

RPZ Consultation 2022 Amendment Report for Formal TRO Consultation Walcot, Snow Hill and Claremont Road area

(Walcot and Lambridge Wards, Bath)

An area originally including Snow Hill and adjoining roads, stretching north to include Bennet Lane, Arundel Road and part of Camden Road; east to Eastbourne Avenue, Claremont Road and St Saviours Road; south to Kensington Place and the boundary of the River Avon; and west to parts of the The Paragon, London Street and London Road.

Bath and North East Somerset Council

15th August 2022

Quality information

| Prepared by | Checked by | Verified by | Approved by |
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Revision History

| Revision | Revision date | Details | Authorized | Name | Position |
|----------|---------------|-----------------|------------|------|----------|
| R1 | 09/09/2022 | For publication | | | |
| R2 | 20/09/2022 | For publication | | | |
| R3 | 22/09/2022 | For publication | | | |

Distribution List

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Table of Contents

| | |
|---|----|
| 1. Introduction..... | 5 |
| 1.1 Purpose of Report..... | 5 |
| 1.2 Study Area..... | 6 |
| 1.3 Consultation outcome..... | 7 |
| 1.4 Amendments to be made to the proposals..... | 8 |
| 1.5 Amendments not included in revised proposals..... | 11 |
| 1.6 Next Steps..... | 12 |
| Appendix A Document copies..... | 13 |
| A.1 Appendix A..... | 13 |
| Appendix B Revised proposal plan/s..... | 14 |
| B.1 Appendix B..... | 14 |

Figures

| | |
|---|---|
| Figure 1: Zone Boundary Plan..... | 6 |
| Figure 2: Bay amended to dual-use adjacent to Health Centre on Tynning Lane..... | 8 |
| Figure 3: Arundel Road and Highbury Place to be signed as a permit parking areas..... | 9 |
| Figure 4: Middle Lane to be signed as a permit parking area..... | 9 |

Tables

| | |
|--|---|
| Table 1: Summary of responses to consultation..... | 7 |
|--|---|

1. Introduction

1.1 Purpose of Report

Bath & North East Somerset Council has received requests to introduce a new Residents' Parking Zone (RPZ) in the Walcot, Snow Hill and Claremont Road area of Bath, which is being proposed with the support of local ward councillors.

The proposal aims to prioritise on-street parking for residents and provide adequate and accessible parking for residents and visitors to access social hubs within the area, such as shops, pubs, schools, parks, places of worship, and local charities.

RPZs aim to discourage parking by non-residents who may currently park in the area before heading into the city or nearby places of work. By limiting non-residential parking, commuters are instead encouraged to use public transport, including the city's park and ride facilities, or to walk or cycle their journey.

RPZs can also help to alleviate parking difficulties for residents where the parking in neighbouring residential areas may already be limited, restricted, or charged-for.

Additional benefits are more orderly parking and fewer vehicles driving around looking for parking, resulting in improved road safety, better air quality and less noise and congestion.

The initial proposal was produced as a draft to be shared with the public during an initial informal consultation. This took place between the 5th May to 2nd June (5pm).

