outline these in your comments box (Question 5).

## Returning your survey

Thank you for taking part in our survey. Please detach this form and drop it into the marked post boxes in any library or One Stop Shop in Bath and North East Somerset **no later than 23 October 2017**.

You can also complete this survey online at:

**[www.bathnes.gov.uk/parkingstrategy](http://www.bathnes.gov.uk/parkingstrategy)**

Alternatively, you can post it to: Parking Strategy Survey 2017,  
Parking Services, PO Box 5197, Bath BA1 0UF

## What happens next

Your feedback will inform a set of recommendations for the final draft of the parking strategy.



