

**Matthew Smith**  
**B&NES Council**

**21 July 2010**

**Dear Matthew,**

**PROPOSED CHANGES TO PARKING AND RELATED FEES AND CHARGES  
2010/11**

Thank you for your letter of 11 June, consulting us about increased parking charges.

As you say, no-one welcomes increased charges, and this includes residents. Nevertheless we recognise that parking is an important source of revenue for the Council, and that control of it serves other ends in Bath, especially reduction of the congestion and air pollution for which the city is becoming notorious. We believe you have got the rationale broadly right.

We welcome your proposed consultation on a parking strategy and look forward to discussing this with you.

We are glad that you are strengthening enforcement. Parking restrictions are regularly abused in some areas of the city, eg the western end of George Street where the road is at its narrowest and there is a sharp turn into Gay Street, which adds to congestion all the way from Charlotte Street to London Road. Double yellow lines are ignored everywhere in the evening and we would have thought that proper enforcement at this time would easily pay for itself.

We think you should open the Park&Rides on Sunday, and also later into the evening. We believe there would be sufficient demand to justify this, and that the Council could at least conduct a well-publicised trial.

It is disappointing that you are proposing to load all the increase for Park&Ride services on to the bus fare. A charge for parking would have the effect of encouraging car sharing.

We support your hierarchy of charges (on street > off street > Park&Ride).

Proposed car parking charges in Keynsham are a small fraction of those in Bath (40p as against £3.10 for two hours), and note your explanation that they should not have an adverse effect on the local economy. This factor does not seem to apply in Bath, and we should be interested to know whether the Council is subsidising parking in Keynsham out of the revenue it is raising from it in Bath.

The business factor presumably does not apply to residents' parking, yet there is also a wide difference between charges in Keynsham and Bath (£30 as against £90

**PROMOTING RESIDENTS' INTERESTS IN BATH**

per annum), which cannot possibly reflect any difference in administration costs. We should like to know your justification for this.

Our members in the central zone would be grateful for three small improvements to the rather limited parking arrangements they enjoy:

- Make permanent the current trial of visitors' parking permits, which has been a big success.
- convert more on-street parking to 'permit-holder only' in order to help residents and discourage visitors from coming driving round and round looking for a space, adding to congestion and pollution in residential streets.
- Create more dedicated parking bays for motorcycles. These tend to take up the whole bay when parked in standard spaces, and can park more efficiently when dedicated spaces are made available.

Re on-street parking charges, we have pointed out to you that FoBRA has NOT suggested removing the 30 minute time band.

With best wishes.

**Yours sincerely,**

**HENRY BROWN,  
Chairman**