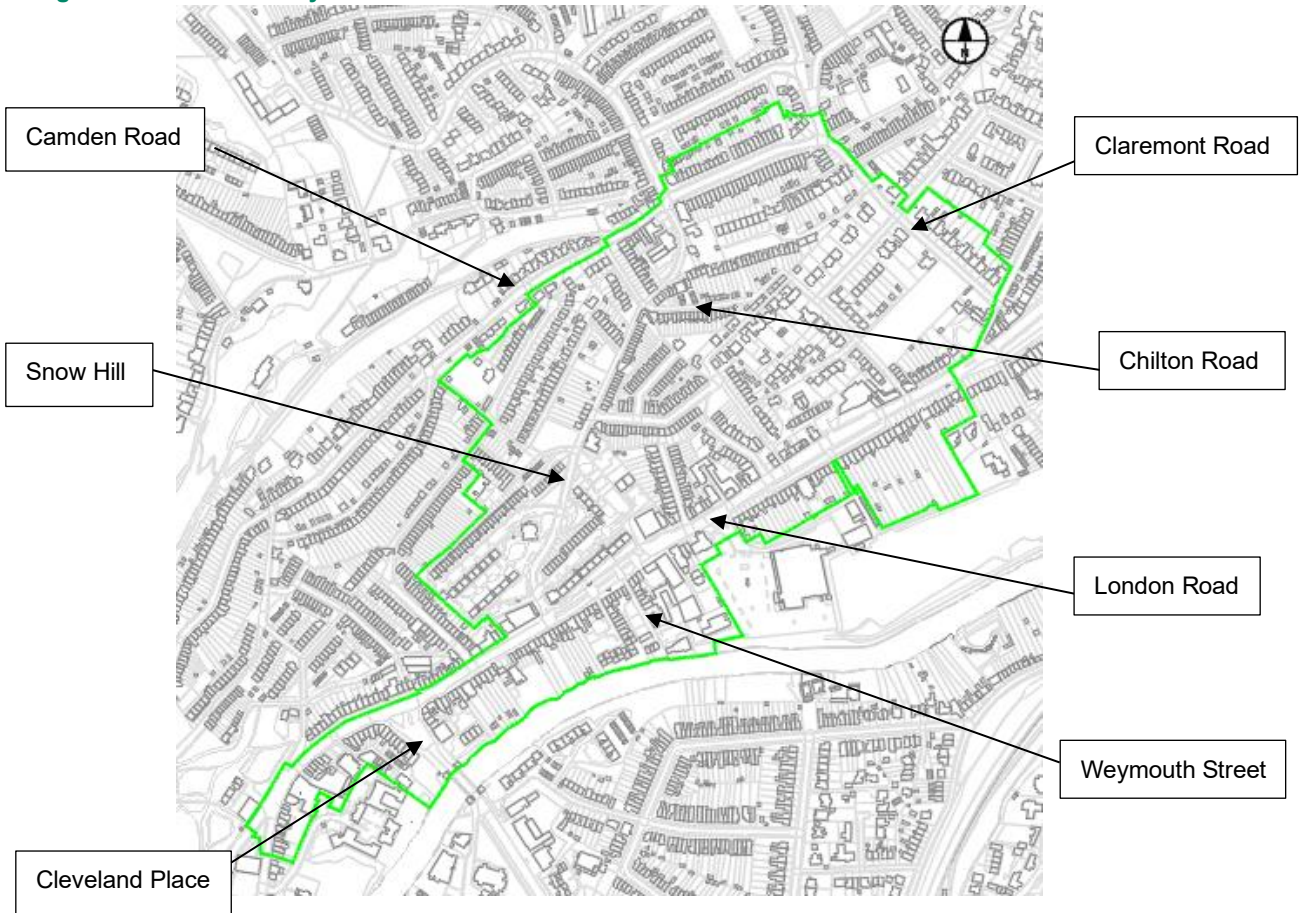
A virtual online event on the 27th May at 12pm and an in-person event at the Riverside Youth Centre on the 24th May 2022 between 4pm to 8pm, were held to provide further information and enable consultees to talk to an advisor, view the proposal plans, ask questions, and submit a questionnaire.

After reviewing the feedback from the informal, initial exercise - and following discussions with the local Ward Councillors - we have revised the design and the amendments are detailed within this report.

1.2 Study Area

The original study area is located north-east of Bath city centre and the River Avon. The proposed zone includes Snow Hill and adjoining roads, stretching north to include Bennet Lane; Arundel Road and part of Camden Road; east to Eastbourne Avenue, Claremont Road and St Saviours Road; south to Kensington Place and the boundary of the River Avon; and west to parts of the The Paragon, London Street and London Road). The area is primarily mixed residential with some local shops, businesses, and education facilities. The proposed RPZ boundary, as presented in the initial consultation in May, can be seen as a green border shown in Figure 1 below.

Figure 1: Zone Boundary Plan



1.3 Consultation outcome

A summary of the responses to the consultation can be found in Figure 2 below. While overall support was low with 39% either supporting or partially supporting the original proposal, it is the opinion of the local ward councillors that the scheme does provide benefits. They would like to give residents further opportunity to consider these in a formal consultation, taking on board comments from the original consultation in a revised scheme.

