



REPORT ON A PARKING SURVEY

GREENWAY LANE / LYNCOMBE / PERRYMEAD

FOR BATH AND NORTH EAST SOMERSET COUNCIL



PREPARED BY THE WIDCOMBE ASSOCIATION

AUGUST 2018

REPORT ON THE SURVEY TO ASSESS THE SUPPORT FOR A RESIDENTS' PARKING ZONE

INTRODUCTION

1. Bath and North East Somerset Council asked the Widcombe Association to conduct a survey of residents to determine the degree of support for the designation of a new or expanded Residents Parking Zone. The roads included in the survey were Greenway Lane, Lyncombe Vale Road, Lyncombe Vale, Rosemount Lane and Perrymead.
2. Over recent years, the Council has received numerous complaints about parking from residents in these roads. In response the Council is suggesting the introduction of a Residents Parking Zone, either by the extension of an established Zone, or by the introduction of a new one.
3. The area covered by these roads is adjacent to the established Zone 3 that covers much of Widcombe including Lyncombe Hill and the lower parts of Widcombe Hill and Prior Park Road. A new Zone is also due to be designated that covers Bear Flat and Alexandra Park. This could potentially increase demand for unregulated parking in the roads included in this survey. A diagram showing the survey area, the proposed residents parking zone for Bear Flat and Alexandra Park and the established zones is in Appendix 1.
4. The procedure for setting up a Residents Parking Zone is complex and time-consuming. The Council is unwilling to commence the formal process unless it has sufficient evidence of a general level of support for a Residents Parking Zone. It is requiring support for the Residents Parking Zone of in excess of 50% of all residents before it will take the proposal further, but has indicated that it would consider a smaller extension if some roads show a lesser degree of support. Households are used in this study as a proxy for residents.

METHODOLOGY

5. The survey form was designed principally to determine the level of support for a Residents Parking Zone. Thus the key questions were to determine the degree of support for greater control of parking (Q6) and specifically, the level of support for a Residents Parking Zone (Q.7). Information was sought on the road and post code of each property, on the number of vehicles at each property, and on where both residents and visitors park. Respondents were asked to describe current parking problems and to offer any further thoughts on the need for a Residents Parking Zone on their road, or any part of it. The analysis looks at the overall response, and the response by road. Using post-codes it was possible to look at the variations in response along each road. A copy of the survey form is included in Appendix 2.
6. From the Post Office Post Code Finder it was determined that there are 227 households within the survey area. A questionnaire, covering letter and a list of Frequently Asked Questions was delivered to every household, together with a pre-paid envelope. Respondents were also given the option to reply on-line using Survey Monkey. A copy of the covering letter is included in Appendix 3.

7. All the postal responses were input to Survey Monkey which enabled easier analysis of the results.

RESULTS

8. There were 162 responses which represents a 71% return. Table 1 shows the response rate by road.

Table 1. Survey response by road

ROAD	TOTAL NUMBER OF HOUSEHOLDS	NUMBER OF RESPONSES	RESPONSE RATE (%)
Greenway Lane	54	44	81%
Lyncombe Vale Road	50	27	54%
Lyncombe Vale	50	35	70%
Rosemount Lane	11	10	91%
Perrymead	62	45	73%
Total	227	162	71%

9. Table 2 summarises the overall response to the questions on residents' views of the need for a Residents Parking Zone.

Table 2 Response to questions 6 and 7 on attitudes to the need for greater parking control and a Residents Parking Zone.

Question	Yes	No	Undecided	% yes respondents	% no respondents	% u/d respondents	% yes total households
Q6 – need for greater control	125	23	14	77%	14%	9%	55%
Q7 – support for an RPZ	118	27	16	73%	17%	17%	52%

nb. there is a discrepancy of 1 in the responses to Question 7 as one respondent answered Q6 but not Q7.

10. Overall, there is a clear preference by those who responded to the survey for greater control of parking in the area (77%) and the support for a Residents Parking Zone is slightly lower (73%). "Yes" responses to both questions by total households show 55% and 52% support respectively. .

11. Given the diverse nature of the individual roads and the variation in the nature of the parking problems, there was a commitment to examine the survey responses on a road by road basis The results to the question "Are you in favour of greater control of parking?" (Q6) are summarised in Table 3 for each of the roads in the survey, and they show significant variations. Support for a greater level of parking control varies between 61% (Greenway Lane) and 94% (Lyncombe Vale).

Table 3 Response to question 6 (do you want greater control of parking?), by road

Road	Yes	No	Undecided	% yes	% no	% undecided
Greenway Lane	27	12	5	61%	27%	12%
Lyncombe Vale Road	21	3	4	78%	11%	15%
Lyncombe Vale	33	1	1	94%	3%	3%
Rosemount Lane	9	1	0	90%	10%	0%
Perrymead	35	6	4	78%	13%	9%
Total	125	23	14	77%	14%	9%

12. As mentioned above, the Council will judge the results against the total number of residents. Table 4 compares the percentage Yes response in terms of all respondents and by total households. The survey area as a whole shows 55% support for greater control over parking. Lyncombe Vale Road is the lowest in terms of support for greater parking control as a percentage of total households. All the other roads are 50% or more in support .

**Table 4 Do you want greater control of parking?
Comparison of % Yes by respondents and by total households by road**

Road	Yes	% yes - respondents	% yes – total h/holds
Greenway Lane	27	61%	50%
Lyncombe Vale Road	21	78%	42%
Lyncombe Vale	33	94%	66%
Rosemount Lane	9	90%	82%
Perrymead	35	78%	56%
Total	125	77%	55%

13. Table 5 shows the response by road to the key question on support for the establishment of a Residents Parking Zone. The degree of support for an RPZ varies between 57% (Greenway Lane) and 97% (Lyncombe Vale). Conversely, Greenway Lane shows the greatest level of opposition or undecidedness (43%). Across the survey area eight respondents voted for a greater level of parking control but against the imposition of a Residents Parking Zone.

14. Table 6 compares the level of support for a Residents Parking Zone to total households in each road. The overall level of support within the survey area is 52%. Greenway and Lyncombe Vale Road show the lowest level of support (46% and 36% respectively) and are the only roads below the 50% threshold. The other roads vary between 52% and 82% in support of a Residents Parking Zone.

Table 5 Response by road to the question do you support a Residents Parking Zone?

Road	Yes	No	Undecided	% yes	% no	% undecided
Greenway Lane	25	13	6	57%	30%	13%
Lyncombe Vale Road	18	5	4	67%	19%	14%
Lyncombe Vale	34	1	0	97%	3%	0%
Rosemount Lane	9	0	1	90%	0%	1%
Perrymead	32	8	5	71%	18%	11%
Total	118	27	16	73%	17%	10%

**Table 6 Do you support a Residents Parking Zone?
Comparison by road of % Yes by respondents and by total households**

Road	Yes	% yes - respondents	% yes – total h/holds
Greenway Lane	25	57%	46%
Lyncombe Vale Road	18	67%	36%
Lyncombe Vale	34	97%	68%
Rosemount Lane	9	90%	82%
Perrymead	32	71%	52%
Total	118	73%	52%

ANALYSIS BY ROAD

15. Three of the roads are long and, and in some instances parts of them are more remote from the problems than others. It was important to judge if the attitudes to parking control differed along their length. Each road has been examined in greater detail and the responses have been analysed by location on the basis of post-codes.

Greenway Lane

16. Greenway Lane has the lowest percentage of support from respondents for greater parking control, including residents parking, than the other roads within the survey area. Correspondingly, there is a higher proportion of “undecided” and “no” than for any of the other road. Analysing the results against the total number of households there is significantly more support for greater parking control and a residents parking zone in the eastern part of Greenway Lane. Tables 7 and 8 summarise the results by post code.

Table 7 Response to “do you want greater control of parking?” – Greenway Lane

Response	Western end Post codes 4FB/4LJ/4LW		Eastern end Post codes 4LL/4LN	
	Number	Percentage	Number	Percentage
Yes	11	58% (38%)	16	64% (64%)
No	5	26%	7	28%
Undecided	3	16%	2	8%

* The red figures in brackets show the “Yes responses as a percentage of all households in that part of the road.

Table 8 Response to “support for a Residents Parking Zone?” – Greenway Lane

Response	Western end Post codes 4FB/4LJ/4LW		Eastern end Post codes 4LL/4LN	
	Number	Percentage	Number	Percentage
Yes	11	58% (38%)	14	56% (56%)
No	5	26%	8	32%
Undecided	3	16%	3	12%

* The red figures in brackets show the “Yes responses as a percentage of all households in that part of the road.