Table 1: Summary of responses to consultation

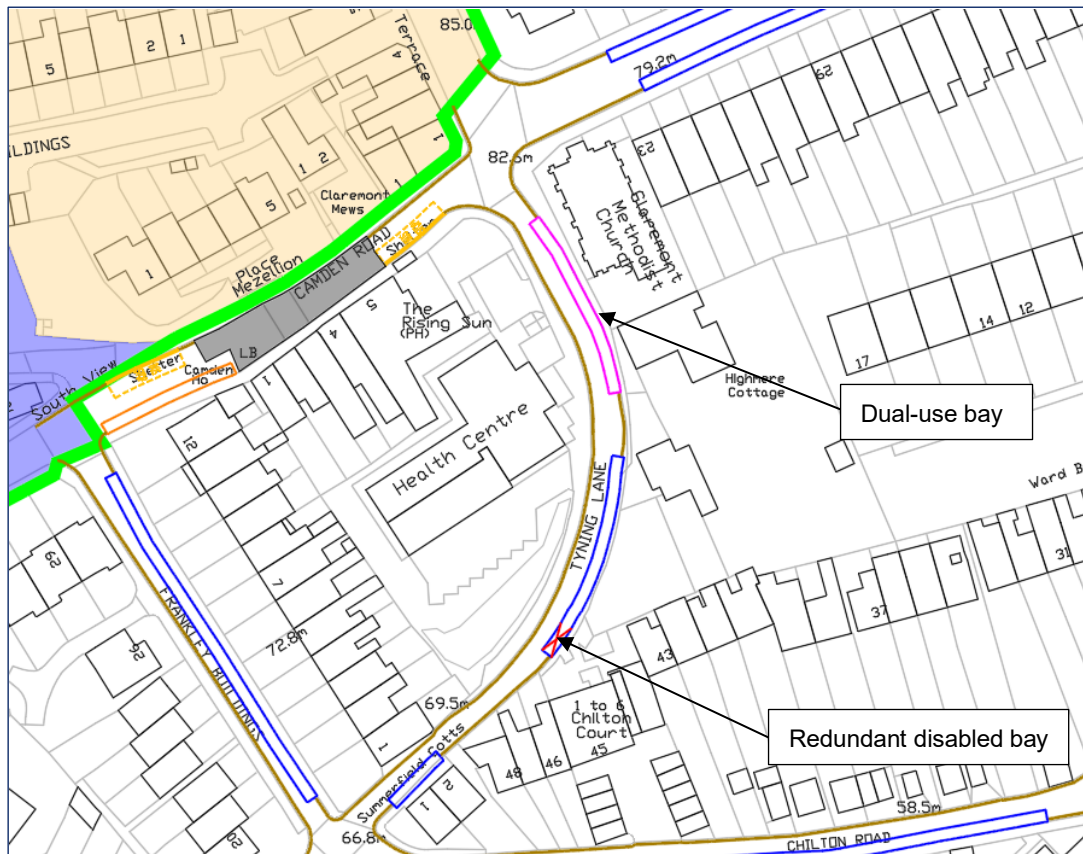
| | All respondents | | Live in Parking Zone | | Live outside Parking Zone | |
|-------------------|-----------------|----|----------------------|----|---------------------------|----|
| | N | % | N | % | N | % |
| Support | 40 | 22 | 34 | 25 | 6 | 13 |
| Partially support | 32 | 17 | 25 | 18 | 7 | 15 |
| Object | 112 | 61 | 78 | 57 | 34 | 72 |
| No feeling | 1 | 1 | 1 | 1 | 0 | 0 |

1.4 Amendments to be made to the proposals

Below is a list of the amendments requested by residents and/or ward councillors to be made to the proposed RPZ arrangement originally consulted on:

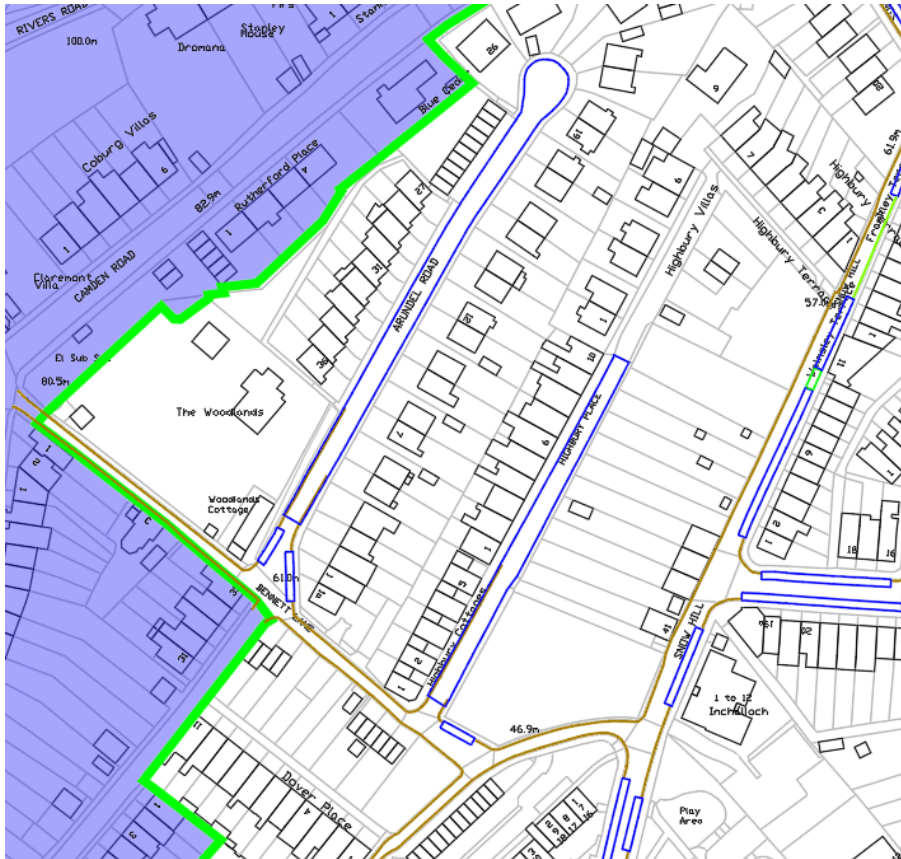
- 1) The ward councillors suggested that there may be a requirement to provide some dual-use parking provision in the vicinity of the health centre off Tying Lane.

Figure 2: Bay amended to dual-use adjacent to health centre on Tying Lane



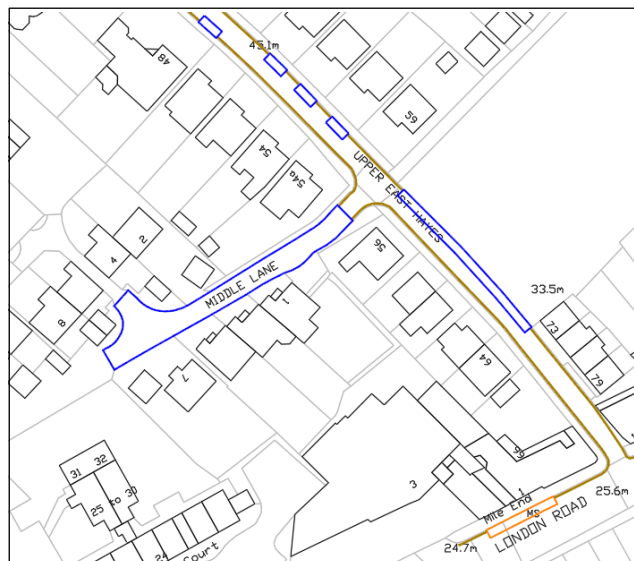
- 2) On Tying Lane, remove the road markings associated with the existing advisory disabled parking bay (identified as redundant). The adjacent 'Permit Holders Only' bay which has been proposed should be extended to cover the redundant disabled parking bay.
- 3) On Belgrave Road, remove the road markings associated with the existing advisory disabled parking bay (identified as redundant). The adjacent 'Permit Holders Only' bay proposed should be extended to cover the redundant disabled parking bay.
- 4) Residents responding to the consultation have requested that Arundel Road be signed as a permit-parking area. Existing parking restrictions will remain, with no further extensions or additional yellow lines. A sign indicating that it is a permit-parking area should be installed east of a point at the party wall of properties No. 2 and 3 Arundel Road.

Figure 3: Arundel Road and Highbury Place to be signed as permit parking areas



- 5) Arundel Road: Residents responding to the consultation have requested that Arundel Road be signed as a permit-parking area. In order for adjacent roads to be treated similarly, Highbury Place should be signed as a permit-parking area, with a sign installed east of its junction with Bennett Lane.
- 6) Middle Lane. Residents responding to the consultation have requested that Middle Lane be signed as a permit-parking area with a sign installed west of its junction with Upper East Hayes.