17. The residents in Greenway Lane are concerned by a number of issues which have perhaps led to a greater degree of uncertainty than has been evident in other parts of the survey area. The greatest concern expressed in the responses is the impact of parking by commuters and visitors which limits the amount of parking for residents. Approximately half the respondents raised this issue, and others indicated that they could usually find parking but the situation was getting worse. There is also some reference to long term parking by non-residents, possibly by people away on business or on holiday.

18. Generally, the parking problems seem to be greatest in the eastern half of Greenway Lane where commuters and visitors can walk into the city centre down Lyncombe Hill, and this is reflected in tables 7 and 8 which show a significantly higher percentage of support from households towards the eastern end of Greenway, both to a greater control of parking and for a Residents Parking Zone. As a percentage of households, support from the eastern end of Greenway to both greater parking control and a Residents Parking Zone exceeds the 50% threshold.

19. Some respondents are more concerned by traffic than parking, especially at the western end of Greenway Lane. Also some recognise that Greenway Lane will be affected by the establishment of the proposed Residents Parking Zone in Bear Flat and Alexandra Park. There is also concern about the proposed Clean Air Zone for central Bath, and the implications for Greenway Lane being used as a route around the centre to avoid it.

Lyncombe Vale Road

20. Lyncombe Vale Road divides naturally into two parts : the eastern section from Lyncombe Hill to the junction with Lyncombe Vale, and the western section from the Lyncombe Vale junction to the

end of the cul-de-sac by Plockton House. Both sections of the road are narrow with only limited opportunity for on-street parking. Of the 27 respondents, 25 have off-street parking.

Table 9 Response to “do you want greater control of parking?” – Lyncombe Vale Road

Response	Western end Post codes 4LS/4LU		Eastern end Post codes 4LR/4LP	
	Number	Percentage	Number	Percentage
Yes	10	100% (53%)	11	61% (35%)
No	0	0%	3	17%
Undecided	0	0%	4	22%

* The red figures in brackets show the “Yes” responses as a percentage of all households in that part of the road.

Table 10 Response to “support for a Residents Parking Zone?” – Lyncombe Vale Road

Response	Western end Post codes 4LS/4LU		Eastern end Post codes 4LR/4LP	
	Number	Percentage	Number	Percentage
Yes	7	78% (37%)	11	61% (35%)
No	2	22%	3	17%
Undecided	0	0%	4	22%

* The red figures in brackets show the “Yes responses as a percentage of all households in that part of the road.

21. All the respondents from the western end supported greater control over parking, but just 78% indicated “yes” to a residents parking zone. A smaller percentage of respondents from the eastern end of Lyncombe Vale Road supported both greater control of parking and the introduction of a residents parking zone (61% in both cases). There was greater uncertainty in the eastern part of the road with 39% voting either “no” or “undecided”. The figures in brackets in these two tables show the “yes” responses as a percentage of total households in each part of Lyncombe Vale Road.

22. The level of support for a Residents Parking Zone is the same for both sections of the road and is low at 35% of total households. There is a higher degree of support for greater control over parking at the western end. However, the total number of households who responded to the survey is the lowest of all the roads in the study.

23. Respondents from both parts of the road indicated that they have no parking problems, reflecting the high proportion of those with off-street parking and the narrowness of the road preventing parking along most of its length. However, some of these showed awareness of a general problem in their road and thus supported greater control, including a residents parking zone.

24. A number of respondents from the eastern section of the road indicated problems with commuters taking the few on-street spaces available. The other main concern is the traffic and congestion caused by the Paragon School, especially for those living close to the school. One respondent from the western part of Lyncombe Vale Road mentioned the potential problems in the area due to the proposed residents parking zone in Bear Flat and the proposed Clean Air Zone for Central Bath.

Rosemount Lane

25. Rosemount Lane is a short single track road with two-way traffic. The Lane slopes steeply from west to east, from the top of Lyncombe Hill to Lyncombe Vale. It is used as a “rat run”, and in the mornings and afternoons, provides access to the Paragon School in Lyncombe Vale. There are 11 properties (from the post code finder), but 12 according to responses to the questionnaire. All have the same post code.

26. Most of the properties have off-street parking, the exceptions being the three cottages at the bottom of the hill. The only on-street parking is opposite these three properties, but, apparently, the police are questioning the legitimacy of parking in these spaces. The only legitimate on-street parking for the three cottages is in Lyncombe Vale.

27. Despite the high proportion of off-street parking, there is overwhelming support both for greater parking control and, specifically, for being included in a residents parking zone. Several respondents commented that if Lyncombe Vale is included in a residents parking zone, then Rosemount Lane must be included too.

28. There are mixed views on the parking of cars by the cottages at the bottom of Rosemount Lane. Some respondents view the parking as dangerous as it limits the width of the road, but others comment that the parked cars help to restrict the speed of vehicles travelling up and down the Lane. Some respondents are more concerned by non-residents using the Lane as a short cut, and are particularly concerned by the speeds at which some of the vehicles travel up and down the Lane.

Lyncombe Vale

29. Lyncombe Vale is a narrow two-way road with street parking along one side. The analysis has identified three sections by post code: the eastern end of Lyncombe Vale from Prior Park Road to just west of the junction with Rosemount Lane including Daisy Bank, the middle section that includes Sunnybank Terrace, and the western section to the junction with Lyncombe Vale Road that includes Southville Terrace and the Paragon School. The key difference in the various sections is the proportion of off-street parking. In the middle section most of the houses have off-street parking, whilst in the eastern and western sections most houses use on-street parking. Tables 11 and 12 summarise the results by section for the questions on greater parking control and support for the residents parking zone.

Table 11 Response to “do you want greater control of parking?” – Lyncombe Vale

Response	West Post codes 4LY/4LT/4LZ		Middle Post code 4NA		East Post codes 4NB/4ND	
	Number	Percentage	Number	Percentage	Number	Percentage
Yes	15	100% (63%)	9	82% (53%)	9	100% (100%)
No	0	0%	1	6%	0	0%
Undecided	0	0%	1	6%	0	0%

* The red figures in brackets show the “Yes responses as a percentage of all households in that part of the road.

Table 12 Response to “support for a Residents Parking Zone?” – Lyncombe Vale

Response	West Post codes 4LY/4LT/4LZ		Middle Post code 4NA		East Post codes 4NB/4ND	
	Number	Percentage	Number	Percentage	Number	Percentage
Yes	15	100% (63%)	10	91% (59%)	9	100% (100%)
No	0	0%	1	9%	0	0%
Undecided	0	0%	0	0%	0	0%

** The red figures in brackets show the “Yes responses as a percentage of all households in that part of the road.*

30. It is apparent that there is a consistently strong response in favour both of greater parking control and specifically for a Residents Parking Zone throughout Lyncombe Vale. However, when compared as a percentage of total households in each section, there is a lower level of support to both greater control over parking and a Residents Parking Zone from the middle part of Lyncombe Vale (where most houses have off-street parking), but it is still almost 60% in support, well above the Council’s threshold.

31. The reasons for support for control of parking are clearly identified in the comments made by the respondents. A very high proportion of respondents refer to the use of Lyncombe Vale for parking by non-residents, including commuters, visitors to Bath, shoppers and people leaving their vehicles to go on holiday. During term times, the problems are exacerbated by the Paragon School. The same problems are experienced at the weekends when shoppers and rugby supporters use the road for parking.

32. A frequent comment was that if a resident has to make a trip it is invariably difficult or impossible to find a space on their return. In addition to the problems of finding a parking place, the amount of traffic that is generated within the narrow road causes congestion and significantly affects the quality of the environment in Lyncombe Vale.

Perrymead

33. Perrymead is a long cul-de-sac from Prior Park Road. Most but not all of the houses in Perrymead have off-street parking. In particular the houses at the lower end of Perrymead depend on street parking. The overall response rate from Perrymead was 78% with 78% of respondents supporting greater control over parking, and 71% supporting the introduction of a residents parking zone.

34. A more detailed analysis was made and Perrymead was divided into three sections : lower section from Prior Park Road to Perrymead Court, the middle section from there to Murtrey Cottage, and the upper section from Murtrey Cottage to Honeysuckle Farm.