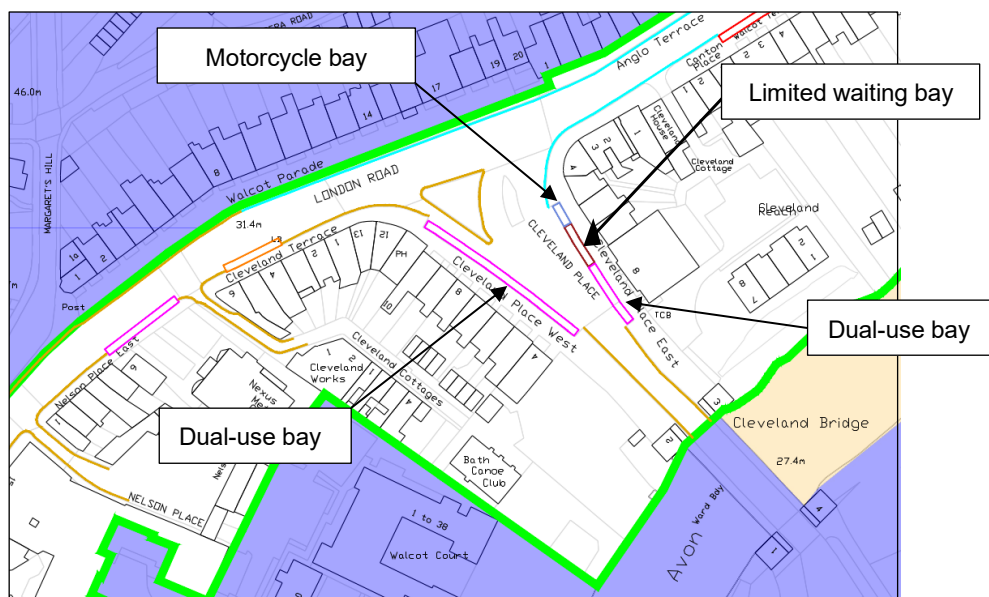
Figure 4: Middle Lane to be signed as a permit parking area



- 7) On Eastbourne Avenue, remove the road markings associated with the existing advisory disabled-parking bay, identified as redundant. The proposed permit-holders-only parking bay should be extended to cover the redundant disabled-parking bay.

- 8) Cllr Samuel suggested that there should be some limited-waiting provision on Cleveland Place. An agreement was reached to provide a 12 metre bay of '30 minute, with no return within 1 hour' parking to the east side of Cleveland Place. The remainder of the eastern bay and the western bay should be retained as dual-use for resident permit holders and '1 hour, with no return within 1 hour' parking for visitors. The cycle / motorcycle parking space should be maintained.

Figure 5: Cleveland Place revised east side bay



1.5 Amendments not included in revised proposals

There were no other items considered for amendment.

There were suggestions to include daytime-waiting restrictions on Snow Hill adjacent to Frankley Terrace. The road width narrows in this location and vehicles tend to park partially on the narrow southern footway to maintain a suitable width for passing traffic and mitigate damage caused by passing vehicles.

The proposed reduction in parking capacity during the hours that the road would be restricted is not popular. However, there is evidence that current parking habits negatively affect other road users, especially pedestrians. The footway is narrow and any encroachment by parked vehicles renders the path more or less impassable. Pedestrians, especially those using a wheelchair or pram are forced into the carriageway of the road placing them in direct conflict with motor vehicles.

Implementing a daytime-waiting restriction is seen as a fair compromise. Since both traffic and pedestrian volumes are likely to be lower overnight, there is potential that parking returning to this location will have lower negative impact overall.

1.6 Next Steps

The next steps in the project timeline are as follows:

1. TRO Consultation to commence on 22nd September 2022.
2. Final decision 2nd December 2022.

Should there be a decision to proceed:

1. Orders sealed 8th December 2022.
2. Lining and signing works begin on site 30th January 2023.
3. Operational date, commence enforcement 27th February 2023.

Appendix A Document copies

A.1 Appendix A

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Appendix B Revised proposal plan/s

B.1 Appendix B