35. The parking problems in Perrymead are caused by commuters who park there and walk into the City Centre. The tendency has been for commuters to park in the lower section of the road, nearest to Prior Park Road where they compete with the residents for on-street parking. However, commuter parking is now spreading up Perrymead. The purpose of the detailed analysis was to examine the level of support for greater parking control in the parts of Perrymead that are less affected by the commuter parking. There are also several references to the problem of long term parking by non-residents.

36. Tables 13 and 14 summarise the responses to the question on support for greater parking control, and on support for a Residents Parking Zone. It is shown that in the lower section where the impact of the commuter parking is more apparent and there is less off-street parking, there is strong support for greater control of parking and for the introduction of a Residents Parking Zone.

Table 13 Response to “do you want greater control of parking?” – Perrymead

Response	Upper (west) Post codes 5AX/5BA/5AU/5AR		Middle Post code 5AY		Lower (east) Post codes 5AZ/5BB	
	Number	Percentage	Number	Percentage	Number	Percentage
Yes	13	72% (42%)	14	78% (78%)	8	89% (62%)
No	3	17%	2	11%	1	11%
Undecided	3	11%	2	11%	0	0%

* The red figures in brackets show the “Yes responses as a percentage of all households in that part of the road.

Table 14 Response to “support for a Residents Parking Zone?” – Perrymead

Response	Upper (west) Post codes 5AX/5BA/5AU/5AR		Middle Post code 5AY		Lower (east) Post codes 5AZ/5BB	
	Number	Percentage	Number	Percentage	Number	Percentage
Yes	11	61% (35%)	13	72% (72%)	8	89% (62%)
No	4	22%	3	17%	1	11%
Undecided	3	17%	2	11%	0	0%

* The red figures in brackets show the “Yes responses as a percentage of all households in that part of the road.

37. Respondents from all three parts of Perrymead indicated support for a residents parking zone. As might be expected, the further away from Prior Park Road, support for greater parking control and a residents parking zone decreases. Support for a residents parking zone in the upper section is 11% less than the percentage supporting greater control. A number of respondents commented that whilst the problems in the lower parts of the road might be addressed by the introduction of residents parking permits, parking in the upper section could be controlled by time limited general parking. When the “yes” responses are given as a percentage of all households in each part of the road, the highest degree of support is from the lower and middle parts of Perrymead, both well above the Council’s threshold, and as might be expected, the lowest level of support (at 35%) is from the upper part.

38. Respondents from all parts of the road identified problems caused by non-residents parking in Perrymead, but their perception of the problem changed according to their location. Residents in the lower part of Perrymead have to compete directly with non-residents for parking places. Their experience is similar to residents in Lyncombe Vale, where, if they leave their space, it will be taken by a non-resident and it will difficult to find a space on their return.

39. In the middle part of Perrymead the problems are twofold: an increasing tendency for commuters to park thus limiting the availability on-street parking, and restriction of access caused by parked vehicles. Perrymead is narrow in places and parked vehicles can impede or block vehicles passing along it. There are comments, too, that cars are often parked in a manner that impedes access to individual properties. On the upper part of Perrymead the concerns are more about the restriction of access along the road. However there are comments from respondents in both middle and upper Perrymead that non-resident parking is creeping up the road. There is also recognition

from some that the whole of the road would have to be included within any scheme otherwise greater restrictions at the lower end would push the problem to the middle and upper parts.

SUMMARY

40. The main purpose of this exercise was to determine the degree of support for the introduction of a Residents Parking Zone covering Greenway Lane, Lyncombe Vale Road, Lyncombe Vale, Rosemount Lane and Perrymead. There are 227 households in the survey area, and there were 162 responses, a response rate of 71%.

41. The Council has indicated that if it is to proceed to the Development and Design stage of a Residents Parking Zone, it will require in excess of 50% of the total number of residents in favour of the scheme. This is based on the Council's "Guidance on the Introduction of Residents Parking Schemes" 2014. It should be noted that this threshold assumes that there has been a full consultation process, implying that there has been a designed scheme which was not the case in this instance.

42. Based on the responses there is clear support (in excess of 50%) from all the roads, both for a greater level of control over parking, and specifically for Residents Parking Zone. As a percentage of all households, the overall level of support is 55% for greater control over parking and 52% for a Residents Parking Zone. Looking at individual roads, Lyncombe Vale Road shows less than 50% support from all households for a Residents Parking Zone, but more than 50% for greater control of parking. Greenway Lane shows 50% support for a greater degree of parking control but less than 50% for a Residents Parking Zone.

43. It is evident that the main cause of parking problems in the area is the use of free road side parking by non-residents, especially commuters. This in turn denies residents the ability to park. The pressures are most intense in Lyncombe Vale and in the lower part of Perrymead. Responses from Greenway Lane, Lyncombe Vale and Perrymead also refer to long term parking by non-residents, assumed to be by people who are away on business or on holiday. This seems to be a particular issue in Perrymead and Lyncombe Vale. Other problems caused by non-resident parking include congestion as vehicles search for spaces, parking on narrow roads thus restricting access, and careless parking that blocks access to private driveways.

44. Residents in Greenway Lane face a number of pressures, being closest to the proposed Residents Parking Zone for Bear Flat and Alexandra Park, and are concerned by the potential implications of the Clean Air Zone in central Bath that could encourage traffic to use the road to avoid charges for "dirty" vehicles. Greenway Lane had the highest percentage of "no" and "undecided" responses.

45. Generally the level of support for a greater level of parking control was higher than for the introduction of a Residents Parking Zone. A number of respondents from across the area expressed support for residents only parking mixed with general time-limited parking.

46. The response to the survey demonstrates a majority in favour of changes in parking regulation within the area. Even on roads that show the least level of support there are pockets of concern about the availability of roadside parking for residents. This suggests that any scheme that is developed for the roads with strong support for parking control would have to address these localise

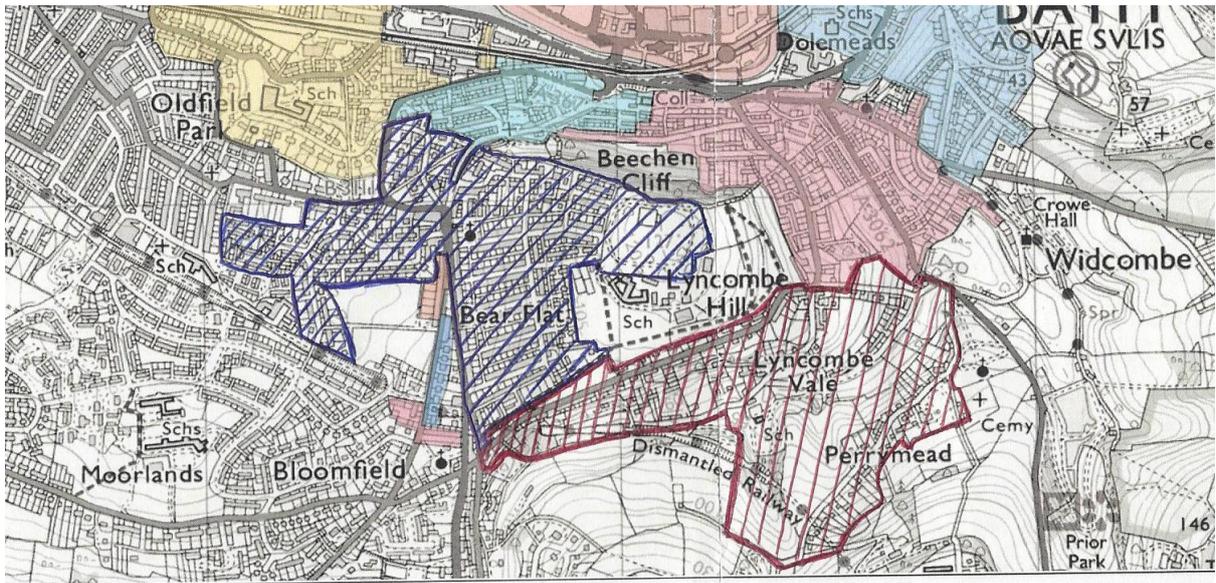
areas of concern as part of the overall scheme. The likely introduction of a Residents Parking Zone in Bear Flat and Alexandra Park will increase the need for greater parking control across the survey area.

Widcombe Association

2nd August 2018

APPENDIX 1

DIAGRAM SHOWING THE SURVEY AREA



Date Created: 6-12-2017 | Map Centre (Easting/Northing): 375266 / 164961 | Scale: 1:14841 | © Crown copyright and database right. All rights reserved (100023334) 2017 © Batt

Red hatch – the survey area and proposed new or extended Residents Parking Zone.

Blue hatch – the proposed Residents Parking Zone for Bear Flat and Alexandra Park.

Solid colours – established Residents Parking Zones. The pink area south of the railway is the existing Widcombe Residents Parking Zone (Zone 3).

APPENDIX 2

THE SURVEY FORM



The Widcombe Association

Questionnaire on the proposal for a Residents Parking Zone

1. PLEASE LET US KNOW WHERE YOU LIVE

ROAD

POST CODE

2. HOW MANY CARS ARE THERE IN YOUR HOUSEHOLD?

3. WHERE DO YOU / MEMBERS OF YOUR HOUSEHOLD CURRENTLY PARK?

(TICK THE APPROPRIATE BOX)

OFF-STREET PARKING NOT RELEVANT
ON-STREET (CONTROLLED PARKING)
ON-STREET (NO CONTROLS)

4. DESCRIBE THE CURRENT PARKING PROBLEMS (IF ANY) IN YOUR ROAD

.....
.....
.....

5. ARE YOU IN FAVOUR OF GREATER CONTROL OF PARKING IN YOUR ROAD?

(TICK THE APPROPRIATE BOX)

YES
NO
UNDECIDED

6. DO YOU SUPPORT THE IDEA OF A RESIDENTS' PARKING ZONE FOR YOUR ROAD?

(TICK THE APPROPRIATE BOX)

YES
NO
UNDECIDED

7. DO YOU HAVE ANY FURTHER COMMENTS TO MAKE ON THE NEED FOR A RESIDENTS' PARKING ZONE FOR YOUR ROAD OR FOR ANY PART OF IT?

.....
.....
.....

Thank you for completing the questionnaire. Please see letter on how to return to us.

APPENDIX 3

LETTER ACCOMPANYING THE SURVEY FORM SENT TO EVERY HOUSEHOLD IN THE SURVEY AREA



The Widcombe Association

PARKING SURVEY

Dear Resident,

Bath and North East Somerset Council is considering the establishment of a new Residents' Parking Zone covering Greenway Lane, Rosemount Lane, Lyncombe Vale Road, Lyncombe Vale and Perrymead (see diagram below). The new zone would be contiguous with the existing Zone 3 that includes Lyncombe Hill, lower Widcombe Hill, Prior Park Road and Church Street, and the proposed new zone covering Bear Flat and Alexandra Park. The proposal for a Residents' Parking Zone in this area is in response to concerns expressed by residents about current parking problems. The introduction of the new zone in Bear Flat and the proposal for this area could mean an increase in pressure for parking on roads that are not within a designated Residents' Parking Zone.

The process to establish a new Residents' Parking Zone is rigorous and can take a number of years. The starting point is a consultation involving an initial survey of all residents and businesses in the area in order to determine the level of support. If there is general support for a Residents' Parking Zone then the Council will move to the planning stage. To proceed to the next stage, the Council's requirement is for more than 50% of all households to vote in favour of the scheme. The final outcome could be one where roads with less than 50% support are excluded from the proposed Residents' Parking Zone, with those that do support the scheme being either included as an extension of an adjacent zone or formed into a new but smaller zone.

The Council is keen to commence the process but does not have the resources at the present time. Therefore the Widcombe Association has agreed to commence the process by carrying out this initial survey on the Council's behalf. This is being done on a voluntary and impartial basis. The Association is not taking a view, either for or against the proposed zone, at this stage.

The proposed zone covers three distinct sub-areas (Greenway Lane; the triangle of Lyncombe Vale Road, Lyncombe Vale and Rosemount Lane; and Perrymead). The nature of the parking problems in each of these sub-areas may differ and the same blanket approach to control across the whole of the Zone may not be appropriate. Variations of parking control within the boundary of a Residents' Parking Zone are possible so as to respond to the specific problems on individual roads. Thus spaces can be identified exclusively for residents, and spaces can be allocated as dual use for residents and those parking without a permit. Waiting time prohibitions can be imposed for those parking legally without a permit, and these can be applied so as to deter commuters. In completing the form you are invited to highlight variations in the nature of parking demands and problems along your road and to comment on the appropriateness of different approaches to parking control for your road.

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